

The Riverside

Specific Plan Application

Council District 2 / Councilwoman Kyonzte Toombs

Owner: Cumberland Development Partners LLC

SP Name: The Riverside

SP Number: *to be assigned*

Applicant: Skidmore Owings and Merrill (SOM), Ragan Smith

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- Site Grading and Drainage Plan
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Supplemental Documentation:

- Owner Authorization Letter
- Traffic Impact Analysis
- Sewer Capacity Letter
- Water Capacity Letter

Project Vision and Process

Overview



Project Vision and Purpose

The Riverside is envisioned to be a new waterfront gateway to Nashville's north side, a place that welcomes all residents and visitors and positions the city for future growth less than three miles from downtown. This is not just an opportunity to benefit the surrounding communities, but the entire city.

Inspired by the world's great urban districts and Nashville's iconic neighborhoods, the open space and public realm at the Riverside will include active vibrant streets, wide pedestrian-scaled sidewalks, and welcoming green spaces. Designed to position Nashville for a more resilient future, the majority of the development is positioned on the site's highest elevation.

The vision is supported by a diversity of uses that will foster dynamic and inclusive growth for the city. Character areas respond to different land use, open space and transitions to adjacent community areas, while siting buildings that frame and animate public open spaces. The plan leverages the site's natural conditions, views, and topography to create distinct places rooted in these site features. Three character areas and a corresponding open space create a mix of places and experiences throughout the plan.

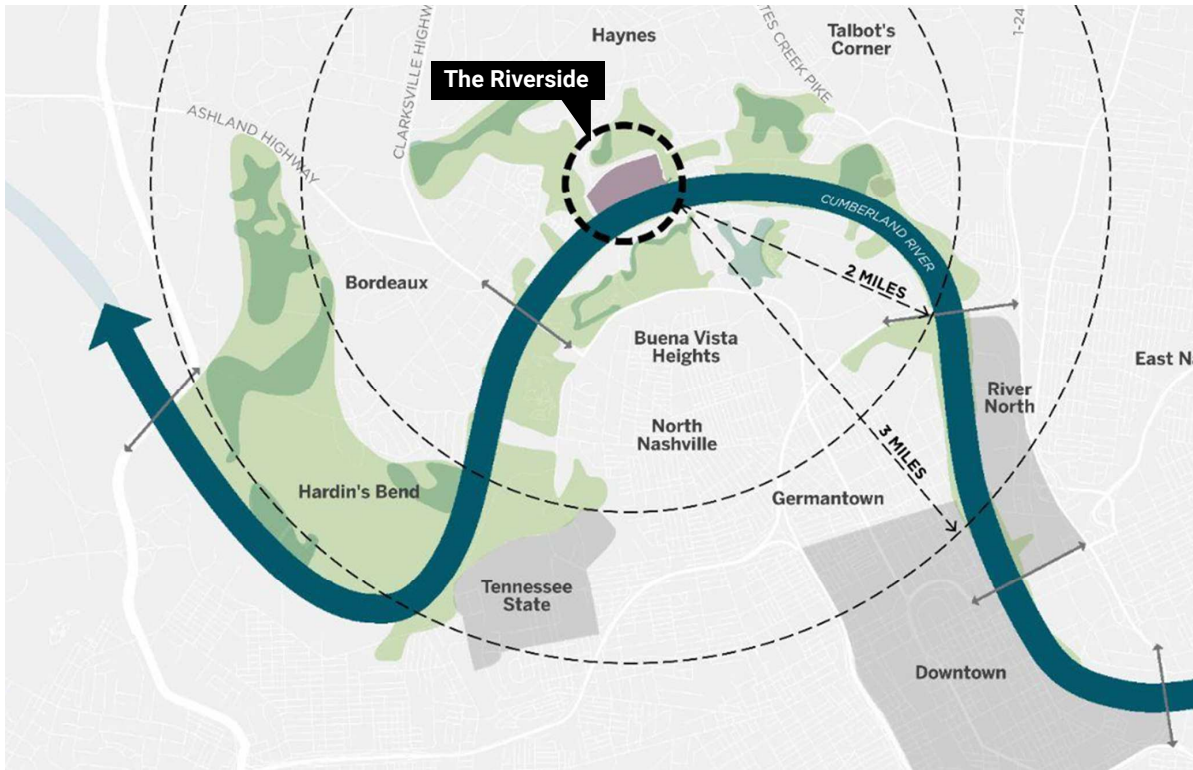
Overview



Urban Design Principles

- Extend dedicated open space along the entire river's edge.
- Position the riverfront park as a welcoming and diverse publicly accessible open space for everyone.
- Maximize views into the site and beyond.
- Integrate a connected street network with multiple points of entry from West Trinity Lane.
- Incorporate multiple public access points to the park spaces.
- Create unique character districts that accommodate a diverse mix of uses and places.

Context and Location



A Strategic Position to Accommodate Nashville's Growing Population

Positioned along West Trinity Lane at the north bend of the Cumberland River, the site is within Councilmanic District 2.

Located within the Community Area of the Bordeaux, White's Creek, and Haynes Trinity, the lands around the site include a mix of residential communities, institutions, and commercial uses. There are also many natural features and changes in topography, as well as several miles along the Cumberland Riverfront, most of which have little connection to the river.

The majority of the site is on a bluff above the river creating unobstructed views to downtown Nashville and protects the site from flooding. Located less than 3 miles from city center, the site offers a transformational opportunity to reposition an underutilized area of the city into a neighborhood built for the future needs for all of Nashvillians.

The current zoning on the site includes the following designations: R8, Res, PUD, and SP Case Number 2005SP-179U-03.

The US FEMA Firm Community panel number is 47037CO0229H, April 5, 2017

A Community Driven Process



Guided by an inclusive design process, the design team worked earnestly to engage stakeholders and community members from Councilmanic District 2 throughout the planning process for the Riverside.

Many of the design ideas have come from local community members. A series of interactive workshops with a Community Stakeholder Group shaped the plan and desired outcomes for the project. Continued dialogue with surrounding community members at Councilmanic District 2 meetings have continued to inform the plan, ensuring that it creates a welcoming, amenity rich place for all residents on Nashville's north side.

Working with members of the Bordeaux, White's Creek and Haynes Trinity communities, a series of meetings were held to gain specific comments on the plan. The community sessions provided important feedback on the plan, programming, massing, and design of the parks and open spaces being proposed on the site. The engagement included both smaller stakeholder groups as well as larger format community meetings.

Riverside Community Meetings:

July 28, 2021	Stakeholder Group Meeting
September 1, 2021	Stakeholder Group Meeting
September 28, 2021	District 2 Monthly Meeting
October 26, 2021	District 2 Monthly Meeting
January 27, 2022	Community Meeting
March 10, 2022	Community Meeting
March 24, 2022	Community Meeting

Framework Plan & Site Data Table



Overall Land Areas				
Gross Site Area		2,829,222 sf	64.95 acres	100%
Public Realm	Park Space + Greenway	757,330 sf	17.39 acres	26.8%
	River Bluff	240,680 sf	5.53 acres	8.5%
	West Trinity Multi-Modal Path	83,425 sf	1.92 acres	2.9%
	Area in Public Right of Way	372,375 sf	8.55 acres	13.2%
	Private Drive	40,873 sf	0.94 acres	1.4%
Total Public Realm (streets + open space)		1,494,683 sf	34.31 acres	52.8%
Inundated Land		60,819 sf	1.39 acres	2.1%
Development Parcels		1,273,720 sf	29.24 acres	45.0%

Site Parameters	
Maximum Height	Refer to Subdistrict map
Maximum Impervious Cover	1.0
Maximum Floor Area Ratio	1.77
Minimum Setbacks	
Front Yard	0 feet
Street Side Yard	0 feet
Interior Side Yard	0 feet
Rear Yard	0 feet

Land Use Summary



Land Use Summary			
Character Zones			
Zone 1	Town Center	Primarily Mixed Use	2,000 Maximum Dwelling Units
Zone 2	Ravine Housing	Primarily Residential	700 Maximum Dwelling Units
Zone 3	River Terraces	Primarily Mixed Use	300 Maximum Dwelling Units
Total Allowed Residential Units			2,500 Maximum Dwelling Units

Hotel, Commercial, and Office uses are intended to be part of the overall development, but specific areas will be dependent on future development patterns.

The total area for all uses on the site will remain at a maximum total of 5,000,000 GSF.

Land Use Notes:

- Floor-Area-Ratio (FAR) is based on gross site area of all the land within the SP.
- Impervious cover and building coverage is based on net site area and will be lower based on a gross site average (including open space elements).
- While the totals of dwelling units per Subdistrict total 3,000 units, no more than 2,500 dwelling units are permitted in the overall SP.
- Refer to the Permitted Uses list for uses allowed on the site.
- Development phasing will be delivered incrementally. Refer to the Phasing Map.

