

MPC Case Number - 2017 SP-066-001

1801 Meridian St

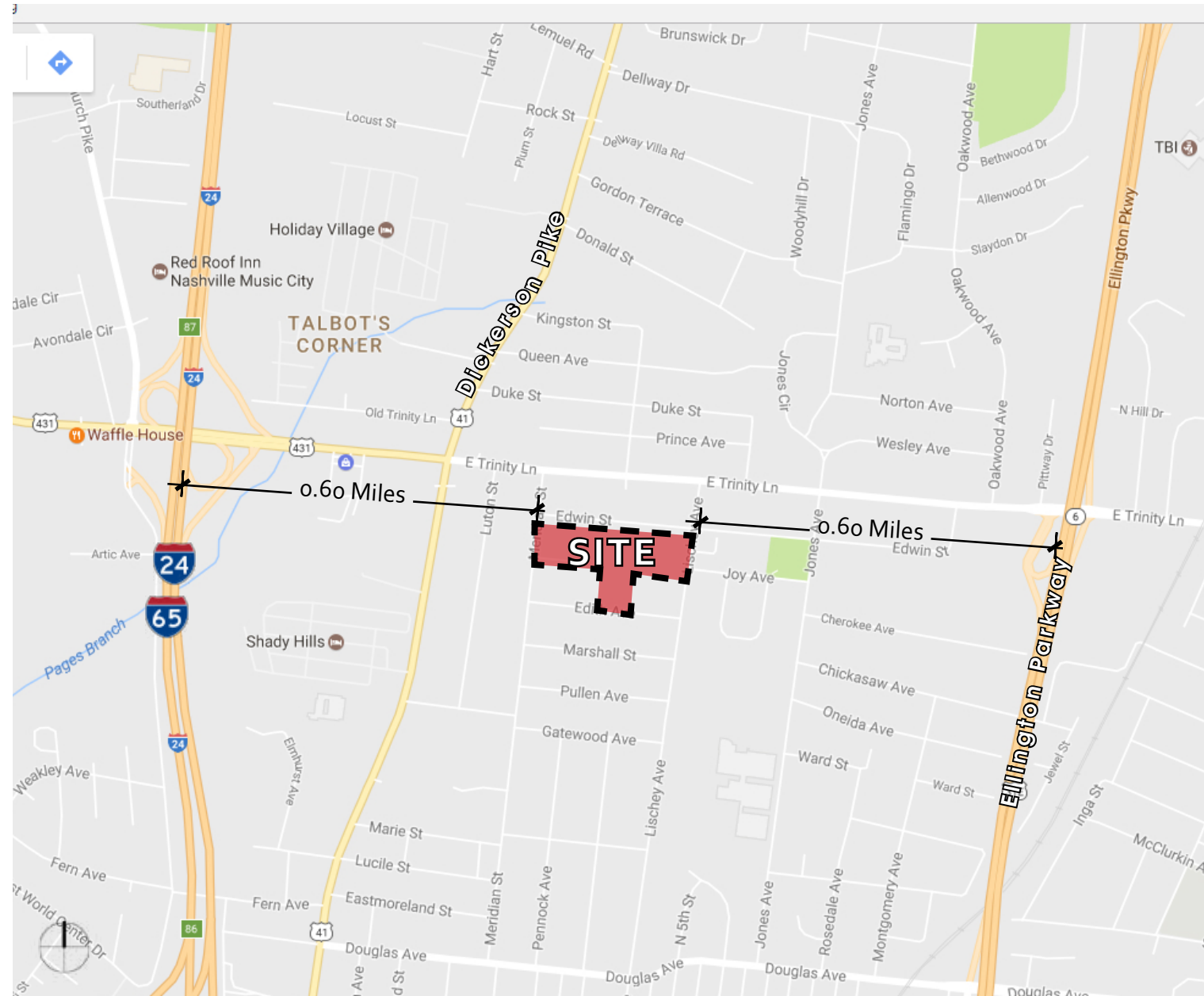
1801 MERIDIAN STREET

Preliminary Specific Plan

July 13, 2017



Site Vicinity Map



Site Info
 Site is 8.44 acres of land located at:
 1801 Meridian Street
 Map & Parcel(s): 07107023200
 Council District 05 - Scott Davis

Owners of Record
 Dennis E. Wood
 1801 Meridian St Lot 18
 Nashville, TN 37207

Developer
 Rochford Realty & Construction Co.
 2200 Abbott Martin Road
 Nashville, TN 37215
 615-383-1141
 Charlie Evans
 cevans@rochfordcompany.com

Civil Engineer
 Ragan Smith Associates, Inc.
 315 Woodland Street
 Nashville, TN 37206
 615-383-1141
 Alan Thompson
 athompson@ragansmith.com

Land Planner / Architect
 Smith Gee Studio, LLC
 209 10th Avenue South, #425
 Nashville, TN 37203
 615-645-5511
 Ken Babinchak
 kbabinchak@smithgeestudio.com



Existing Conditions

Site Info

Site is 8.44 acres of land located at:

1801 Meridian Street
Map & Parcel(s): 07107023200
Council District 05 - Scott Davis

Current Zoning: RS5

Land Use Policy: T4-NE
Urban Neighborhood Evolving

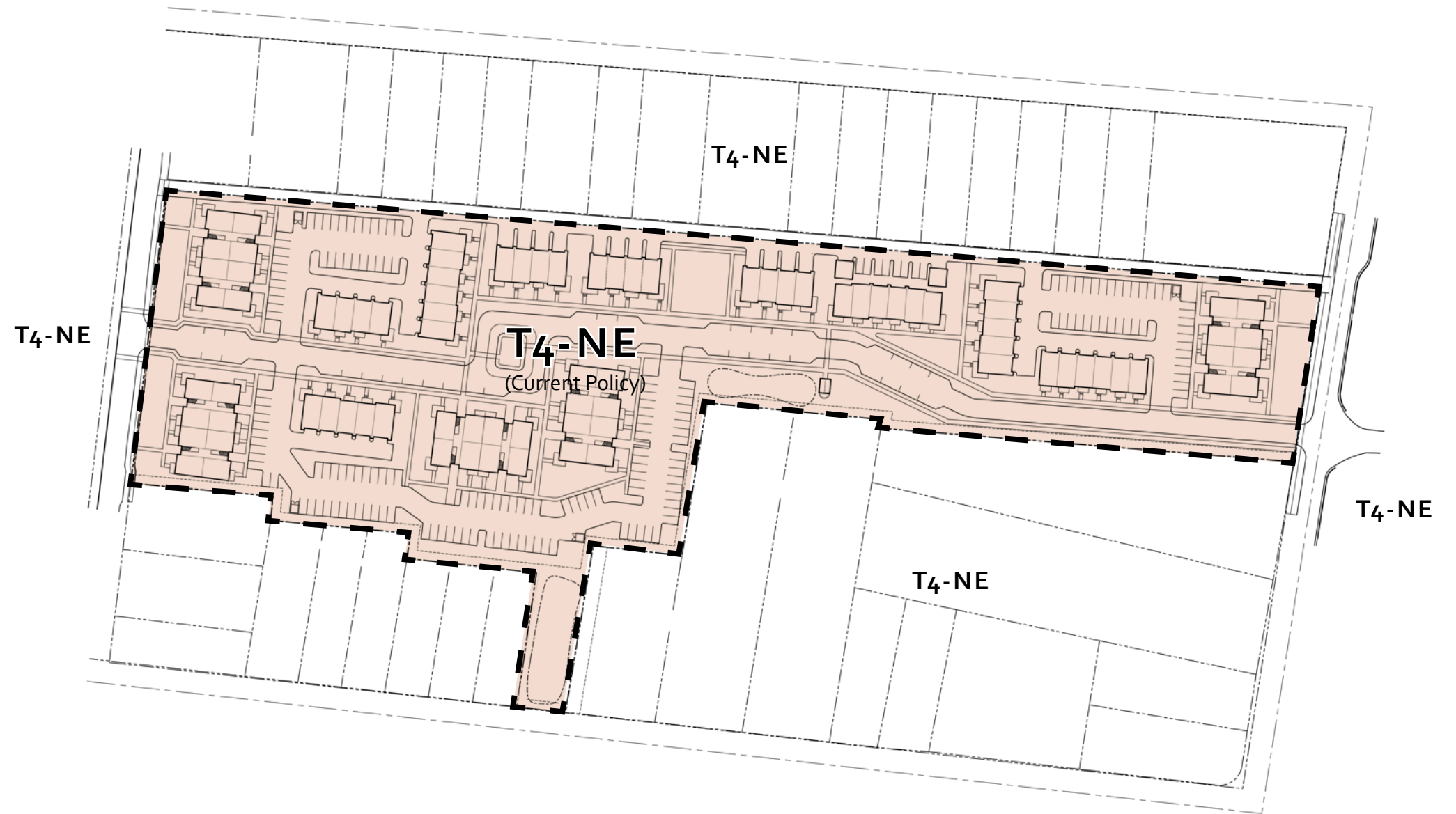


Land Use Policy

The property is located within the East Nashville Community Plan, Davidson County. The current land use policy for the entire property is T4 Urban Neighborhood Evolving. The SP site plan will retain the T4 NE policy to provide moderate to high-density residential development.

T4 Urban Neighborhood Evolving - Current

T4 Urban Neighborhood Evolving areas policy intent is to promote a diverse housing mix with a high level of connectivity. T4 Urban Neighborhood Evolving areas have moderate to high-density development patterns with residential and institutional land uses. The public realm and streetscape feature the consistent use of lighting and generally formal landscaping. T4 Urban Neighborhood Evolving areas are served by high levels of connectivity with street networks, sidewalks, bike-ways and mass transit leading to surrounding neighborhoods and open space. The edges of T4 Urban Neighborhood Evolving areas are include boundaries defined by evolving or intended development patterns, transitional uses, man-made and environmental features.



