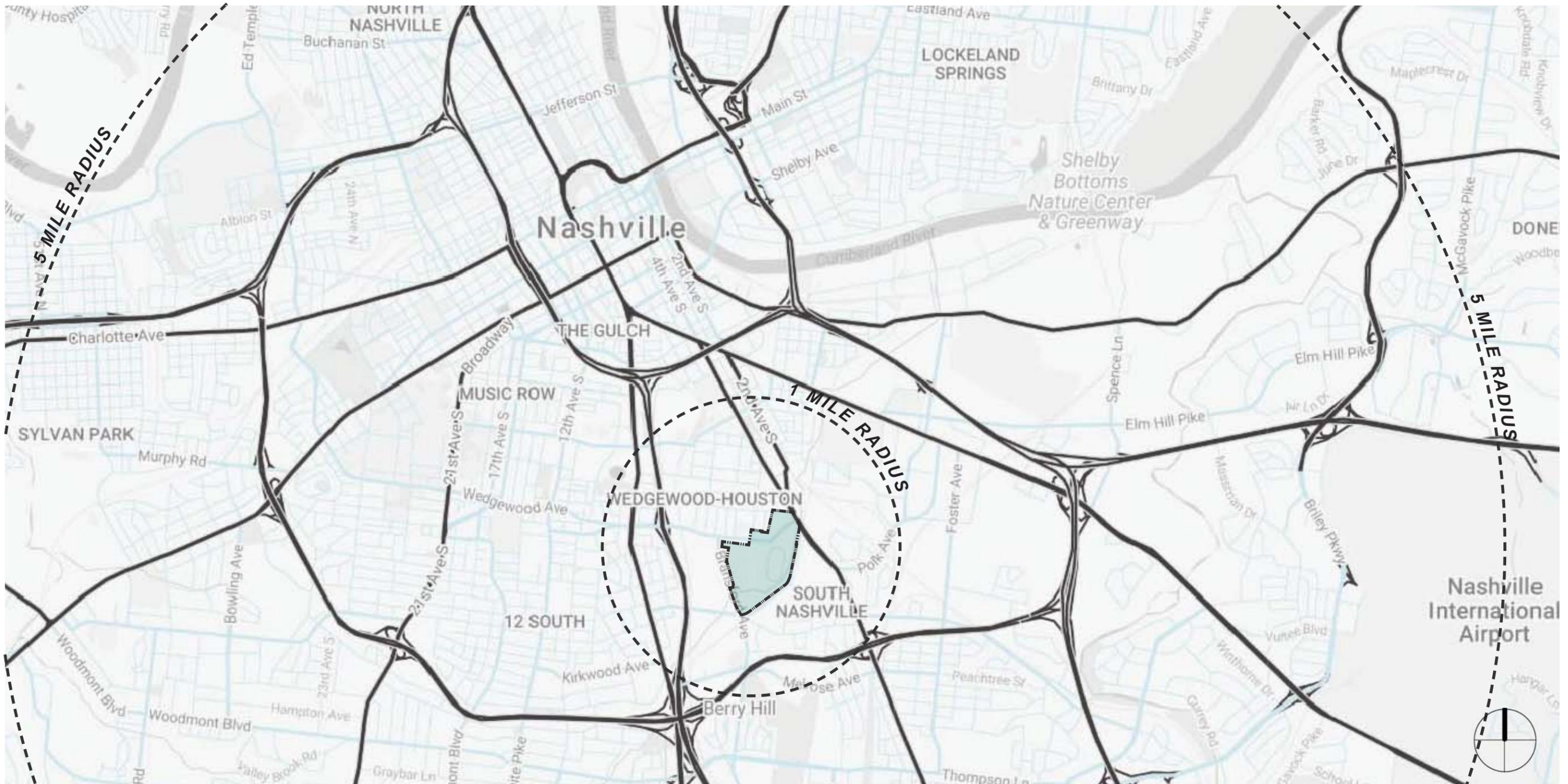


Preliminary Specific Plan & Major Policy Amendment

MIXED-USE DISTRICT

Sports Village Entertainment District at The Fairgrounds Nashville





Parcel ID: 10511030100
 Address: 300 Rains Avenue
 Nashville, TN 37203
 Owner(s): Metro Government
 Council District: (17) Colby Sledge

Developer:
 MarketStreet Enterprises
 124 12th Avenue S., Suite 600
 Nashville, TN 37203
 ATTN: Dirk Melton
 Dmelton@marketequities.com