Permitted Uses

Permitted Uses

The development is intended to be an urban, mixed-use neighborhood integrating a range of potential uses including residential, commercial, office or institutional uses. The following uses are permitted throughout the development:

Residential Uses

- Single Family
- Two Family
- Multi-Family
- Elderly Housing
- Short Term Rental Property - owner occupied

Institutional Uses

- Cultural Center
- Day Care Center, small and large - *PC*
- Day Care Home, small and large - *PC*
- Day Care - Parent's Day Out
- School Day Care
- Religious Institution

Educational Uses

- Business School
- College or University
- Community Education
- Dormitory
- Personal Instruction
- Vocational School

Office Uses

- Financial Institution
- General Office
- Leasing / Sales Office

Medical Uses

- Animal Hospital
- Assisted-Care Living
- Hospice
- Hospital
- Medical Appliance Sales
- Medical Office
- Medical or Scientific Lab
- Nursing Home
- Outpatient Clinic
- Rehabilitation Services
- Residence for Handicapped, more than eight individuals
- Veterinarian

Commercial Uses

- Animal Boarding Facilities
- Automated Teller Machine
- Auction House
- Automobile Parking
- Automobile Repair
- Automobile Service
- Bar / Nightclub
- Bed and Breakfast Inn
- Beer and Cigarette Market
- Business Service
- Carpet Cleaning
- Community Gardening (commercial)
- Community Gardening (non-commercial)
- Custom Assembly - *PC*
- Donation Center, Drop-off - *PC*
- Flea Market
- Furniture Store
- Grocery Store
- Home Improvement Sales
- Hotel / Motel
- Inventory Stock
- Liquor Sales
- Major Appliance Repair
- Mobile Vendor
- Nano Brewery - *PC*
- Personal Care Services
- Restaurant, Fast Food, Full-Service, Take-Out
- Retail
- Short Term Rental Property - not owner occupied - *PC*

Communication Uses

- Amateur Radio Antenna
- Audio/Video Tape Transfer
- Communications Hut - *PC*
- Multi-Media Production
- Printing and Publishing
- Radio / TV Studio
- Satellite Dish
- Telecommunication Facility - *PC*

Industrial Uses

- Artisan Distillery
- Manufacturing, Artisan - *PC*
- Microbrewery
- Research Service
- Tank Farm
- Tasting Room

Transportation Uses

- Boat Dock (commercial)
- Bus Station
- Bus Transfer Station
- Helistop
- Water Taxi Station

Utility Uses

- Power / Gas Substation - *PC*
- Reservoir / Water Tank - *PC*
- Safety Services
- Water / Sewer Pump Station
- Wind Energy Facility (small) - *PC*
-

Recreation / Entertainment Uses

- Club
- Commercial Amusement (inside)
- Country Club
- Driving Range - *PC*
- Greenway
- Park
- Recreation Center
- Rehearsal Hall
- Small Outdoor Music Event
- Stadium Arena / Convention Center
- Temporary Festival
- Theater
- Theatre
- Pond / Lake

Development Phasing



Phase	Potential Timeline
 Subarea A	5 years
 Subarea B	5 - 7 years
 Subarea C	5 - 8 years
 Right-of-Way Connections	

The total development timeline is estimated to be ± 15 years. The project is broken into Phase 1 and Phase 2 and beyond corresponding with the Traffic Impact Study.

*Note:
The Right-of-Way Connections extending to the east (Main Street to Youngs Lane) and west (Street D) of the site will require coordination with adjacent land owners and the City to ensure locations create continuous road connections.*

Phasing Considerations

- Development phasing will be based on designated subareas. The order in which the sub-areas develop is subject to change based on future market conditions.
- Total development area allowed for Phase 1 includes up to 1.6 million GSF and 1,100 dwelling units. Phase 1 development may extend over more than one subarea, but will be limited to the total GFA and dwelling units outlined.
- Adjacent open spaces including the park, Greenway, multi-modal path, and river bluff restoration are to be completed along side adjacent development phase. Refer to the open space network for specific timing requirements.
- The on-site infrastructure required to support each subarea will be implemented alongside the executed subarea. This includes the phasing of streets required to create a continuous path of travel and supporting utility infrastructure.
- Main Street will be a phased implementation, but it will always have a continuous path of travel back to West Trinity through the other local road network within the project. The western connection of Main Street to Youngs Lane will be completed after 3.5 million SF of development with a use and occupancy permit.
- Street D will be dedicated right-of-way, but if Metro has not acquired the control of the property for the continuation of the road to the west of the project within five years of final zoning approval, Street D will be abandoned.
- Off-site infrastructure required for Phase 1 will be completed prior to the completion of the phase or sooner.
- Unused development area may be transferred to future subareas.

Access and Mobility

Street Network



Street Types

- High Street
- Main Street
- Street A / C / D
- Street B
- Pedestrian Focused Street

The publicly accessible street network will include active, vibrant streets, wide, pedestrian scaled sidewalks, and direct connections to the publicly accessible green spaces.

All streets and streetscapes should follow Nashville's Complete Streets Guidelines to ensure the roadways will accommodate all modes of transportation. This approach will create safe and welcoming streetscapes for all users, and incorporate high quality materials, lighting, landscaping, and sidewalk furnishings throughout the district.

The street network is accessed from multiple open points of entry from West Trinity Lane.

Street Design Parameters

- Streets shall be designed with an emphasis on prioritizing pedestrian movement.
- Intersection design will prioritize pedestrian crossings and movement. All final street designs will be coordinated with NDOT at each phase of the development.
- No direct vehicle access shall be permitted in the zones identified as Pedestrian Focused. The ground floors are to include active uses for at least 80% of the facade.
- Landscape zones are to be a minimum width of 5 feet.
- Incorporate sustainable design features, utilizing streets to help manage stormwater and reduce urban heat island.
- Dedicated bike lanes are provided, as illustrated on the Bicycle Network Map.
- Main Street is positioned to accommodate a connection to the east at Youngs Lane, to be coordinated with adjacent development.
- Parcel 6 includes a future ROW connection to the west as outlined in the Nashville Next Plan. Street D to be coordinated with the adjacent development.
- Parcel 8 indicates an internal drive providing access into the block. The drive is to be designed to accommodate emergency access.

Bicycle Network



Pedestrian Movement

The plan establishes walkable framework with a pedestrian emphasis connecting residential, office, retail, service, and leisure uses together.

The street network is designed with wide sidewalks that connect each block together as a walkable district that extends to the park, creating multiple access points into the open space.

A continuous park trail links the open space parks together. Due to topography in some locations, bike movement is not incorporated into the park trail. The future trail location and design to be coordinated with the City to explore future connections beyond the site.

- Dedicated On-Street Bike Lane
- Greenway
- Multi-Modal Pathway

Bicycle Movement

The plan incorporates dedicated bike lanes, multi-modal pathways, and greenways to facilitate a connected, bikeable district. The Greenway route is shown in two locations to provide flexibility as the project develops. The first is a more gentle slope paired with Main Street, and the second includes steeper slopes near the river where ramping will be required.

- 1** *Main Street, High Street, Street A, Street B, Street C*
Dedicated, buffered bike lanes on both sides of the street directly connecting to every parcel in the development
- 2** *Greenway - Gentle Slope Scenario*
A connective Greenway is planned within the park space. Option with more gentle slopes along Main Street (slopes less than 3%)
- 3** *Greenway - Steeper Slope Scenario*
Option extends closer to the river. It is the steeper location based on existing site grades and will require integrated ramping
- 4** *West Trinity Multi-Modal Path*
A multi-modal pathway along West Trinity is located adjacent to the street.

Service and Parking



The plan recommends utilizing the existing topography to incorporate parking as the site steps down and minimize the visibility of structured parking from the public realm. Parking and service access shown are illustrative, and finalized locations will be coordinated during the site planning process.

- Service areas shall be located so as to not negatively impact important streets or building entrances.
- Alleyways shown on Parcel 2, 3, and 4 are illustrative. Final location and layout will depend on final development plan.
- Where possible, access to loading and parking should not occur directly along Main Street or High Street, unless constrained by specific site conditions.

