

# 829 DICKERSON PIKE SPECIFIC PLAN

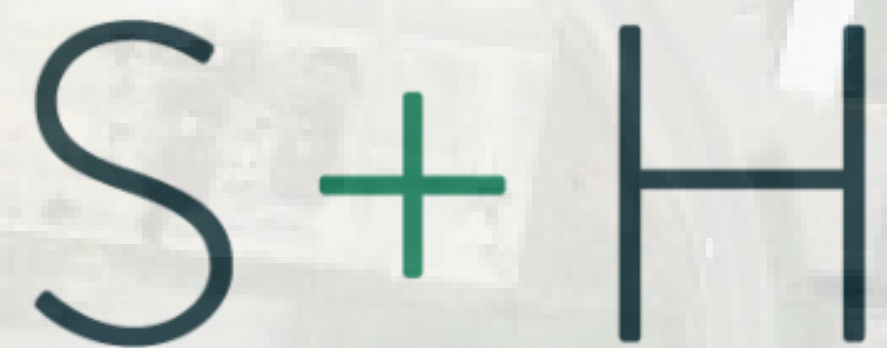
CASE NO. 2020SP-018-001

# PRELIMINARY SITE PLAN APPLICATION

REVISION 2 - APRIL 21, 2020

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ENGINEERING  
DESIGN  
CONSULTING



## PROJECT INFORMATION

SP NAME: 829 DICKERSON PIKE

COUNCIL DISTRICT: 5  
COUNCIL MEMBER: SEAN PARKER

ADDRESS: 829 & 835 DICKERSON PIKE - 37207  
MAP & PARCEL NO.: 08206000900 08202007400

OWNER OF RECORD: 829-D, LLC  
1106 FORREST AVENUE  
NASHVILLE, TN 37206

EXISTING ZONING: CL (OV-UZO) (MDHA-SL)

PROPOSED FALL  
BACK ZONING: MUL-A

CIVIL ENGINEER: S+H GROUP  
2606 EUGENIA AVENUE, SUITE D  
NASHVILLE, TN 37211  
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## PROJECT PURPOSE

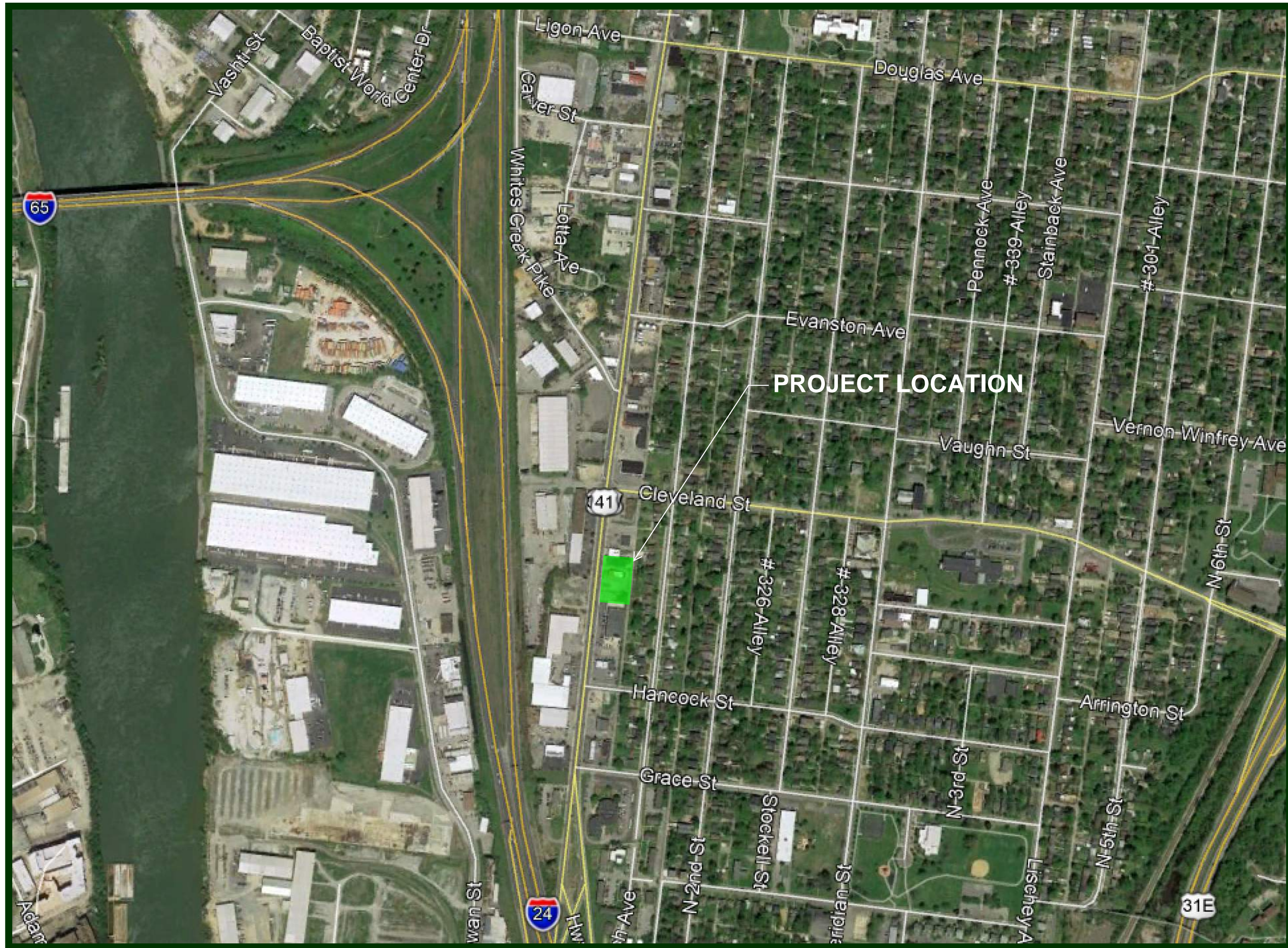
THE 829/835 DICKERSON PIKE SPECIFIC PLAN REZONING REQUEST INTENDS TO PROMOTE THE CONSTRUCTION OF A MIXED-USE BUILDING THAT WILL IMPROVE AND TRANSFORM THE SOUTH DICKERSON CORRIDOR. BY INTEGRATING THE EXISTING 835 DICKERSON PIKE STRUCTURE, ADHERING TO THE MCSP DESIGNATION FOR GENEROUS SIDEWALKS AND PLANTING BUFFERS, ALIGNING FOUR STORIES OF THE BUILDING FAÇADE WITH THE CONTEXTUAL FRONT SETBACK, AND PURPOSEFULLY RECESSING THE BUILDING'S PARTIAL FIFTH STORY, THE MIXED-USE STRUCTURE WILL CREATE APPROPRIATE SCALE AND CONTEXT FOR BOTH THE SOUTH DICKERSON CORRIDOR AND THE COMMUNITY. THE PLAN ALSO POSITIONS SURFACE PARKING TO THE REAR OF THE SITE, (ACCESSED VIA THE EXISTING PUBLIC ALLEY) WHICH WILL SCREEN THE PARKING FROM THE DICKERSON STREETScape AND ENHANCE THE OVERALL PEDESTRIAN EXPERIENCE. AN INCREASED FAR IS PROPOSED TO ALLOW FOR THE APPROPRIATE COMMERCIAL DENSITY AT THIS LOCATION, WITH PROPOSED LAND USES ALIGNING WITH EXISTING BASE ZONING REQUIREMENTS.