Regulations

Standard Notes

- The purpose of this SP is to receive preliminary approval to permit the max. density development total of up to one hundred fifty eight (158) residential units.
- This SP is expected to be built in one phase of development. Construction will likely begin in the first quarter of 2018 and will take 2 to 3 years for full project build-out.
- If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the Multi-family RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
- Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
- All development within the boundaries of this plan meets the requirements of the Americans with Disabilities Act and the Fair Housing Act. ADA: <http://www.ada.gov/> U.S. Justice Dept.: http://www.justice.gov/crt/housing/fairhousing/about_fairhousingact.htm

Architectural Standards

Buildings shall avoid continuous uninterrupted blank facades. At a minimum, the facade plane shall be interrupted by one of the following for every thirty (30) linear feet of street frontage:

- A change in building material
- A horizontal undulation in the building facade of two (2) feet or greater
- A porch, stoop, bay window or balcony; porches shall be a min. six (6) feet in depth
- Refuse collection, recycling and mechanical equipment shall be fully screened from public view by the combination of fences, walls or landscaping.

- Windows shall be vertically oriented at a ratio of 1.5:1 or greater; Planning staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows and other special conditions.
- EIFS, vinyl siding and untreated wood shall be prohibited for all uses (vinyl soffits shall be permitted).
- HVAC units shall be located at the rear half of the side of unit, behind the unit, or on the roof of each building.

Front Build-to-Zone: Where buildings directly front public streets or common areas (e.g. sidewalks, parking, open space), the front facade must be built within the build-to-zone requirement measured from the back of the proposed sidewalk.

Primary entrance / Glazing : Building facades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing (calculated as a % of ground floor facade measured from finished floors to ceiling).

Foundation Height: A raised foundation of 18"- 36" is required for all residential structures along the street frontage. Modifications may be granted by Planning Staff with the Final SP application for topographically challenged areas, ADA required units or unique circumstances.

Passages: Landscaped passages are encouraged between buildings to provide access from rear parking areas to the building fronts.

Signage

The following sign types shall be permitted: Projecting Signs, Wall Mounted Signs, Awning Signs, Ground Mounted Signs, Canopy Signs.

- Ground mounted signs shall be limited to twelve (12) feet in width and six (6) feet vertically of signage area.
- Signs may additionally include a maximum of a two (2) feet masonry foundation.
- External Illumination: Light sources shall be directed towards sign minimizing glare to the sidewalk or adjacent properties.
- Internal Illumination: Signs are permitted to be internally illuminated but the sign background must be opaque with only graphic, text or logos being illuminated.
- Signs standards not addressed herein must meet the requirements permitted by the RM20-A base zoning designation.

BULK STANDARDS	
Acreage	8.44 acres
Permitted Uses	RM20-A
Maximum Number of Residential Units Permitted	158 units maximum
Maximum Gross Floor Area Ratio (FAR)	0.80
Maximum Gross Impervious Surface Area Ratio (ISR)	0.70
Lishey Avenue Build-to-zone	5 feet to 45 feet
Meridian Street Build-to-zone	5 feet to 45 feet
General Build-to-zone	5 feet to 20 feet
Side Setback	0 feet minimum
Building Separation	8 feet minimum
Rear Setback	0 feet minimum
Min. Alley Setback	5 feet or greater than 15 feet from edge of pavement
Multi-family Height Standards ¹	3 stories max. within 50 feet
Townhome Height Standards ¹	3 stories max. within 50 feet
Parking (Vehicle)	1 Bedroom unit - 1.00 spaces per unit 2 Bedroom + units - 1.50 spaces per unit
Parking (Bike)	Per Metro Parking requirements
Notes:	
1 - Building Height shall be measured from the average elevation of the natural grade to the top of the roof ridge; An additional "basement" level may be provided internally to the development where topography allows for additional sub-surface development including parking and conditioned residential.	



Design Plan

Through the Specific Plan, the community will be assured a level of quality and a sense of community. The intent of the 1801 Meridian St SP is to provide a comfortable, safe, residential community with emphasis on pedestrian oriented streetscapes, diverse housing options, adequate open space and quality architecture.

More specifically, the SP is intended to:

- Assure the compatible integration of a variety of housing types: townhomes and multi-family, in order to accommodate the housing needs of a diverse population.
- Maintain a scale and form of development that emphasizes sensitivity to the pedestrian environment.
- Achieve “traffic calming” benefits through: an integrated street network providing options for traffic flow, the avoidance of excessively wide streets, and the provision of on-street parking.
- Provide for a variety of strategically-located and carefully-designed common spaces, including streets, greens and natural areas.

MAX. DENSITY TOTALS	
Total Site Acreage	8.44 acres
Total Residential Units	158 units
Multi-family	110 units
Townhomes	48 units
Gross Density	18.72 du / acre
Total Parking Provided	307 spaces
On-street spaces	39 spaces
Off-street spaces	268 spaces



Landscape Plan

Landscape Standards

The developer of this project shall comply with the requirements of the SP and adopted tree ordinance 2008-328 (Metro Code Chapter 17.24).