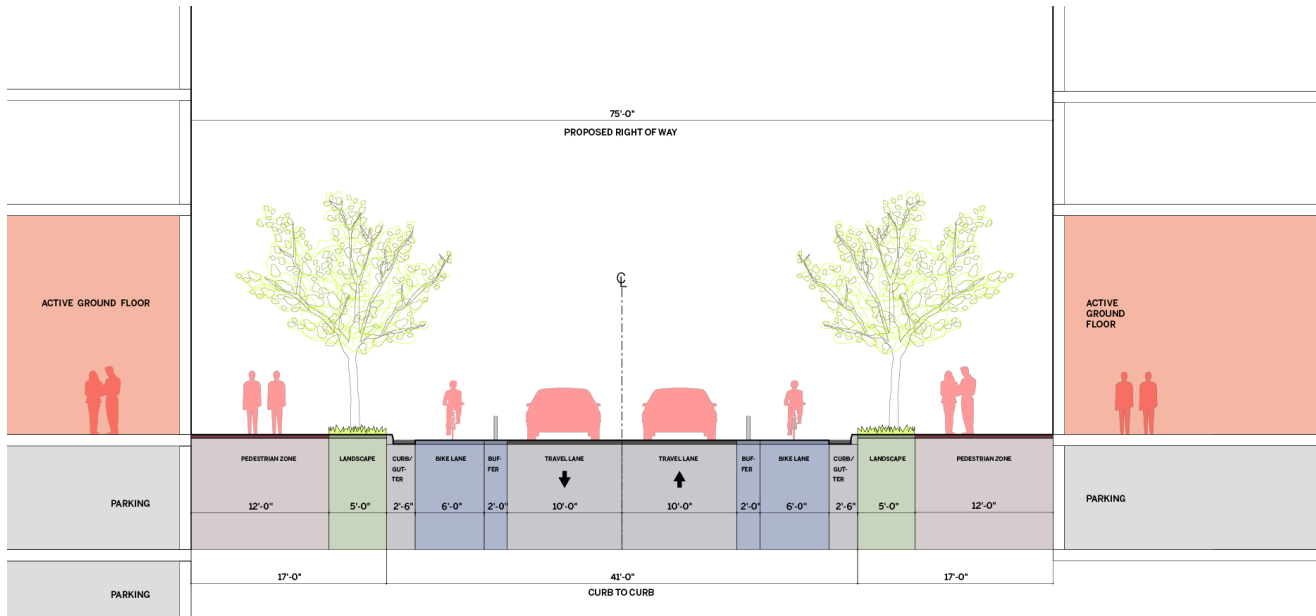
- Loading and parking access should not occur near roadway street intersections or pedestrian crossings.
- Curb cuts should not exceed 20' in width for service entrances, unless constrained by specific site conditions.
- Loading docks should be set back from the public way, to minimize conflicts with pedestrian movement.
- Incorporate internal service areas as much as possible.
- Vehicle drop-off zones are to be coordinated with primary building entrances.
- Parking Requirements shall be per Metro Zoning Code.
- Shared use parking reductions are encouraged for mixed use programs.
- Parking for Parcel 8 will be located in adjacent development blocks parking structures.

← Service and Parking Access

Below Grade Parking

Illustrative Street Sections

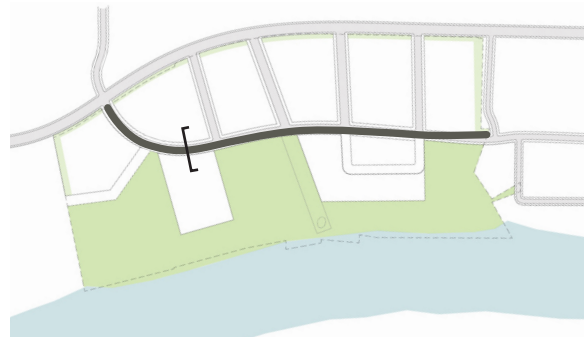
Main Street, Urban Condition



Main Street Urban Typical Section

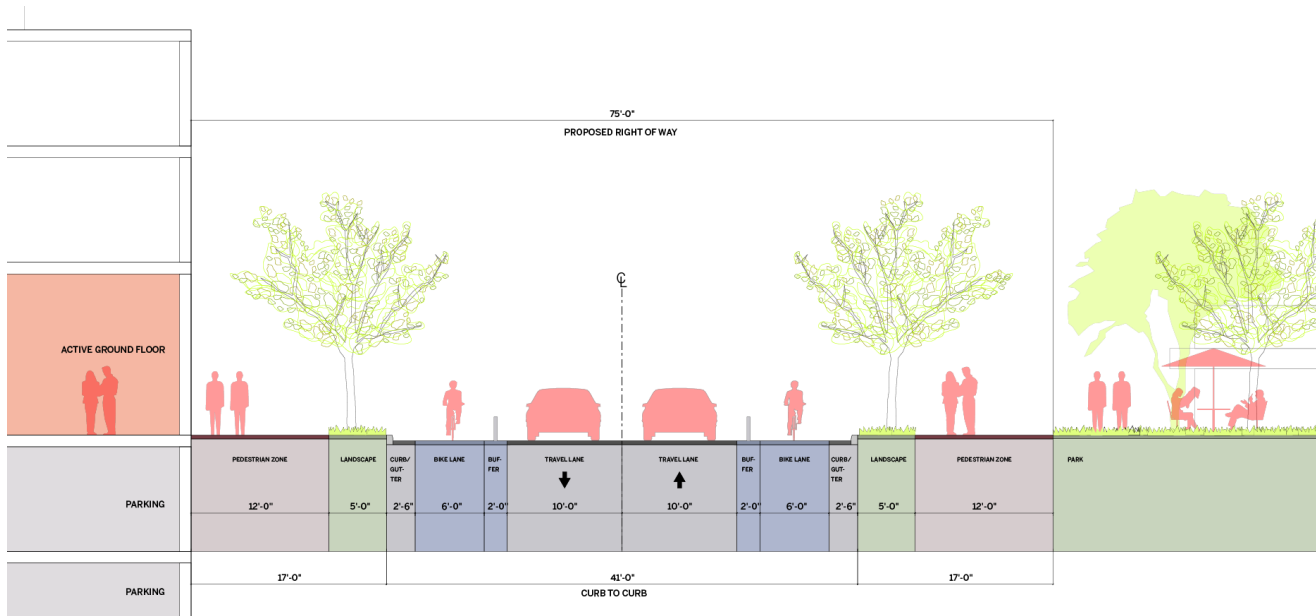
Street Elements

Right-of-Way Width	75'-0"
Roadway Width	41'-0"
Travel Lanes	two-way
Travel Lane Width	10'-0"
Bike Lanes	6'-0" + 2'-0" buffer
Curb + Gutter	2'-6"
Drop-off Zone / Parking Lane	-
Minimum Sidewalk Width	12'-0"
Landscape Zone	5'-0"
Cafe Zone (outside of ROW)	11'-0"



Illustrative Street Sections

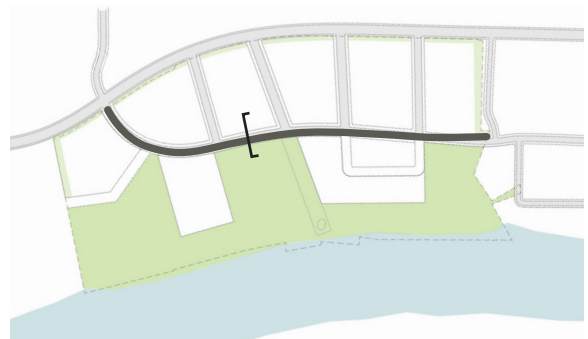
Main Street, Park Condition



Main Street Park Typical Section

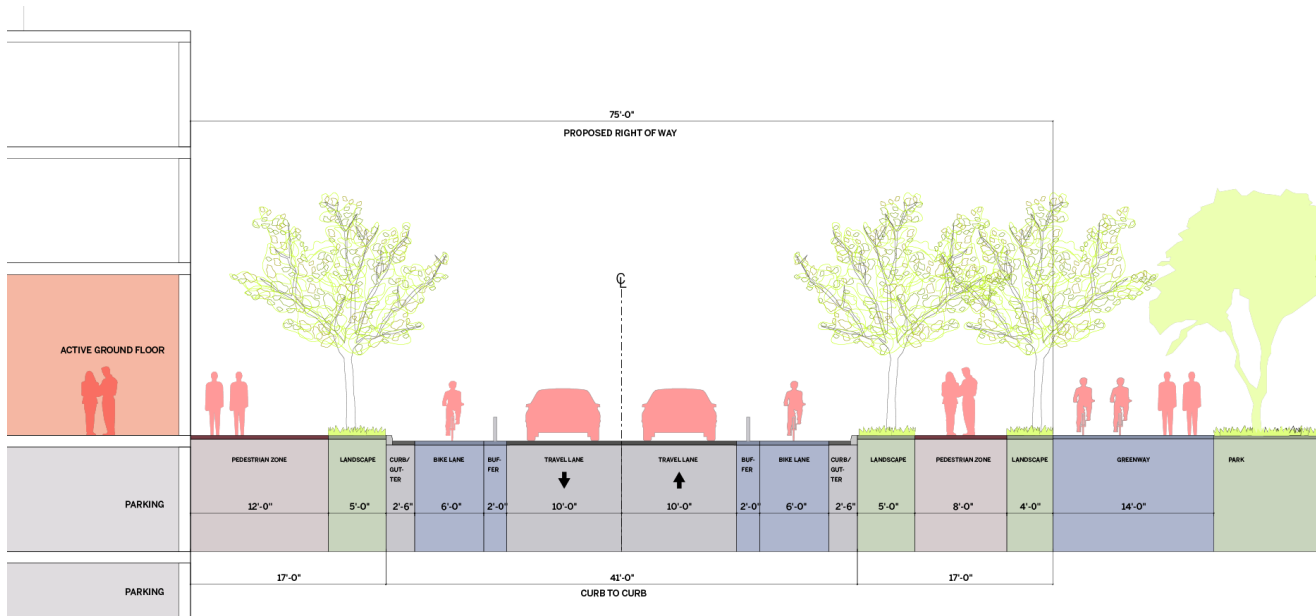
Street Elements

Right-of-Way Width	75'-0"
Roadway Width	41'-0"
Travel Lanes	two-way
Travel Lane Width	10'-0"
Bike Lanes	6'-0" + 2'-0" buffer
Curb + Gutter	2'-6"
Drop-off Zone / Parking Lane	-
Minimum Sidewalk Width	12'-0"
Landscape Zone	5'-0"
Cafe Zone (outside of ROW)	11'-0"