## GENERAL PLAN CONSISTENCY

THE PROPOSED SPECIFIC PLAN IS LOCATED WITHIN THE **T4-CM** (URBAN MIXED-USE CORRIDOR) POLICY AREA, AS WELL AS THE **DICKERSON PIKE SOUTH CORRIDOR STUDY AREA**. THE PROPERTIES ARE ALSO LOCATED WITHIN THE MDHA SKYLINE REDEVELOPMENT DISTRICT, ALONG WITH URBAN ZONING AND DESIGN OVERLAYS.

T4-CM AREAS PRIORITIZE HIGHER-INTENSITY MIXED-USE AND COMMERCIAL USES AT INTERSECTIONS WITH PREFERENCE GIVEN TO RESIDENTIAL USES BETWEEN INTERSECTIONS. ADDITIONALLY, THE DICKERSON PIKE SOUTH CORRIDOR STUDY AREA GOALS INCLUDE A HEAVY CONCENTRATION ON MIXED-USE DESIGN, WHILE PROVIDING A VARIETY OF NEIGHBORHOOD-FOCUSED RETAIL AND SERVICES. ACCORDINGLY, THE PROPOSED SPECIFIC PLAN HAS BEEN DESIGNED WITH THE GOALS OF THE SOUTH DICKERSON NEIGHBORHOOD IN MIND, PROVIDING A TRANSFORMATIVE, MIXED-USE URBAN DEVELOPMENT TO ENHANCE THIS UNIQUE AND EVOLVING AREA.