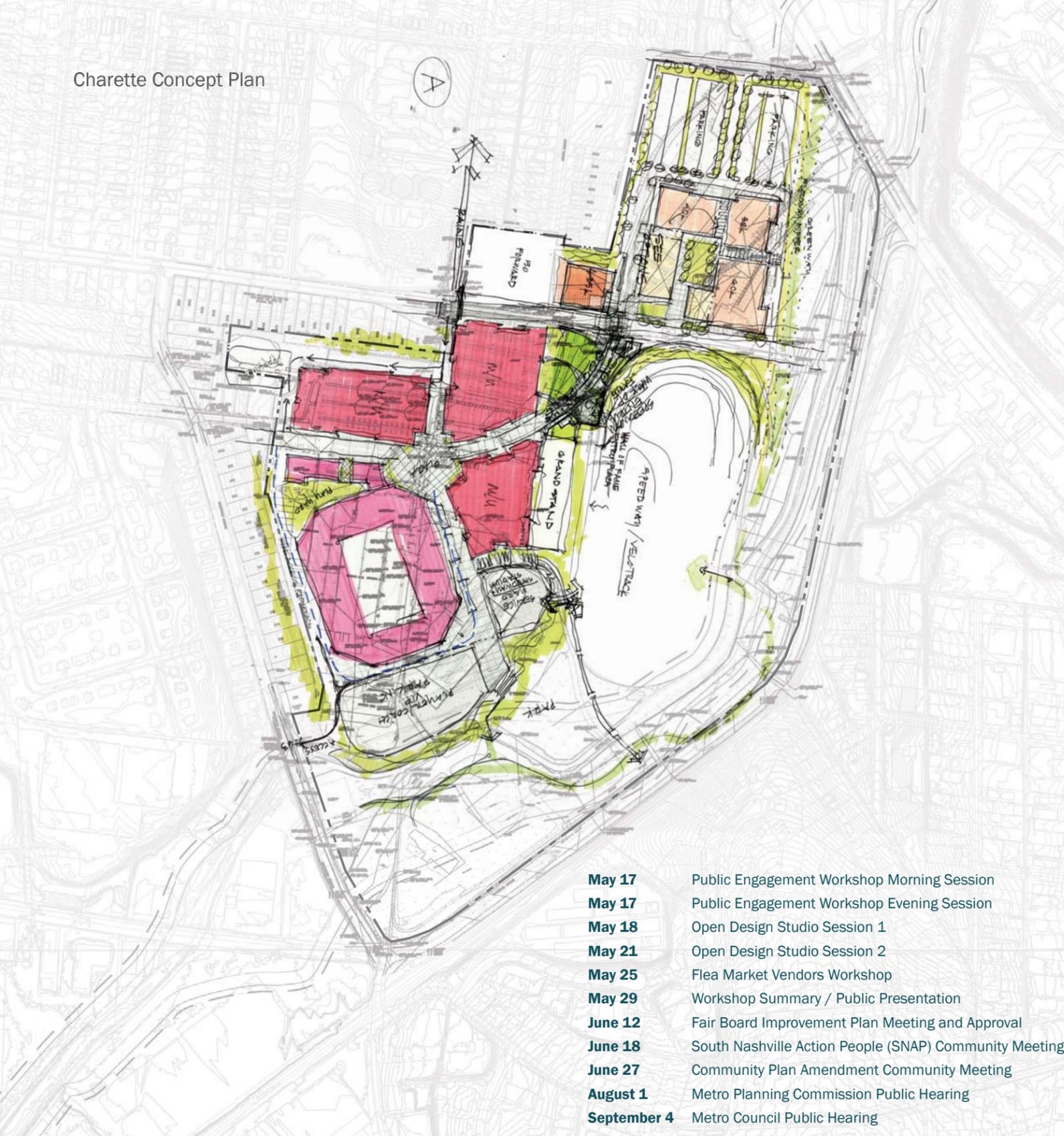
Civil Engineer:
 Barge Cauthen & Associates, INC.
 6606 Charlotte Pike, Suite 210
 Nashville, TN 37209
 ATTN: Matt Ellenberger
 Mellenberger@bargECAuthen.com

Traffic Engineer:
 Kimley - Horn
 214 Oceanside Dr.
 Nashville, TN 37204
 ATTN: Chris Rhodes
 Chris.rhodes@kimley-horn.com

Applicant / Land Planner:
 Smith Gee Studio
 209 10th Avenue S., Suite 425
 Nashville, TN 37203
 ATTN: Scott Morton
 smorton@smithgeestudio.com

01

CONTEXTUAL ANALYSIS



- May 17** Public Engagement Workshop Morning Session
- May 17** Public Engagement Workshop Evening Session
- May 18** Open Design Studio Session 1
- May 21** Open Design Studio Session 2
- May 25** Flea Market Vendors Workshop
- May 29** Workshop Summary / Public Presentation
- June 12** Fair Board Improvement Plan Meeting and Approval
- June 18** South Nashville Action People (SNAP) Community Meeting
- June 27** Community Plan Amendment Community Meeting
- August 1** Metro Planning Commission Public Hearing
- September 4** Metro Council Public Hearing