Illustrative Street Sections

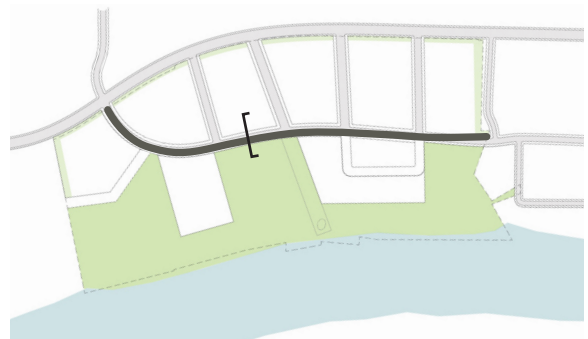
Main Street, Park Condition with Greenway



Main Street Park Typical Section (with Greenway)

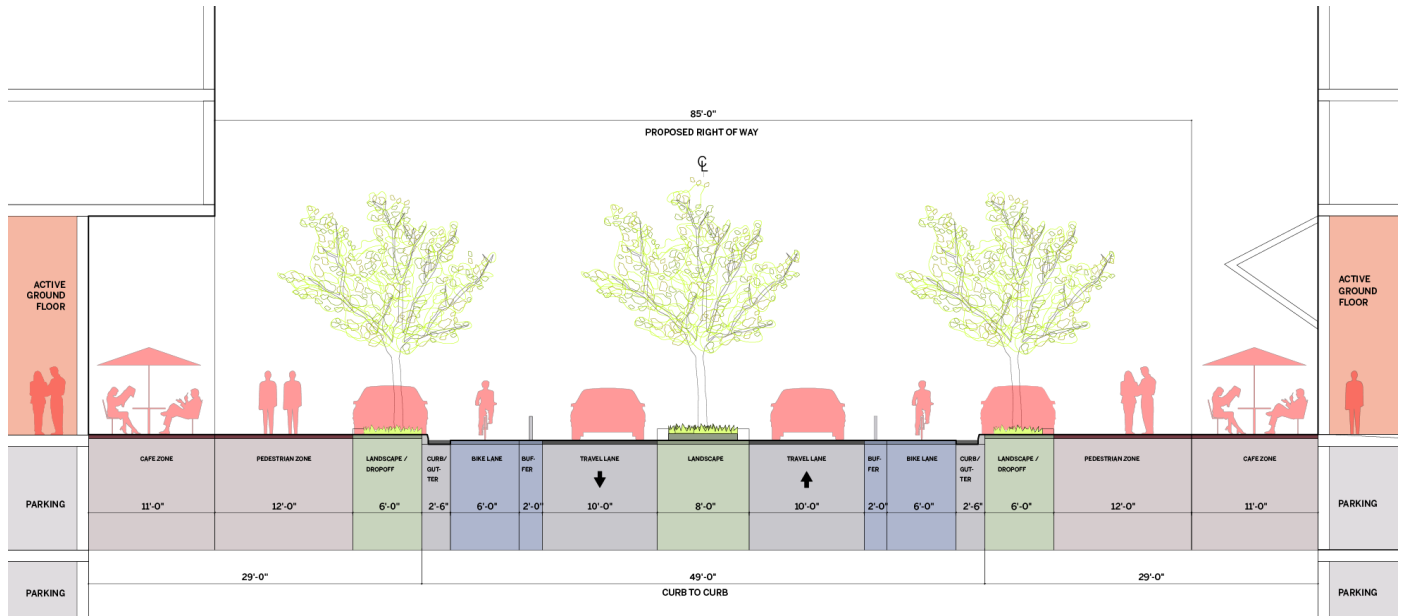
Street Elements

Right-of-Way Width	75'-0"
Roadway Width	41'-0"
Travel Lanes	two-way
Travel Lane Width	10'-0"
Bike Lanes	6'-0" + 2'-0" buffer
Curb + Gutter	2'-6"
Drop-off Zone / Parking Lane	-
Minimum Sidewalk Width	12'-0"
Landscape Zone	5'-0"
Cafe Zone (outside of ROW)	11'-0"



Illustrative Street Sections

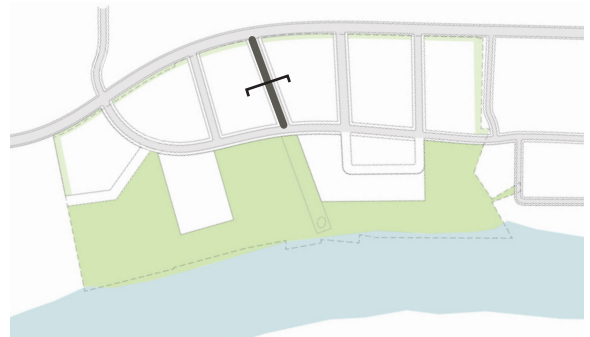
High Street



High Street Typical Section

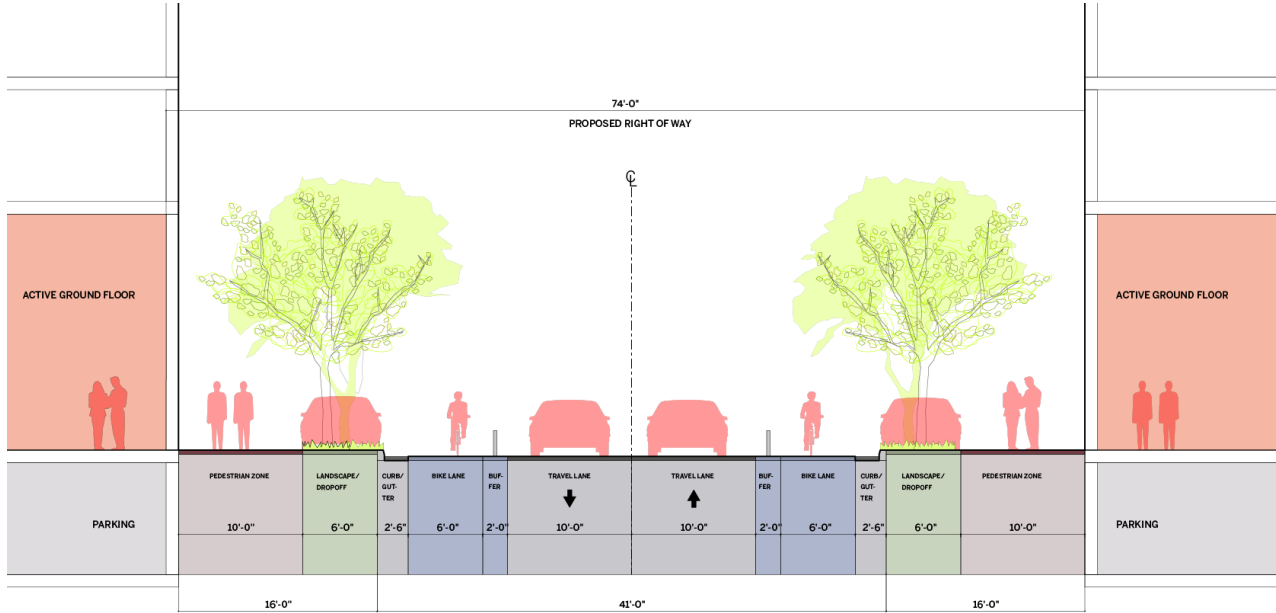
Street Elements

Right-of-Way Width	85'-0"
Roadway Width	49'-0"
Travel Lanes	two-way
Travel Lane Width	10'-0"
Bike Lanes	6'-0" + 2'-0" buffer
Curb + Gutter	2'-6"
Drop-off Zone / Parking Lane	shared with landscape zone
Minimum Sidewalk Width	12'-0"
Landscape Zone	6'-0"
Center Landscape Zone	8'-0"
Cafe Zone (outside of ROW)	11'-0"