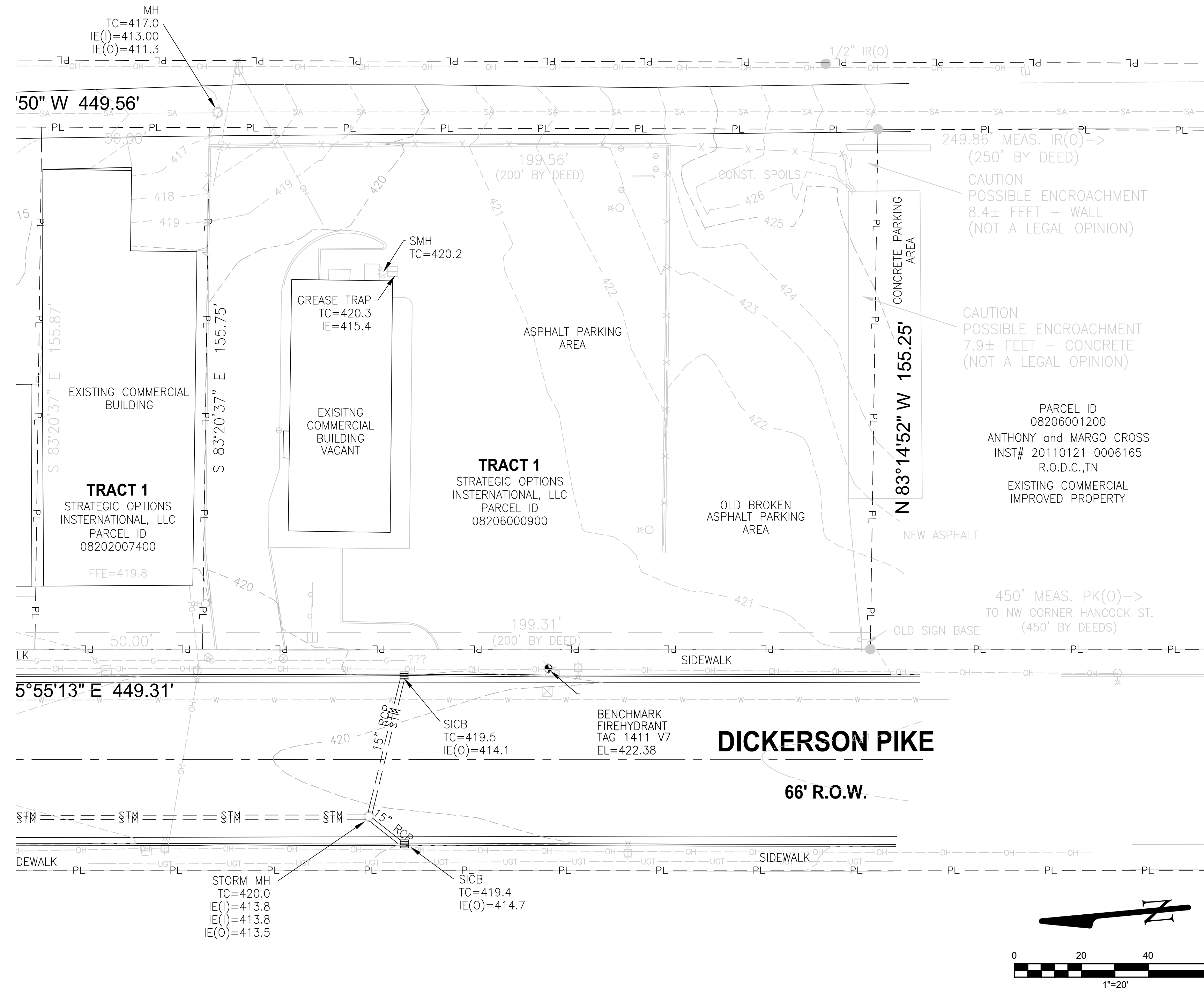


OVERALL VICINITY



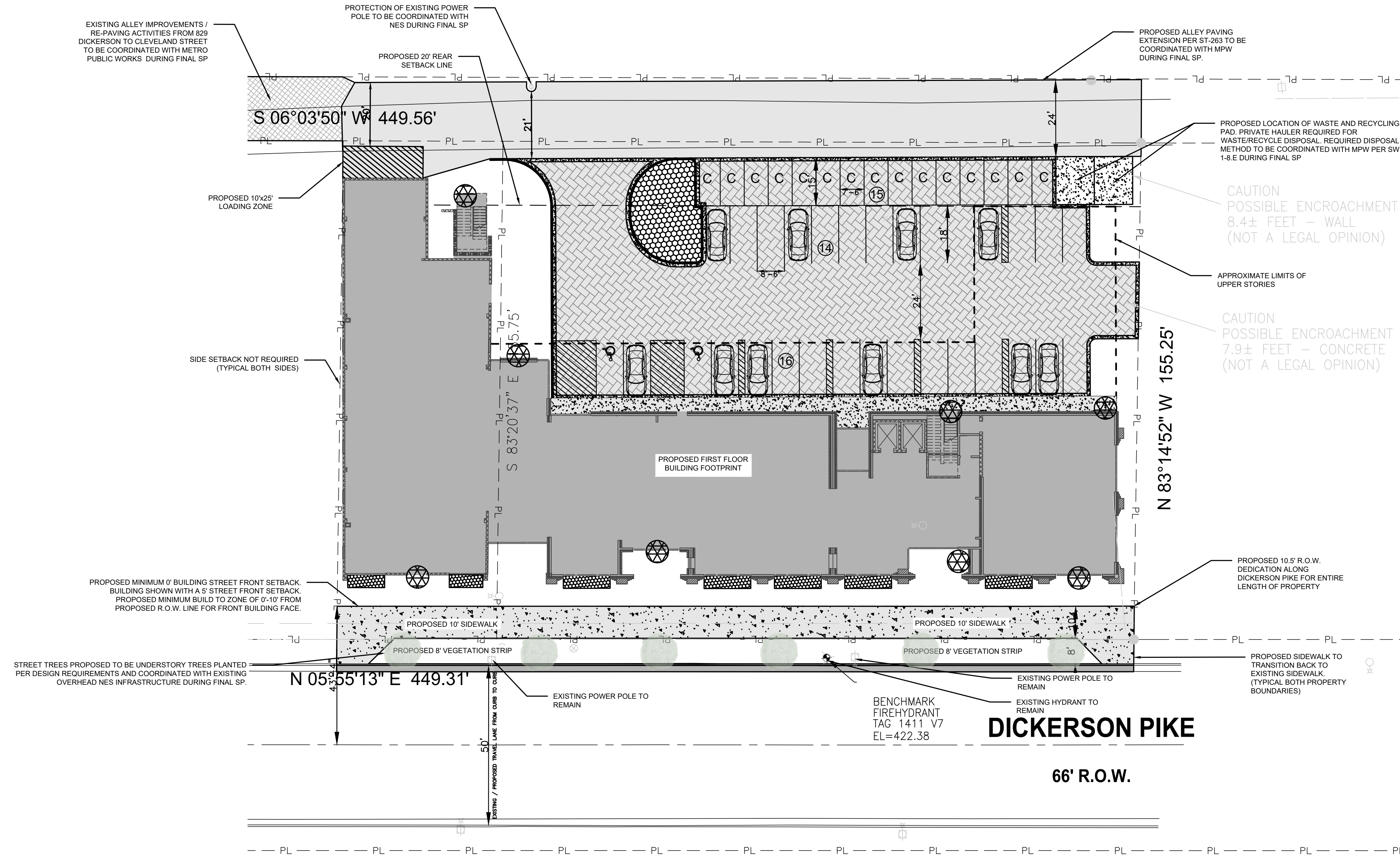
SITE LOCATION





**SURVEY NOTE:**  
 1. SURVEY PERFORMED BY WEATHERFORD AND ASSOCIATES, LLC, DATED 6/06/2017.





DESIGN STANDARD: ELEVATIONS CONSISTENT WITH MUL-A STANDARDS AND CONCEPTUAL ELEVATIONS WILL BE REVIEWED WITH THE FINAL SP.

**GENERAL NOTES:**

1. DRIVEWAY WIDTH IS REQUIRED TO BE 20' MINIMUM.
2. SIDEWALK AND PLANTING STRIP SHALL BE INSTALLED PER THE MAJOR AND COLLECTOR STREET PLAN REQUIREMENTS.
3. IT IS ANTICIPATED THAT ONE 8 CUBIC YARD DUMPSTER AND ONE 8 CUBIC YARD RECYCLING CONTAINER WILL BE REQUIRED FOR THE PROPOSED DEVELOPMENT. PADS ARE TO BE 12' BY 12'. LOCATION SHOWN IS APPROXIMATE.
4. ALL DRAINAGE GRATES WITHIN THE PUBLIC RIGHT OF WAY SHALL BE PER THE BIKE FRIENDLY VANE GRATE FOUND ON METRO PUBLIC WORKS WEBSITE.
5. ARCHITECTURAL ELEVATIONS WILL BE REQUIRED PRIOR TO APPROVAL OF FINAL SP.
6. EIFS, VINYL SIDING AND UNTREATED WOOD SHALL BE PROHIBITED.
7. 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.
8. SHORT TERM RENTALS (OWNER OCCUPIED AND NON-OWNER OCCUPIED) SHALL BE PROHIBITED IN THIS SP.
9. PROPOSED ACCESSORY USES SHOWN ARE WHAT IS CURRENTLY ANTICIPATED FOR DEVELOPMENT BUT ARE SUBJECT TO CHANGE BASED ON TENANT DEMAND FOR APPROVED USES UNDER MUL-A ZONING. DEVELOPER UNDERSTANDS A REVISED TIS MAY BE REQUIRED TO ACCOUNT FOR ANY CHANGE IN PROPOSED USES.

**METRO PUBLIC WORKS NOTES:**

1. ALL REPAIRS SHALL INCLUDE FULL LANE WIDTH RESURFACING.
2. ALL REPAIRS SHALL UTILIZE A 2-FOOT CUTBACK ON ALL SIDES EXCEPT THE EDGE OF PAVEMENT.