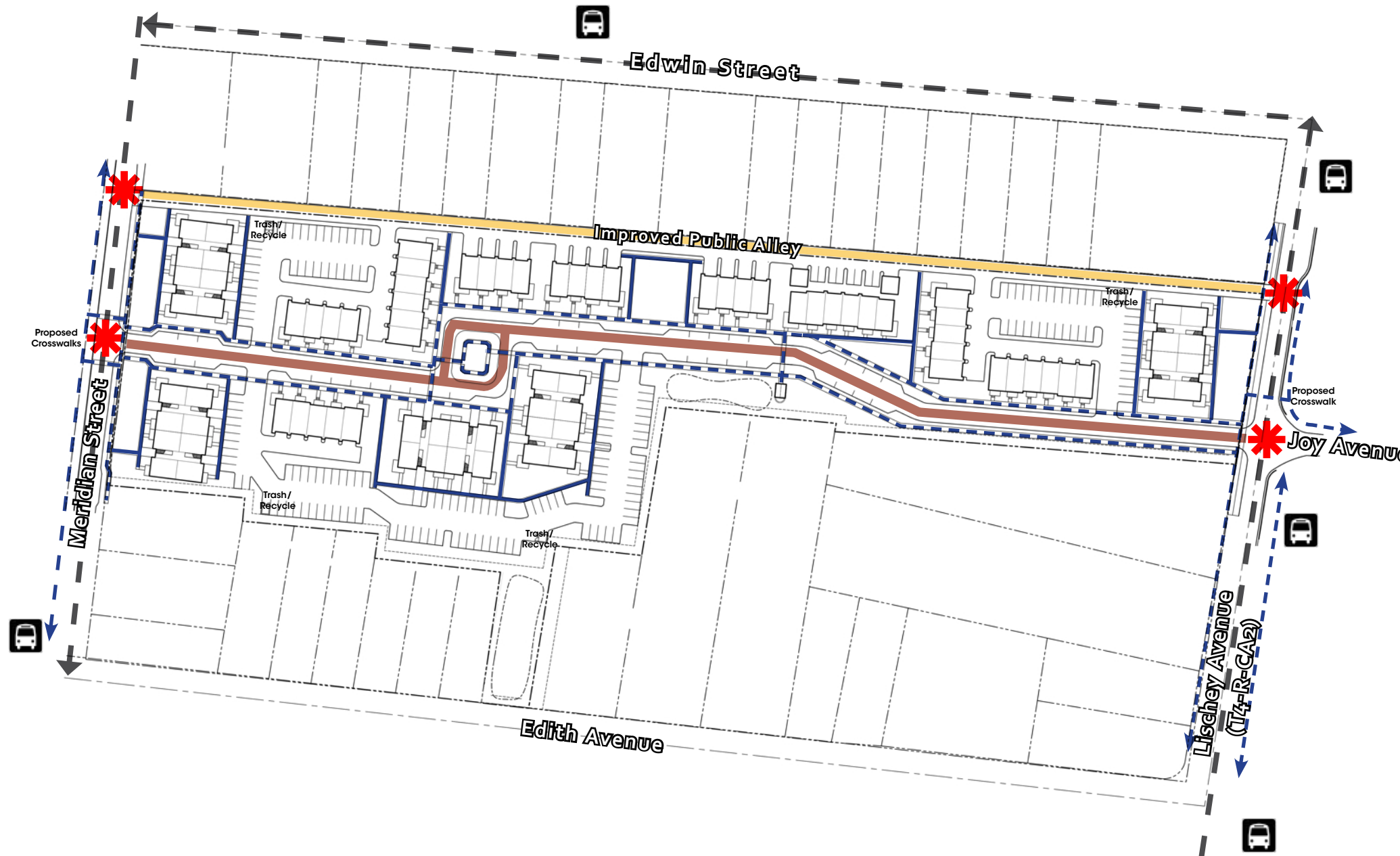
- Street trees shall be provided along all street frontages at a minimum spacing average of fifty (50) linear feet.
- All common area landscaping shall be properly irrigated and maintained by a landscape contractor; if drought resistant plant material is used, irrigation shall not be required.
- An average minimum A-2 landscape buffer shall be provided along the entirety of the southern property boundary.
- Where trees are planted in rows, they shall be uniform in size and shape. All plants shall be freshly dug, sound, healthy, vigorous, well branched, free of disease, insect eggs, and larvae, and shall have adequate root systems.
- All container grown material shall be healthy, vigorous, well-rooted plants and established in the container in which they are sold. The plants shall have tops which are good quality and are in a healthy growing condition. All root bound plants shall be rejected.
- Groups of shrubs shall be in a continuous mulch bed with smooth continuous lines. All mulched bed edges shall be curvilinear in shape following the contour of the plant mass. Trees located within four feet of shrub beds shall share same mulch bed.
- Plant locations may be adjusted in the field as necessary to be clear of drainage swales and utilities. Finished planting beds shall be graded so as to not impede drainage away from buildings. If significant relocations are required, contractor shall contact landscape architect for resolution. Failure to make such relocations known to the owner or landscape architect will result in contractor's liability of plant materials.
- Trees must remain vertical and upright for the duration of the guarantee period. Guys and strapping shall be removed after one growing season.
- The root crown to be at finished grade or no greater than a maximum of one inch higher (after settling) than finished grade.



Open Space Provided	
Active:	16,000 SF +/-
Passive:	32,000 SF +/-
TOTAL:	48,000 SF +/-

Street Network Design

The 1801 Meridian St interconnected street network is designed to disperse automobile traffic while providing multiple entrances and access points for emergency vehicles (with four (4) connections). A public sidewalk within a pedestrian easement will be provided along the full length of the private access drive connecting Meridian Street to Lischey Avenue. The improved alley will remain public R.O.W. All remaining streets within the development are intended to be constructed within private easements for access and utilities.