Illustrative Street Sections

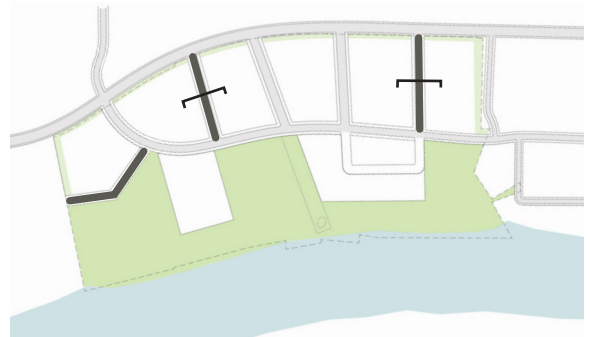
Street A / C / D



Street A / C Typical Section

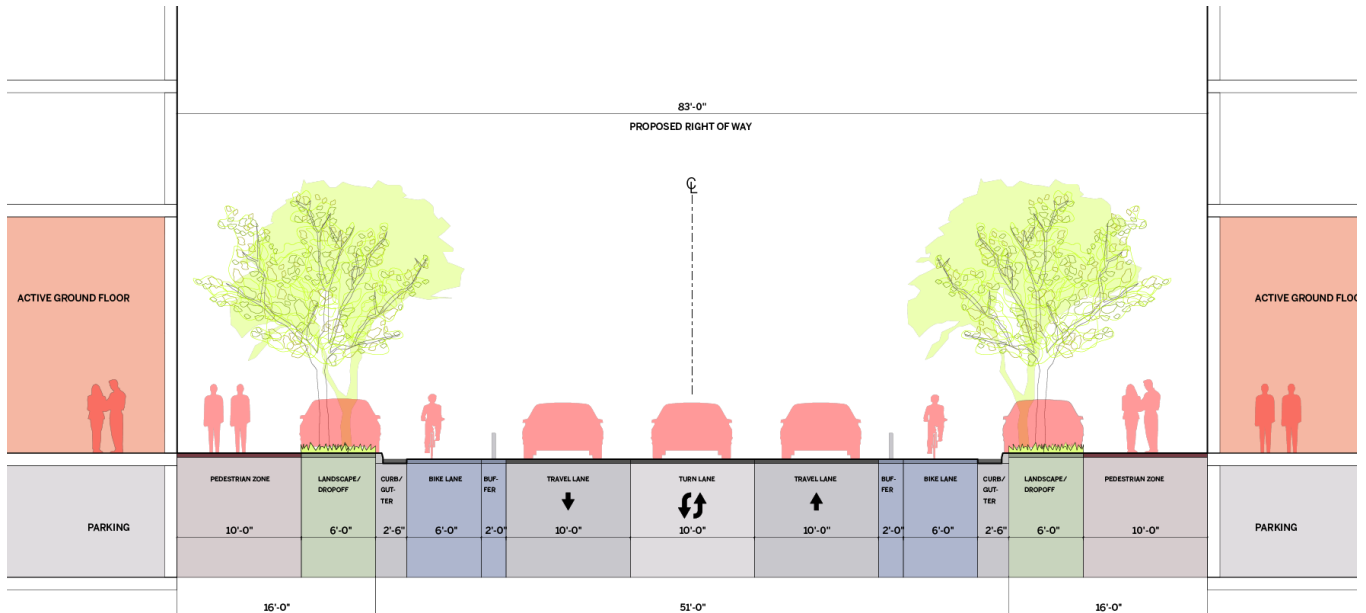
Street Elements

Right-of-Way Width	74'-0"
Roadway Width	41'-0"
Travel Lanes	two-way
Travel Lane Width	10'-0"
Bike Lanes	6'-0" + 2'-0" buffer
Curb + Gutter	2'-6"
Drop-off Zone / Parking Lane	shared with landscape zone
Minimum Sidewalk Width	10'-0"
Landscape Zone	6'-0"



Illustrative Street Sections

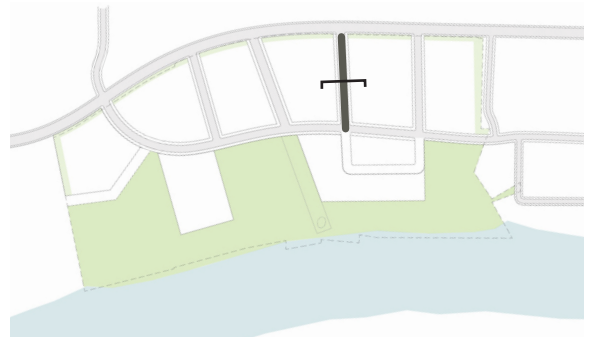
Street B



Street C Typical Section

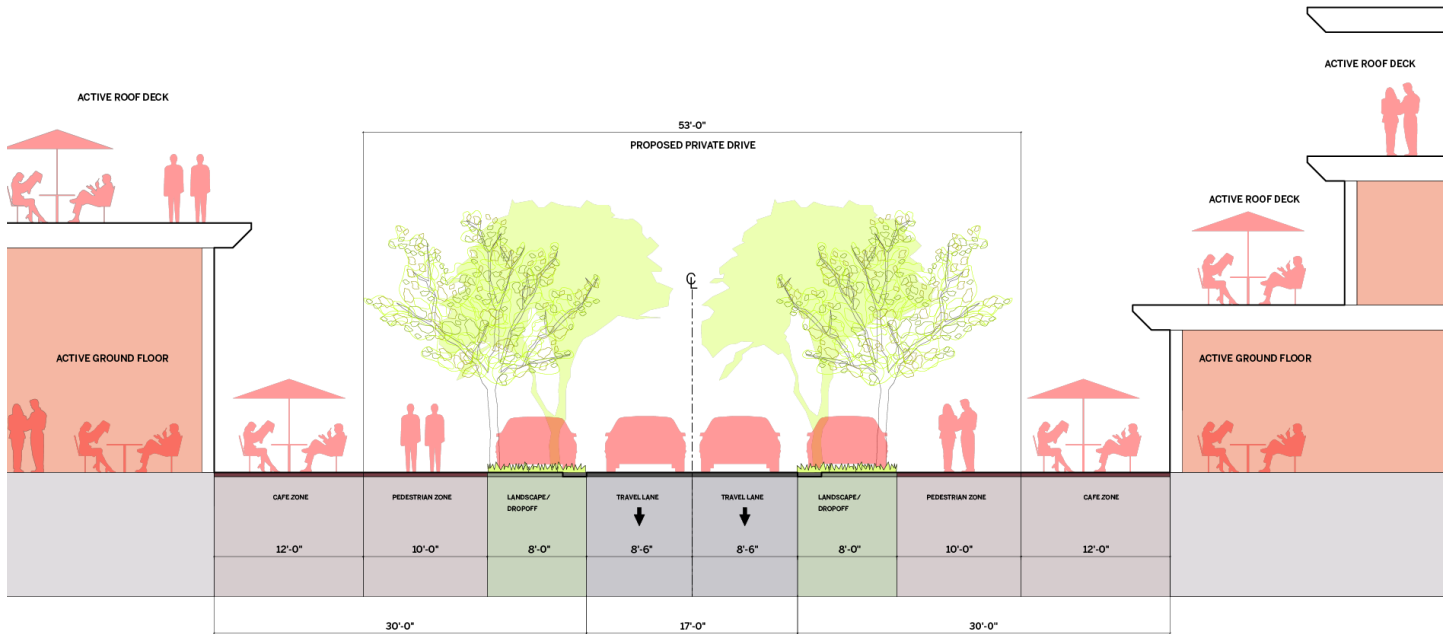
Street Elements

Right-of-Way Width	83'-0"
Roadway Width	51'-0"
Travel Lanes	two-way
Travel Lane Width	10'-0"
Bike Lanes	6'-0" + 2'-0" buffer
Turning Lane	10'-0"
Curb + Gutter	2'-6"
Drop-off Zone / Parking Lane	shared with landscape zone
Minimum Sidewalk Width	10'-0"
Landscape Zone	6'-0"