3. NEW UTILITY CUTS WILL BE MILLED AND PAVED TO ANY EXISTING UTILITY CUT OR DAMAGED PAVEMENT WITHIN 10 FEET. IF EXISTING CUT OR DAMAGED PAVEMENT IS LESS THAN 10 FEET IN LENGTH, THE EXISTING CUT SHALL ALSO BE MILLED AND PAVED.
4. ASPHALT REPAIR GREATER THAN 24 INCHES, ADJACENT TO CURB & GUTTER ALONG A ROADWAY SHALL HAVE A FULL LANE WIDTH PAVING.
5. FLOWABLE FILL IS REQUIRED ON ALL DOWNTOWN STREETS, COLLECTORS, & ARTERIAL STREETS. FLOWABLE FILL MAY ALSO BE REQUIRED ON OTHER STREETS AT THE DISCRETION OF THE UTILITY INSPECTORS.
6. ALL REPAIRS WILL HAVE A 1-YEAR WARRANTY.
7. PERMIT OFFICE WILL NEED TO BE NOTIFIED, WHEN REPAIRS ARE FINISHED, TO START WARRANTY PERIOD.
8. SEE METRO STANDARDS 270 THROUGH 275.
9. CURB RAMPS SHALL BE PROVIDED TO ALLOW ALL USERS TO MAKE THE TRANSITION IN GRADE FROM THE STREET TO THE SIDEWALK.
10. CURB RAMPS SHALL BE CONSTRUCTED TO THE DIMENSIONS AND FINISHED ELEVATIONS AS SPECIFIED IN THE PLANS AND/OR CONTRACT DOCUMENTS AND SHALL ALSO CONFORM TO THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT. SURFACE TEXTURE OF THE CURB RAMP SHALL BE STABLE, FIRM, AND SLIP-RESISTANT. THE SURFACE SHALL BE COARSE BROOMED FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. CARE SHALL BE TAKEN TO ASSURE AN UNIFORM GRADE ON THE CURB RAMP. LONGITUDINAL AND TRANSVERSE JOINT MARKINGS SHALL NOT BE ALLOWED ON THE LANDINGS OR RAMPS.
11. DRAINAGE AND UTILITY STRUCTURES SHALL NOT BE PLACED IN CURB RAMPS OR LANDINGS.
12. THE GUTTER LINE PROFILE OF THE STREET SHALL BE MAINTAINED THROUGH THE AREA OF THE CURB RAMP.
13. THE FURNISHING ZONE BUFFERS PEDESTRIANS FROM THE ADJACENT ROADWAY, AND IS ALSO THE AREA WHERE ELEMENTS SUCH AS STREET LIGHTS, CONTROLLER BOXES, HYDRANTS, SIGNS, PARKING METERS, DRIVEWAY APRONS, GRATES, HATCH COVERS, AND STREET FURNITURE ARE PROPERLY LOCATED.