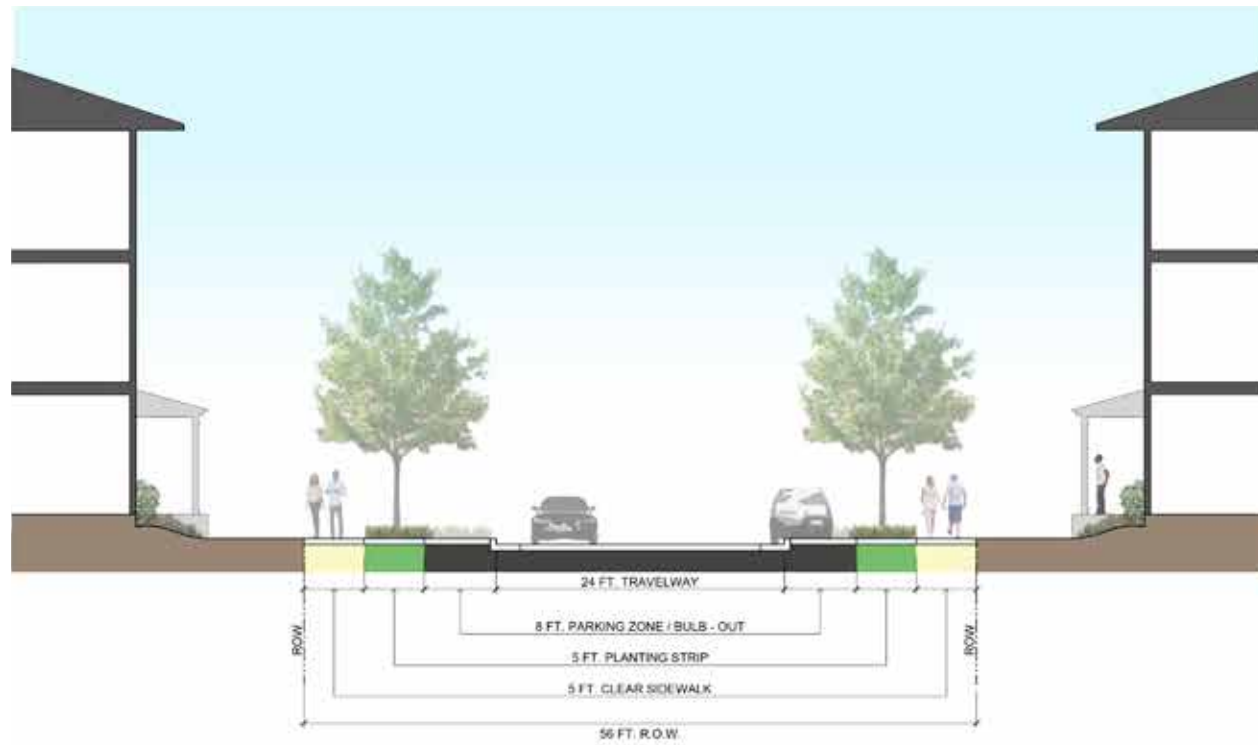
Legend

- Neighborhood Street- 56 feet R.O.W.
- Alley- 20 feet Public R.O.W.
- * Vehicular Access
- MTA Bus Route #28
- Bus Stop
- Private Sidewalk
- Public Sidewalk