Illustrative Street Sections

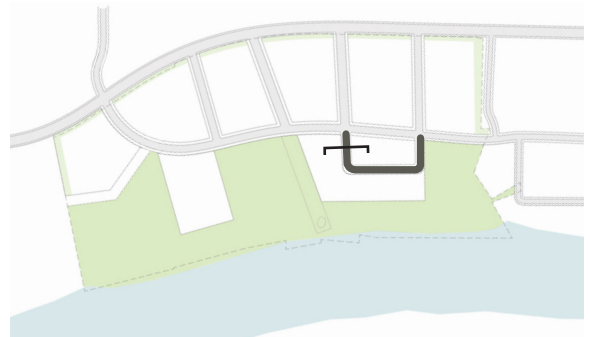
Internal Driveway



Curbless Typical Section

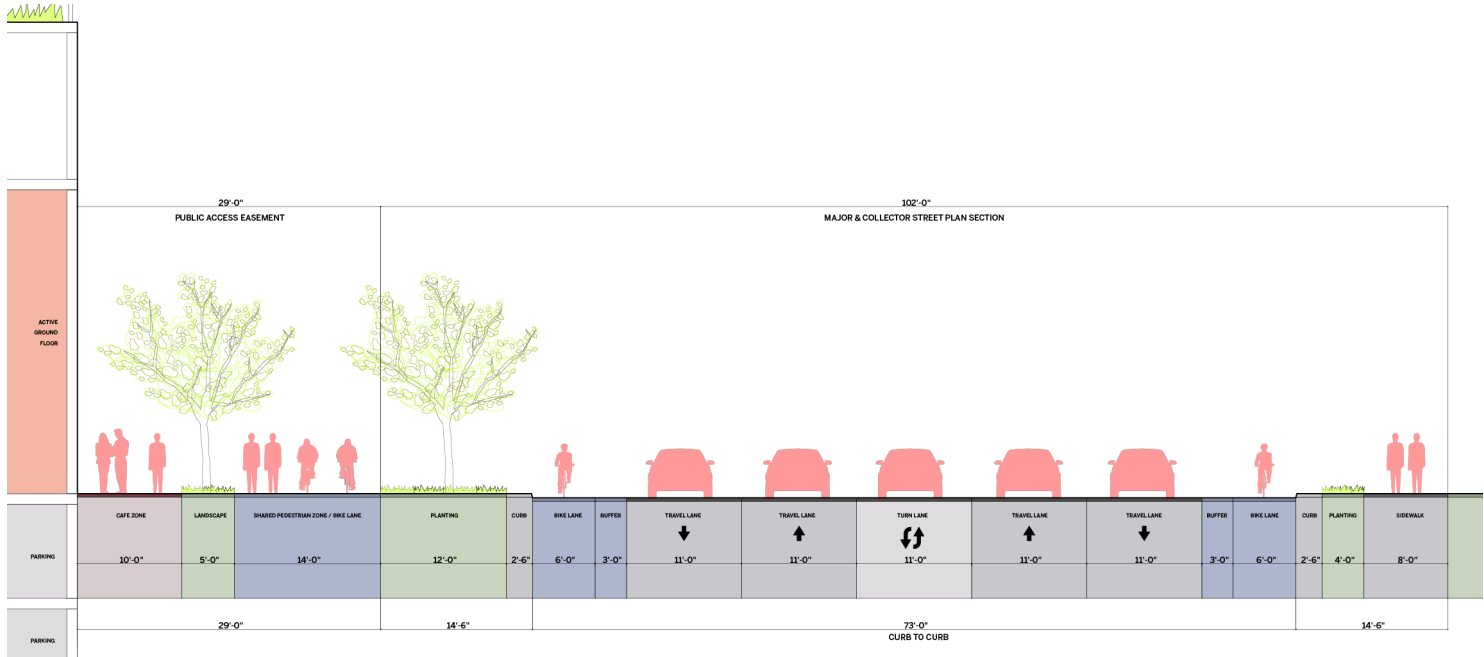
Street Elements

Right-of-Way Width	53'-0"
Roadway Width	17'-0"
Travel Lanes	one-way
Travel Lane Width	8'-6"
Bike Lanes	-
Curb + Gutter	-
Drop-off Zone / Parking Lane	shared with landscape zone
Minimum Sidewalk Width	10'-0"
Landscape Zone	8'-0"



Illustrative Street Sections

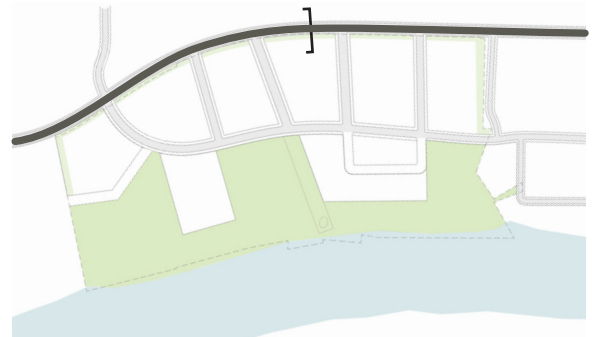
West Trinity Lane



W Trinity Lane Typical Section

Street Elements

Right-of-Way Width	existing: 73'-0"
Roadway Width	60'-0"
Travel Lanes	two-way
Travel Lane Width	12'-0"
Bike Lanes	14'-0"
Turning Lane	12'-0"
Minimum Sidewalk Width	10'-0"
Landscape Zone	6'-0"



Adjacent to the project, a public access easement is included to create a more gracious landscape zone next to the roadway and a multi-modal path that creates a loop pathway network with the Greenway.

Open Space

Open Space Framework



Open Space + Greenway Land Areas		
Overlook Park	244,941 sf	5.62 acres
Ravine Park	307,609 sf	7.06 acres
River Terraces	204,779 sf	4.7 acres
Total Park Space	757,329 sf	17.39 acres
River Bluff	240,680 sf	5.53 acres
W. Trinity Multi-Modal Path	83,425 sf	1.92 acres
Total Open Space	1,081,434 sf	24.83 acres

The open space network includes a diversity of park publicly accessible spaces that provide a variety of uses and experiences. The park is proposed on the river side of the development contributing to the larger river vision. The park divides into a collection of “park rooms” each with a distinct character, yet connected within one holistic riverfront park.

A Greenway is proposed through the park space, linking to a multi-modal pathway along West Trinity. Together these create a continuous loop around the project.

Open Space Phasing



Open Space Improvement Plan

Subarea A

- Ravine Park: to be completed prior to issuance of a certificate of occupancy within Subarea A for buildings equaling over 400,000 sf in Parcel 6 or Parcel 7
- Greenway A - Western Segment: to be completed with the construction of the Ravine Park
- River Bluff A Improvements: to be completed with the construction of the Ravine Park
- West Trinity Multimodal Path: to be completed with each adjacent parcel - Parcel 1 and Parcel 6

Subarea B

- Overlook Park: to be completed prior to issuance of a certificate of occupancy within Subarea B for buildings equaling over 800,000 sf in Parcel 2 or Parcel 3
- Greenway B - Central Segment: to be completed with the construction of the Overlook Park
- River Bluff B Improvements: to be completed with the construction of the Overlook Park
- West Trinity Multimodal Path: to be completed with each adjacent parcel - Parcel 2 and Parcel 3

Subarea C

- River Terraces: to be completed prior to issuance of a certificate of occupancy within Subarea C for buildings equaling over 150,000 sf in Parcel 8
- Greenway C - Eastern Segment: to be completed with the construction of the River Terraces
- River Bluff C Improvements: to be completed with the construction of the River Terraces
- West Trinity Multimodal Path: to be completed with each adjacent parcel - Parcel 4 and Parcel 5

Open Space Areas



Overlook Park

Open Space Overview

- Open space shall be publicly accessible and create a clear extension of the public realm.
- All public realm and open space areas are to be well-lit, safe and publicly accessible.
- Publicly accessible open spaces will be designed to the applicable standards of Nashville Parks Department.
- Landscape spaces shall be designed to include a variety of different native and non-invasive trees, shrubs, and perennials that provide for seasonal interest.
- A variety of recreational amenities shall be integrated within the site and used to activate spaces for all ages.
- Interpretive signage shall be provided across the development to bring awareness to the cultural context and history of the surrounding community.
- A site-wide wayfinding signage system shall be implemented throughout the development.
- The open space landscape design shall incorporate best practices for wildlife habitat creation and biodiversity.
- Provide public, universal accessibility across the entire site, to connect open spaces with the street network.
- Development parcels shall provide pedestrian connections to the adjacent open spaces.
- The majority of the site is located outside of the 100 Year Floodplain. A portion of the site's eastern and western edge is located within the floodplain. The open spaces within the floodplain are intended to accommodate the river fluctuations with lower terraces and wetlands designed to accommodate seasonal flooding.
- Landscaping requirements shall be per Metro Zoning Code.

Overlook Park

The Overlook Park is a large central lawn space intended for flexible programming, events and play. Positioned on the highest point of the site, the park provides uninterrupted views of the city skyline.

Overlook Park elements may include:

- Gathering areas
- Children's play area
- Plazas and hardscaped areas
- Overlook landing
- Integration with the site-wide Greenway

Additional park amenities shall include one or a combination of the following elements: public art, picnic areas, pavilions, native landscapes, and gardens.

Amenities shall be designed to incorporate high-quality components and materials.

Ravine Park

The Ravine Park responds to the site's topography and natural features reaching down to the Cumberland River on the western side. The park space is intended to be a more immersive nature experience.

Ravine Park elements may include:

- Nature trails
- Playspaces
- Kayak launch
- Pier
- Integration with the site-wide Greenway

River Terraces

The River Terraces are intended to be an active and vibrant waterfront experience. A series of terraced landings and steps will reach down to the river, where boats will have the opportunity to dock. The terraces will be a mixture of green space and plaza spaces for a variety of activities.

The River Terraces also includes a naturalized area incorporating existing site water features.

River Terrace Park elements may include:

- Boat docks and pier(s)
- Terraced steps
- Natural water feature
- Hardscaped open spaces
- Integration with the site-wide Greenway

Open Space Areas

Public Plazas and Hardscapes

A variety of publicly accessible plazas are integrated throughout the development connecting directly to open spaces and the street network. These areas offer connective areas to the community and river, as well as additional open space areas for gathering and programming.

- Plazas should be visible, publicly accessible and promote interaction.
- Plazas offer an opportunity for additional spaces for activation and open space programming such as cafe areas, markets, and community gathering.
- Plazas between buildings should serve as pedestrian connections through the development, as well as parking and service entrances. These open spaces should be designed with pedestrian priority.