**TREE DENSITY NOTES**

1. METRO TREE DENSITY REQUIREMENTS WILL BE ADDRESSED IN FINAL CONSTRUCTION DOCUMENTS. AT THE PRELIMINARY PHASE OF THIS PROJECT NO TREE INFORMATION IS AVAILABLE.

**TREE DENSITY UNITS:**

.891AC - 0.68AC = 211AC X 14 = 2.95 TDUs REQUIRED  
 6 PROPOSED 2" CALIPER TREES = 3 TDUs PROVIDED  
 (NOTE: DOES NOT INCLUDE EXISTING TREES TO BE PRESERVED)  
 \*TDU EXCEEDED

2. STREET TREES PROPOSED TO BE UNDERSTORY TREES PLANTED PER DESIGN REQUIREMENTS AND COORDINATED WITH EXISTING OVERHEAD NES INFRASTRUCTURE DURING FINAL SP.

**SITE SUMMARY**

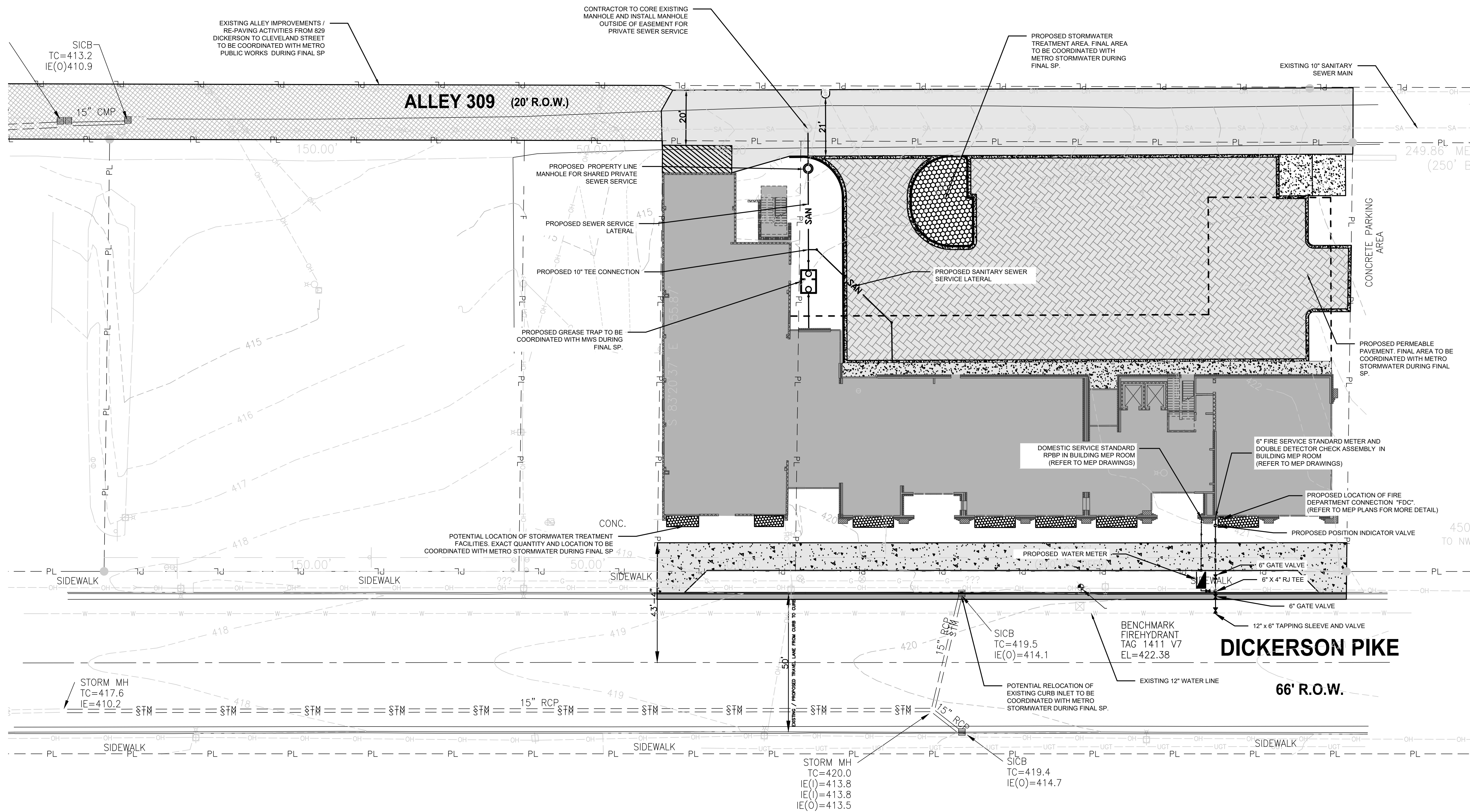
1. EXISTING SITE = 0.891 +/- ACRES - 38,891 S.F.
2. ZONING = SP
  - 2.1. FALL BACK ZONING = MUL-A
3. SETBACKS
  - 3.1. STREET - M.B.S.L = 0'; BUILDING SHOWN WITH 5' STREET FRONT SETBACK
  - 3.2. SIDES - 0' REQUIRED
  - 3.3. REAR - 20' FROM PROPERTY LINE FOR NEW BUILDING, EXISTING BUILDING AT 835 DICKERSON TO BE RETAINED AND SHOWN WITH AN EXISTING 11' REAR SETBACK PROPOSED STAIRWELL AT 835 DICKERSON BUILDING TO HAVE A REAR SETBACK OF 16'.
4. PROPOSED AREAS
  - 4.1. BUILDING FOOTPRINTS - 19,994 SF
  - 4.2. PAVEMENT - 8,581 SF
  - 4.3. SIDEWALKS - 975 SF
  - 4.4. GREEN AREA - 9,262 SF
  - 4.5. ISF = 76% (90% MAX)
  - 4.6. FAR = 100,000 / 38,891 = 2.57 (3.0 MAX)
  - 4.7. MAX HEIGHT (0-10' BUILD TO ZONE) = 4 STORIES TO A MAXIMUM 65' MINIMUM 10' STEPBACK PARTIAL 5TH FLOOR OUTSIDE 0'-10' BUILD TO ZONE TO A MAXIMUM 75'
5. PARKING
  - 5.1. SPACES PROVIDED ON SITE
    - 5.1.1. 30 STANDARD SPACES
    - 5.1.2. 15 COMPACT (33% ON SITE PARKING, <30% WITH OFF SITE PARKING)
    - 5.1.3. 45 TOTAL ON SITE PARKING SPACES
  - 5.2. PARKING REQUIREMENTS PER URBAN ZONING OVERLAY (UZO)
    - 5.2.1. RETAIL - (FIRST 2,000 SF PER RETAIL SPACE EXEMPT, PARK AT 1 SPACE PER 200 SF) PROPOSED 4,430 SF RETAIL = 2,430 / 200 = 12.15 = 12 SPACES.