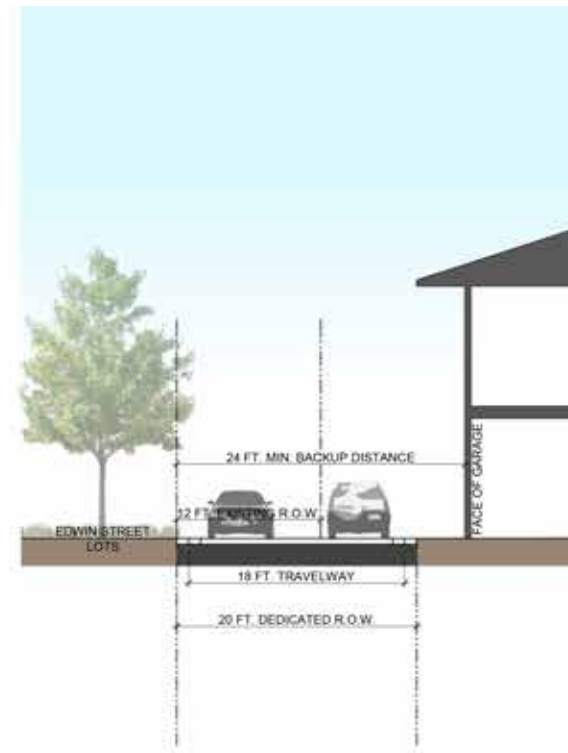


Street Network

Neighborhood Street 



Alley 



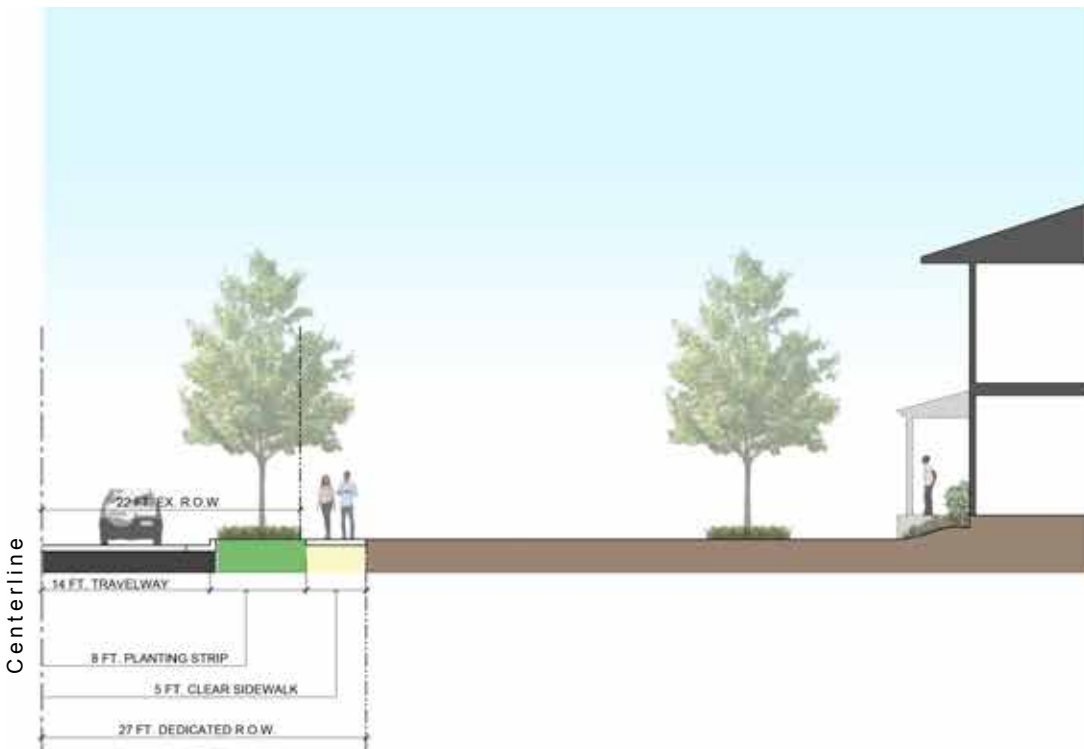
Each street type in 1801 Meridian St is designed for specific conditions based on projected frequency of traffic, desired parking conditions, the types of uses and intensity of housing along that street, specific physical conditions and to allow for emergency vehicle access. While the Street Network/Street Sections illustrate the desired street layout and design, the plan shall be flexible to respond to physical site conditions, dispersion of building types, community desires and changing market conditions. The SP shall allow for variations in the design of the street network, street sections and block layout so long as it meets the intent of the regulations and are met and approved by Metro Public Works.

- All roadways shall be built with Metro Public Works standard ST-200 curb and gutters and Metro Public Works standard ST-210 sidewalks.
- Each street intersection shall be designed and engineered specifically to allow for a 39' x 9' fire engine/school bus to make turns free of parked cars and curbs. Final construction plans will provide turning diagrams assuring adequate turning movements.

Standard Notes

- Roadway Improvements that are a direct result of this specific project as determined by the approved Traffic Impact Study and the Department of Public Works shall be constructed. Final plans and road grades shall comply with the design regulations established by the Department of Public Works.
- Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated.
- In compliance with the Major and Collector Street Plan requirements, a 6 foot planting strip and 6 foot sidewalk shall be provided along Lischey Avenue.
- The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
- At no time shall a gated entrance be allowed at the connection to either public street.

Meridian Street



Lischey Avenue



Alley

- The alley will provide access to some rear loaded units. The intent is to limit the amount of direct access from the street network allowing better traffic flow across the system.
- The alley is intended to make accessing units easier from each street and to conceal parking and utilities from public view.