Greenway and Multi-Modal Paths

Within the park space is a continuous Greenway linking each of the three park spaces together. There are to be multiple points of entry onto the Greenway and the ability to accommodate future connections to the east and west.

The path is shown through the park spaces near the river edge and links back to connect with the multi-modal path on West Trinity creating one continuous loop through the project. Due to steep topography in places, an alternative route option is also shown which pairs with a portion of Main Street where the slopes are more gentle.

- The Greenway will include an ADA accessible pathway and incorporate required ramping at steeper site conditions. The ADA pathway will be connected to all the adjacent park spaces.
- The Greenway shall be a minimum of 14' in width.

Located along the West Trinity Lane edge of the development is a proposed multi-modal pathway adjacent to the street serving as a bicycle and pedestrian trail. The pathway is intended to be separated from the vehicular movement along the corridor providing safe movement for pedestrians and bicyclists.

The Greenway will be built in phases as each park space and adjacent development Subarea is developed. Prior to the issuance of a Final SP for the first phase of development, a Greenway Master Plan will be finalized with Metro Parks. The Greenway Master Plan will include the following elements:

- Final location for the Conservation Greenway Easement
- Trail location with grading plan
- ADA pathway along the entire length of the Greenway.
- Proposed Greenway connection to the north along Buena Vista Pike
- Design standards, including lighting, site furniture, and wayfinding signage, approved by Metro Parks Greenway Staff

Owner: Cumberland Development Partners LLC
Applicant: Skidmore, Owings, & Merrill / Ragan Smith

River Bluff

An inaccessible portion of the park edge is along the river where the site is high above the water level. The steep ridge is to be planted to control erosion and health of the Cumberland habitats.

River Access and Ecology

The park design will enhance ecological conditions and aid in the restoration of the river.

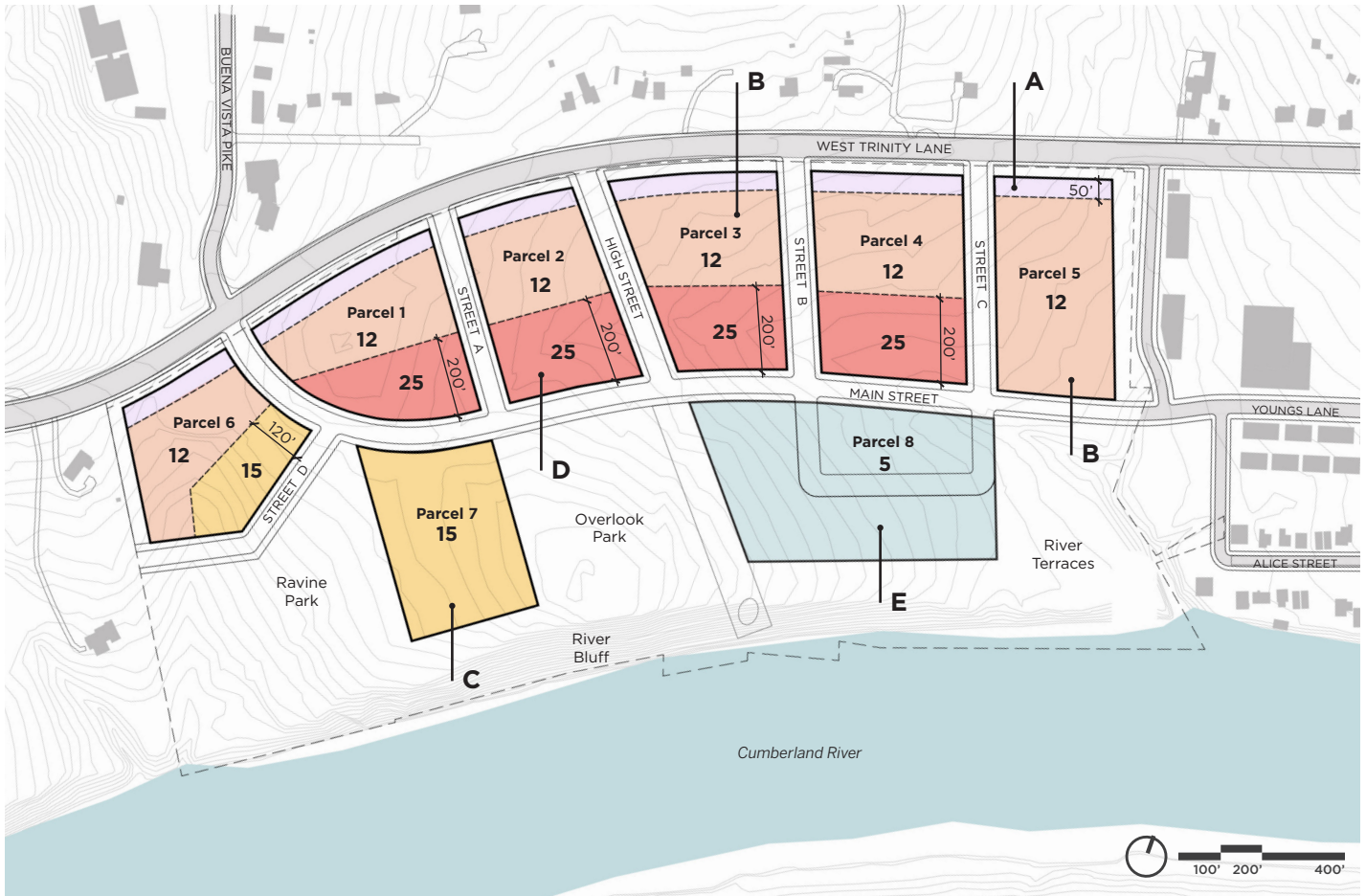
- Where the site allows, the river edge will incorporate wetland elements to encourage habitat for various aquatic and terrestrial species.
- Where the site allows, the river edge will include in-stream habitat to improve conditions for fish and other aquatic species.
- Where the site allows, the river edge will include native habitat and natural riverbank conditions to improve the environment for resident and migratory birds, pollinators, and other native species.



Ravine Park

Massing and Built Form

Maximum Building Heights



Phase 2 and beyond	Parcel	
	Maximum Height (no bonus)	
A	5 stories	1, 2, 3, 4, 5, 6
B	12 stories	1, 2, 3, 4, 5, 6
C	15 stories	6, 7
D	25 stories	1, 2, 3, 4
E	5 stories	8

Refer to the Phase 1 Maximum Building Height exhibit for additional height restrictions for the Phase 1 Buildings.

Building heights are to transition from the tallest buildings in the center of the development along the park / Main Street down towards West Trinity Lane and the surrounding community.

Consistent with the T4-CM designation, taller buildings can be located along Main Street allowing space to transition back to the surrounding community. Taller buildings have a relationship with the park space and adjacent roadway intersections and should always consider the ability to provide light and air between buildings..

- Establish a consistent lower building height limit along the West Trinity Lane corridor.
- Position Parcel 8 as a lower height district along the river.
- Transition building heights from the center of the development down to West Trinity Lane.
- Reserve the most central blocks, away from the community for the tallest buildings.
- Stagger taller buildings to maintain views beyond.
- Only one building is allowed per block to extend up to 25 stories in height.