    - 5.2.2. RESTAURANT - (FIRST 1,000 SF EXEMPT PER RESTAURANT, PARK AT 1 SPACE PER 150 SF) PROPOSED 5,200 SF RESTAURANT = 4,200 / 150 = 28.4 = 28 SPACES. PROPOSED 3,500 SF RESTAURANT = 2,500 / 150 = 16.7 = 17 SPACES. PROPOSED 1,788 SF RESTAURANT = 788 / 150 = 5.3 = 5 SPACES.
    - 5.2.3. HOTEL - (PARK AT 1 SPACE PER ROOMING UNIT PLUS 1 SPACE PER 4 EMPLOYEES) PROPOSED 100 ROOMING UNITS MAX OF 4 EMPLOYEES = 101 SPACES.
    - 5.2.4. PARKING REDUCTION - PER UZO GUIDELINES FOR CONTINUOUS SIDEWALK AND LOCATION ON A TRANSIT ROUTE A REDUCTION IN 20% FROM TOTAL PARKING REQUIREMENTS, ALONG WITH OTHER PROPOSED ORDINANCES FURTHER REDUCING SITE PARKING REQUIREMENTS, ALONG WITH OTHER PROPOSED ORDINANCES FURTHER REDUCING SITE PARKING REQUIREMENTS, ALONG WITH OTHER PROPOSED ORDINANCES FURTHER REDUCING SITE PARKING REQUIREMENTS, ALONG WITH OTHER PROPOSED ORDINANCES FURTHER REDUCING SITE PARKING REQUIREMENTS.
  - 5.3. SPACES PROVIDED OFF SITE WHERE REQUIRED PER METRO CODE REQUIREMENTS AND STANDARDS
    - 5.3.1. TOTAL SPACES REQUIRED = 163(0.8) = 130 TOTAL SPACES = 85 CAN BE PROVIDED OFF SITE, IF REQUIRED IF OFF SITE PARKING IS REQUIRED PER METRO CODE, SHARED PARKING AGREEMENT, PARKING LAYOUT AND PROPERTY DETAILS WILL BE PROVIDED WITHIN FINAL SP DOCUMENTS.
    - 5.3.2. PARKING AGREEMENT - DEVELOPER TO ESTABLISH A LEASE OR SHARED PARKING AGREEMENT ON A PROPERTY LOCATED ON THE SAME BLOCK FACE AS THE SUBJECT PROPERTY TO PROVIDE ADDITIONAL PARKING SPACES TO MEET ABOVE PARKING REQUIREMENTS PER UZO GUIDELINES WHERE PARKING SPACES CANNOT BE PROVIDED ON SITE.
    - 5.3.3. PROPOSED ACCESSORY USES SUBJECT TO UPWARD OR DOWNWARD REVISION IN TOTAL AREA AND POTENTIAL USE AS AN APPROVED USE UNDER MUL-A ZONING. OFF SITE PARKING SHALL BE REVISED ACCORDINGLY TO REFLECT USE AREA AND TYPE AS IT PERTAINS TO UZO PARKING GUIDELINES.
  - 5.4. LOADING SPACE REQUIREMENT - PROPOSED USE ANTICIPATES THE NEED FOR ONLY ONE (1) 10'X20' LOADING SPACE AS SHOWN ON SITE PLAN.