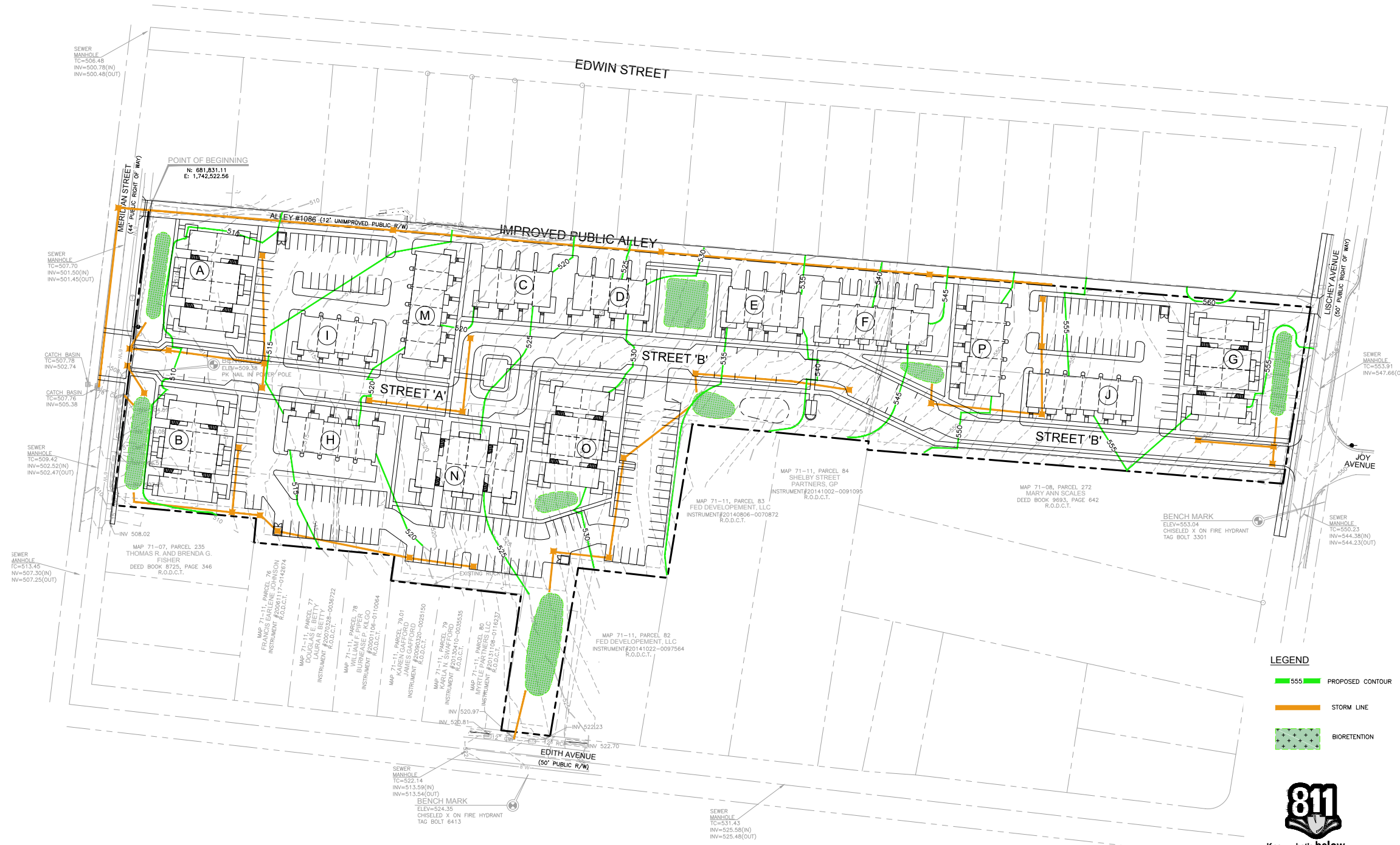
Architectural Character



Architectural Character



Grading Plan

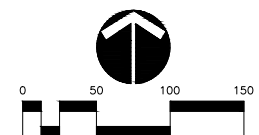


LEGEND

- 555 PROPOSED CONTOUR
- STORM LINE
- BIORETENTION



Know what's below.
Call before you dig.



BEARING NOTE:

BEARINGS SHOWN HERE ON ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983. ELEVATIONS SHOWN HEREON ARE BASED ON NAVD 88.

NOTE:

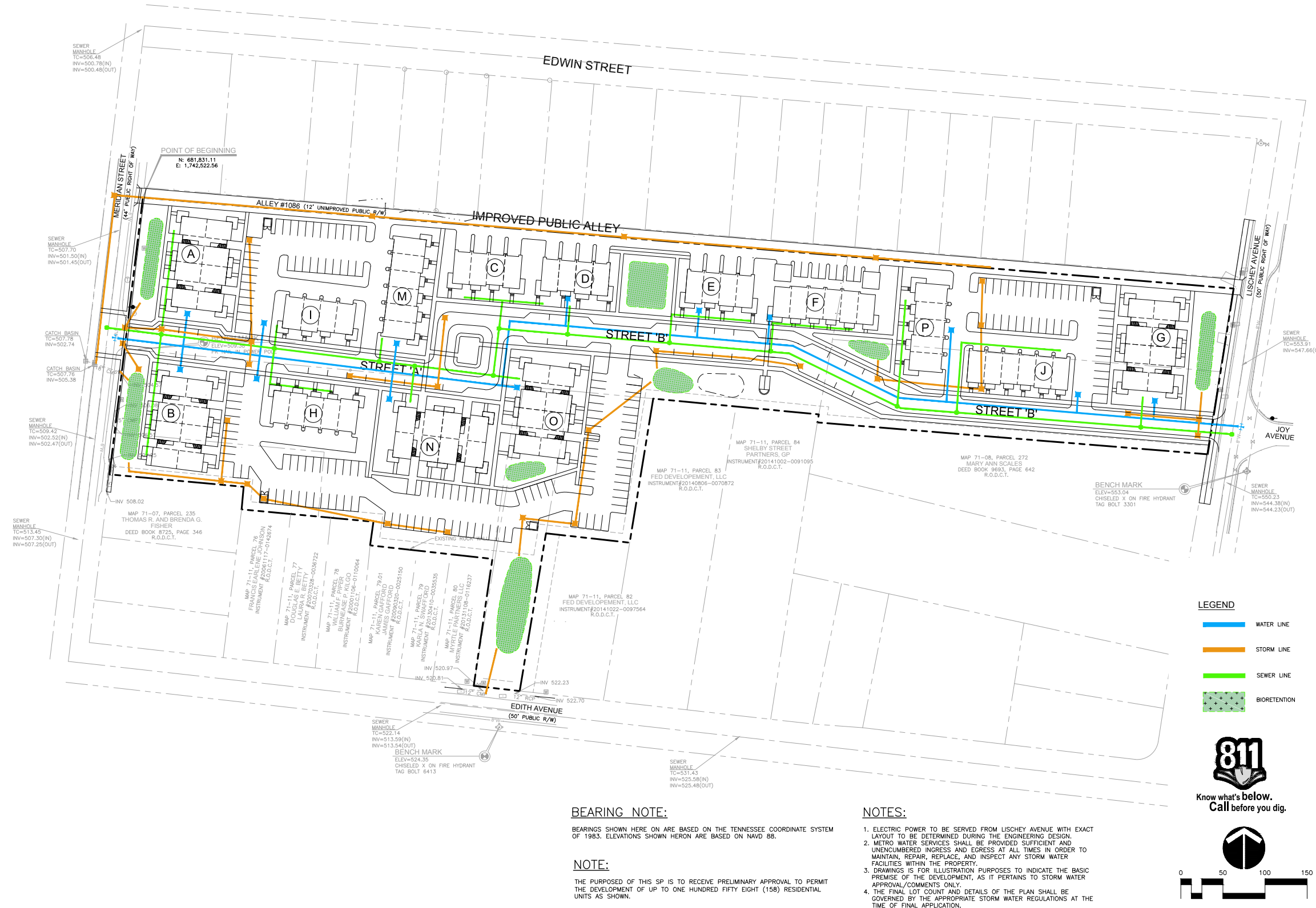
THE PURPOSE OF THIS SP IS TO RECEIVE PRELIMINARY APPROVAL TO PERMIT THE DEVELOPMENT OF UP TO ONE HUNDRED FIFTY EIGHT (158) RESIDENTIAL UNITS AS SHOWN.