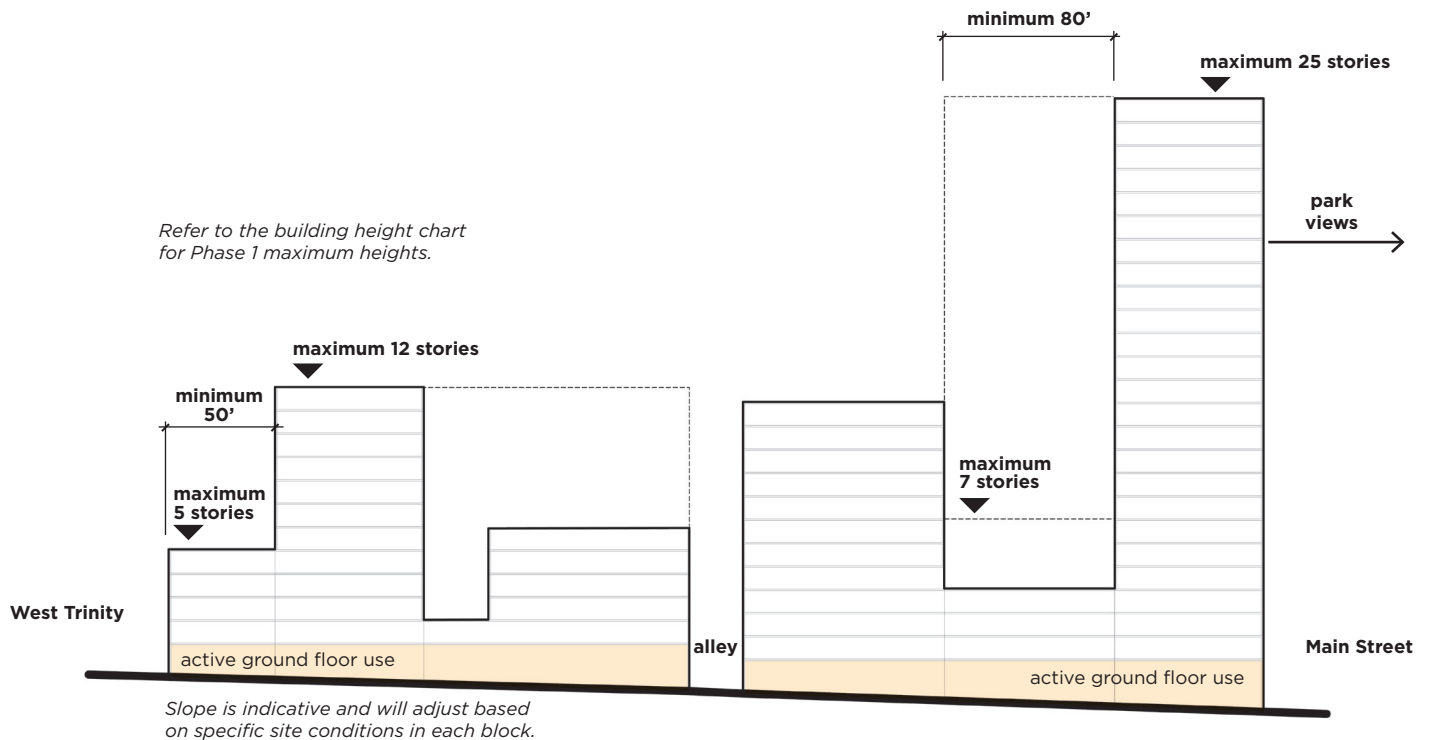
Phase 1 Maximum Building Heights



Building heights for Phase 1 buildings are to be held to the following height requirements. The urban design principles outlined for the maximum height apply to Phase 1 buildings as well.

Phase 1	Parcel	
	Maximum Height (no bonus)	
A	4 stories	1, 2, 3, 4, 5, 6
B	7 stories	1, 2, 3, 4, 5, 6
C	12 stories	5
D	15 stories	1, 2, 3, 4, 6, 7
E	5 stories	8

Built Form Guidance



Height and Massing

- Taller buildings should consider orientation and slenderness.
- Building massing shall achieve a varied and distinctive skyline.
- Step down the heights of buildings to transition to the scale of surrounding neighborhoods.
- Buildings should be delineated with building steps, recesses and setbacks to divide the facade into smaller masses consistent with context and the pedestrian scale.
- Where site constraints permit, towers will be oriented to maximize passive cooling, natural lighting, and energy efficiency.
- All rooftop mechanical systems should be concealed from pedestrian view within an architectural enclosure consistent with the overall building.

Building Separation

- Stagger taller buildings to maximize views to the sky and access to sunlight.
- Locate taller buildings to complement key views.
- To preserve access to light, a minimum separation of 80' between towers is required. The space between towers can extend up to 7 stories.
- Integrate a blending of taller and shorter buildings, and careful spacing of higher-rise elements, to achieve the allowable density without creating a "wall of towers" blocking views to the riverfront.
- Tower separation shall be measured between the exterior faces of the buildings and does not include balcony edges or projecting facade elements.
- Enclosed mechanical spaces shall not be counted as stories.

Built Form Guidance

Ground Floor Activation

- Reserve the ground levels of buildings for the most active and public functions. Ground level facades are to emphasize transparency with glazing.
- Visually connect the ground floor activities with the adjacent public realm.
- Primary building entrances are to be visible from the street and easily accessible, and evident in daytime and at night.
- Tenant signage for each building should be considered as part of the façade design, to ensure consistency of placement, size, materials, and method of illumination.

Base Building / Podium

- Buildings should enhance the character of the overall development, and shall follow the design guidelines for the building's specific Character Zone.
- Maintain a consistent street wall at the building base to define an urban street environment except for setbacks that create inviting open spaces.
- Extend the building base to the sidewalk, to define an urban street environment.
- Building podiums within a character zone should relate to a consistent streetscape experience.
- Integrate transparency and avoid blank walls on the ground floor of primary streets and along pedestrian pathways and open spaces.
- Parking garage entries should be integrated into the facade of the building.
- The design of screening for structured parking shall include vertical and horizontal integration of the architecture of the of the building with the garage, using the same materials and glazing systems across the building.
- Line above-grade parking facing West Trinity, Main Street, and High Street with habitable space.
- Where possible, design podium rooftops as participatory spaces accommodating building amenities and landscaping.
- Podium and tower designs should relate to each other to provide a cohesive expression.
- When parking is located within a building podium, wrap the facades architectural screens consistent with the building facade.
- When parking is located on a ground level, wrap the garage with active uses screening it from the adjacent public realm.

Building Materials

- The aesthetic quality and durability of materials is to support and promote the quality of the public realm.
- Design all building facades considering the composition and architectural expression of the building as a whole.
- Promote architectural and urban design, sustainability, innovation, longevity, and creative expression with visionary design, and high-quality materials.
- Colors and finishes of the materials should reinforce the character zone identity.
- Buildings will not be clad with low-quality materials or materials with low aesthetic value such as EIFS, unfinished CMU, or residential-type thin brick, vinyl or metal siding.
- Buildings will employ architectural materials consistent with contemporary building practices, such as high quality wall systems in glass, metal, masonry, architectural concrete, or hardwood.
- Glazing shall not be highly reflective or mirrored.

Building Performance

- Building envelopes will support environmentally responsible design by reducing heat loads, improving energy efficiency, maximizing occupant comfort, and using sustainable materials.
- Use of green technologies and recycled materials is encouraged.
- Prioritize energy efficiency and human health.
- Respond to seasonal wind patterns and opportunities for natural ventilation.
- Treat all forms of water as valuable resources.



West Trinity Edge

Character Zones

The Riverside includes a series of character zones based on primary building use, surrounding site features, and the relationship to adjacent open spaces. Buildings within a character zone should complement each other through unifying design principles.

Each of the character zones should carefully respond to the unique site opportunities and proposed building placements. The buildings should frame and animate the adjacent public realm. These guidelines reinforce the urban design vision by prioritizing a vibrant mix of uses.

Zone 1: Town Center

Located along West Trinity Lane, the Town Center is primarily defined by well-scaled, walkable development blocks and a connected network of city streets. The Town Center allows for the development's tallest buildings. Refer to the Subdistrict Plan for specific parameters.

Building Typology and Massing

- Mix of uses, including but not limited to residential, office, and ground floor retail
- Stagger taller buildings to maximize views and sunlight exposure.
- Taller buildings are to be slender in shape, maximizing views of the sky between buildings.
- Consider building steps, recesses and setbacks to delineate the massing into smaller elements.
- Maintain a lower building height along the West Trinity Lane edge.

Activation

- Locate the most public, active uses facing Main Street and High Street.
- Building siting should reinforce the urban street framework

Access

- Locate parking and service entrances from Street A, Street B, and Street C.
- Parking is envisioned to step down the hillside with the typography. Wrap the parking with habitable spaces facing the public realm and adjacent street network.
- Locate dedicated drop-off zones adjacent to primary building entrances.

Iconic Sites

- The southern portion of Parcel 2,3 and 4 are reserved for the tallest buildings in the development.
- Consider the views of the taller buildings from multiple vantage points, including across the river.

Zone 2: Ravine Housing

The Ravine Housing is located on the southwest side of the site and has an integral relationship with the topography stepping down to the river's edge.

A primarily residential focused area, the Ravine Housing will include a mix of heights with the majority of buildings at a lower level allowing a few taller buildings to take advantage of views beyond while ensuring connections to the park space on the river's edge

Building Typology and Massing

- Primarily residential
- Stagger taller buildings to maximize views and sunlight exposure.
- Step building heights down towards the surrounding context
- Maintain a lower building height along the West Trinity Lane edge.

Activation

- Locate the most public, active uses facing Main Street
- Building siting should reinforce the urban street framework

Access

- A future public right-of-way is positioned to connect to the adjacent land to west.
- Locate dedicated drop-off zones adjacent to primary building entrances.
- Extend pedestrian connections to the adjacent park

Zone 3: River Terraces

Located on the southeast side, the River Terraces are envisioned as a low scaled, vibrant destination with active uses terracing down to a vibrant park space on the river bank. The zone is envisioned as a commercial and entertainment hub with performance spaces, outdoor dining and cafes, and a riverwalk. The buildings are intended to be lower in scale and preserve views to downtown from the adjacent Town Center

Building Typology and Massing

- Primarily retail, dining, and entertainment
- Buildings are maintained at a lower building height.

Activation

- Unique to the zone is a pedestrian oriented laneway intended to be activated with ground floor uses and amenities.
- Consider participatory spaces on podium rooftops accommodating building amenity spaces
- Consider how the vibrant uses can activated the adjacent open spaces.

Access

- Carefully place building service as to not conflict with primary pedestrian movement.
- Extend pedestrian connections to the adjacent park