IN ACCORDANCE WITH THE METRO STORMWATER MANAGEMENT MANUAL, VOLUME 1, SECTION 3.9, AS-BUILT CERTIFICATIONS, MWS STORMWATER DIVISION MUST APPROVE THE FOLLOWING AS-BUILTS PRIOR TO ISSUANCE OF THE USE & OCCUPANCY PERMIT:

- UNDERGROUND DETENTION AND WATER QUALITY INFRASTRUCTURE
- ABOVE GROUND DETENTION AND WATER QUALITY INFRASTRUCTURE
- PUBLIC STORM SEWER INFRASTRUCTURE
- CUT & FILL IN THE FLOODPLAIN
- SINK HOLE ALTERATIONS
- GIP-01 (LEVEL 2 BIORETENTION)
- GIP-02 (PERMEABLE PAVEMENT)

THE ENGINEER SHALL CONTACT STORMWATER DEVELOPMENT REVIEW STAFF FOR SUBMITTAL REQUIREMENTS.



**DRAINAGE NOTES**

1. ALL BUILDING FOUNDATION THAT ARE WITHIN 10 LINEAR FEET OF PERMEABLE PAVERS OR BIORETENTION POND SHALL BE WATERPROOFED WITH DIMPLE MEMBRANE BOARD OR APPROVED EQUIVALENT.
2. ALL HEAVY EQUIPMENT MUST REMAIN OUTSIDE THE BIORETENTION AREA DURING AND AFTER CONSTRUCTION.
3. SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH IN THE METRO STORMWATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO R.O.W. IS 15\"/>

**FLOODPLAIN NOTES**

1. ACCORDING TO THE FEMA FIRM MAP #47037C, PANEL 0234H, DATED APRIL 5, 2017 THE PROJECT SITE IS IN AN AREA DESIGNATED "ZONE X" AND IS LOCATED OUTSIDE THE 500 YEAR FLOODPLAIN.

**WATER AND SEWER NOTES**

1. ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF METRO WATER SERVICES.
2. THE CONTRACTOR IS RESPONSIBLE FOR REIMBURSING THE METRO WATERS SERVICES THE COST OF INSPECTION.
3. THE CONTRACTOR IS TO PROVIDE AND MAINTAIN THE CONSTRUCTION IDENTIFICATION SIGN FOR PRIVATE DEVELOPMENT APPROVED.
4. AFTER COMPLETION OF THE SANITARY SEWER, THE CONTRACTOR IS RESPONSIBLE FOR THE TELEVISIONING OF THE LINES PRIOR TO FINAL ACCEPTANCE. THE VIDEO TAPING MUST BE COORDINATED WITH METRO WATER SERVICES INSPECTION SECTION. ALL COSTS WILL BE BORNE BY THE CONTRACTOR.
5. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT CONNECTOR METHOD.
6. REDUCED PRESSURE BACKFLOW PREVENTION DEVICES (RPBP) OR DUAL CHECK VALVE WILL BE REQUIRED ON ALL TEST AND FILL LINES (JUMPERS) NEEDED FOR WATER MAIN CONSTRUCTION AND MUST BE APPROVED BY THE METRO WATER SERVICES.
7. ALL WATER METERS SHALL BE A MINIMUM OF 24\"/>

**PRELIMINARY NOTE**

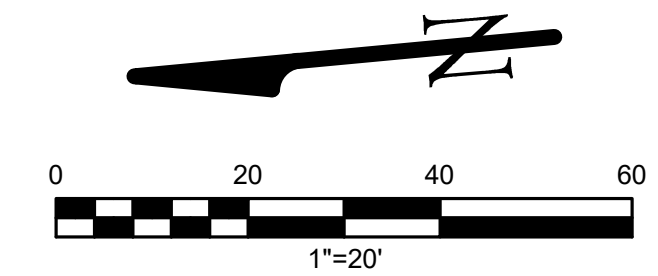
1. DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT, AS IT PERTAINS TO STORM WATER APPROVAL COMMENTS ONLY. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE COVERED BY THE APPROPRIATE STORM WATER REGULATIONS AT THE TIME OF FINAL APPLICATION.