NOTES:

1. ANY EXCAVATION, FILL OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICE.
2. SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORM WATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO ROW IS 15" CMP).
3. DRAWINGS IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT, AS IT PERTAINS TO STORM WATER APPROVAL/COMMENTS ONLY.
4. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE STORM WATER REGULATIONS AT THE TIME OF FINAL APPLICATION.

Notes

- Relocating and/or reducing the bioretention area's along Meridian Street and Lischey Avenue would prove to be extremely challenging for this development. The site is divided into two watersheds with Meridian being the low point, hydraulically, for one and Lischey being the low point for the other. As such, the site plan wants the storm water treatment facilities to be as close to these streets as possible otherwise it proves very difficult to capture enough of the site's runoff.
- Placing the bioretention behind the buildings along Meridian and Lischey would be placing them up-gradient of the buildings. Metro's Volume 5 Low Impact Development Stormwater Management Manual recommends a 100 foot separation between buildings and bioretention areas if they are placed up-gradient. Our site plan cannot accommodate anything close to that distance. Placing the bioretention immediately up-gradient of the buildings would create a significant risk to the building for water intrusion and degradation to the foundations' subgrade.





BEARING NOTE:
 BEARINGS SHOWN HERE ON ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983. ELEVATIONS SHOWN HEREON ARE BASED ON NAVD 88.

Map unit symbol	Map unit name	Rating	Area in AC	Percent of ACl
UdC	Udaly Lithomelanic complex, 2 to 7 percent slopes	A	8.7	25.7%
UdC	Udaly Lithomelanic complex, 2 to 7 percent slopes	C	19.3	54.3%
Totals for Area of Interest			28.0	100.0%

- 25% > SLOPES
- 15 - 20% SLOPES

FLOOD INFORMATION
 FEMA MAP # 470270224H
 EFFECTIVE DATE: APRIL 5, 2017
 BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY. THIS PROPERTY LIES WITHIN FLOOD ZONE "C" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 470270224H WITH A MAP REVISION DATE OF APRIL 5, 2017, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT, COMMUNITY NO. 470245, PANEL NO. 0224, SUBFLOOD, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "C" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

811
 Know what's below.
 Call before you dig.



Design Plan

Through the Specific Plan, the community will be assured a level of quality and a sense of community. The intent of the 1801 Meridian St SP is to provide a comfortable, safe, residential community with emphasis on pedestrian oriented streetscapes, diverse housing options, adequate open space and quality architecture.

More specifically, the SP is intended to:

- Assure the compatible integration of a variety of housing types: townhomes and multi-family, in order to accommodate the housing needs of a diverse population.
- Maintain a scale and form of development that emphasizes sensitivity to the pedestrian environment.
- Achieve "traffic calming" benefits through: an integrated street network providing options for traffic flow, the avoidance of excessively wide streets, and the provision of on-street parking.
- Provide for a variety of strategically located and carefully-designed common spaces, including streets, greens and natural areas.

PLAN PROVIDED TOTALS	
Local Site Acreage	8.44 acres
Total Residential Units	158 units
Multi-family	110 units
Townhomes	48 units
Gross Density	18.72 du / acre
Total Parking Provided	307 spaces
On-street spaces	39 spaces
Off-street spaces	268 spaces