**ACCESS NOTE**

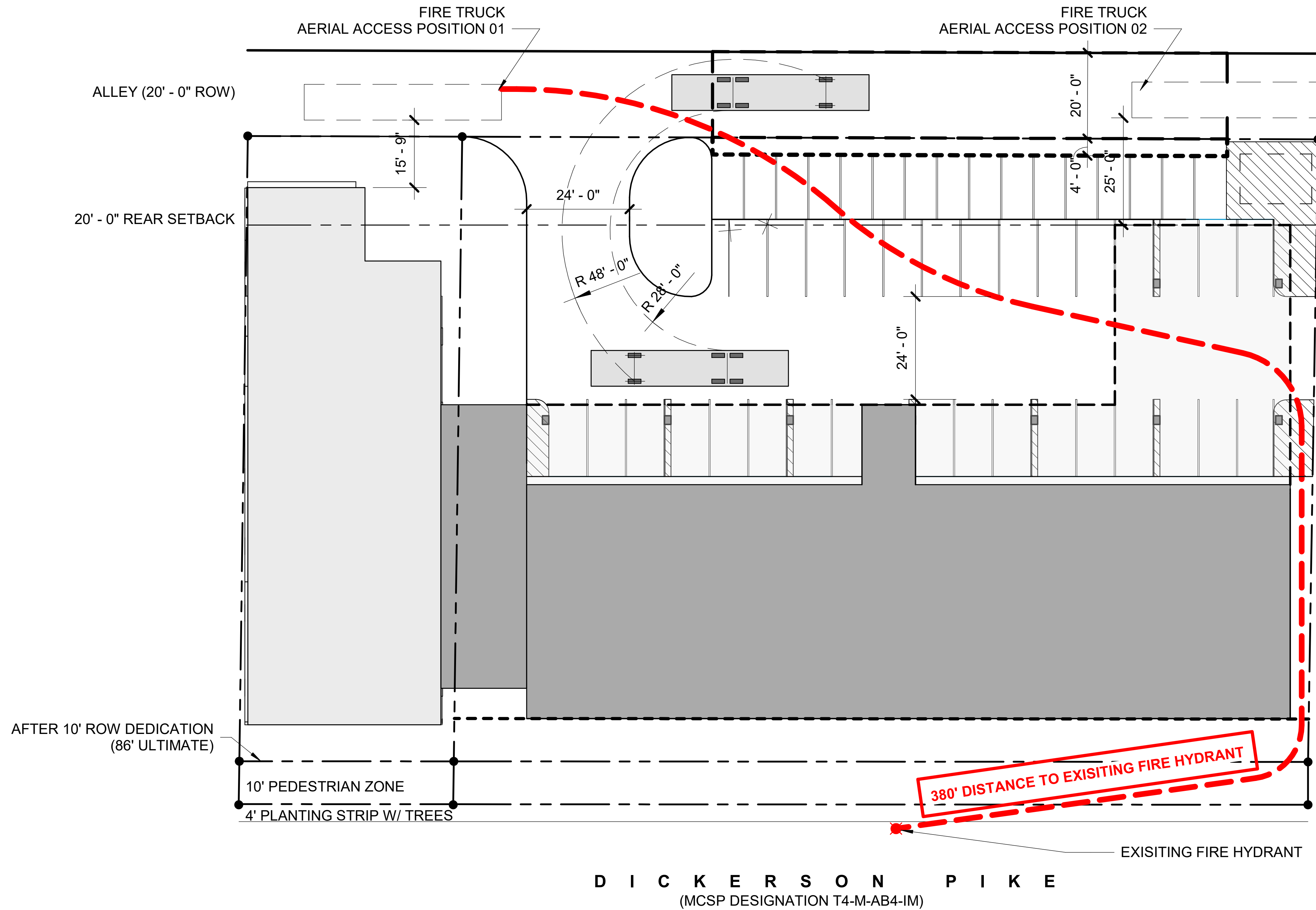
1. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORM WATER FACILITIES WITHIN THE PROPERTY.

**78-840 NOTE**

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.







**FIRE MARSHAL NOTES**

PUBLIC WAY: 20' - 0"  
 ALONG ALLEY: 24' ACCEPTABLE, 26' PREFERRED  
 CONTINGENT ON METRO ZONING ALLEY HEAD-ON PARKING  
 RECOMMENDATION

FIRE TRUCK AERIAL ACCESS DISTANCE: MAXIMUM 30' FROM BUILDING FACADE.

FIRE HYDRANT DISTANCE:  
 500' - 0" FIRE HYDRANT  
 150' - 0" HOSE PULL  
 DEEDED ACCESS, MEASURED ALONG ENTRY PATH

FIRE TRUCK TURNING RADIUS  
 INSIDE: 25' - 28'  
 OUTSIDE: 48' - 50'

FLOW REQUIREMENTS:  
 IFC - APPENDIX 1,500 GPM WHILE SPRINKLER IS IN USE

POWERLINE CONDITION ALONG DICKERSON FOR AERIAL ACCESS.  
 \* IF POWERLINES WERE RELOCATED UNDERGROUND, FIRE DEPARTMENT GRADE  
 LEVEL ACCESS AND AERIAL ACCESS COULD BE SATISFIED FROM DICKERSON PIKE.

FTC (SIAMESE CONNECTION) ON ADDRESS SIDE OF BUILDING  
 STANDPIPE 100' FROM HYDRANT

\*\* FIRE HYDRANT RELOCATED PER MCSP ROW DESIGNATION