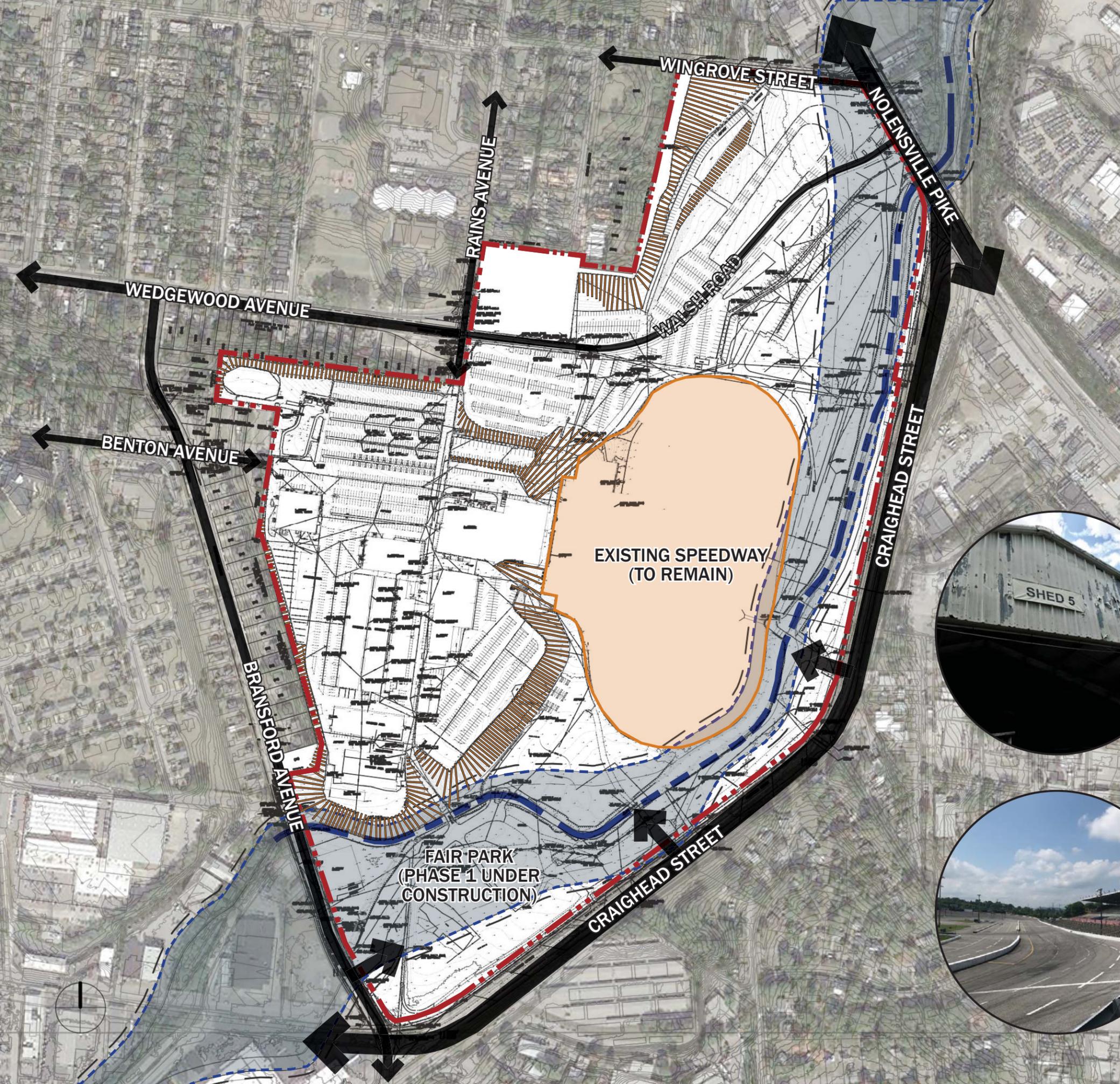


Multiple engagement workshops were held in May 2018 in order to allow the community of Wedgewood Houston, Fairgrounds tenants and greater Nashville to voice their concerns and comments for the improvements to the existing site and the future mixed-use and sports stadium uses through table exercises and group discussions with open studios throughout. The following were the major themes:

- *Connectivity* throughout the site and to the surrounding context
- Public *Open Space* and *Pedestrian Friendly* tree lined streets
- Attention to *Noise* created by large events
- Ample *Parking* provided
- Mixture of Uses to create *Active* district
- Maintainment of existing events (*Flea Market*, *Speedway*, etc.)

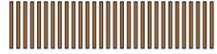
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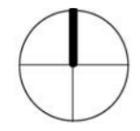
COMMUNITY ENGAGEMENT

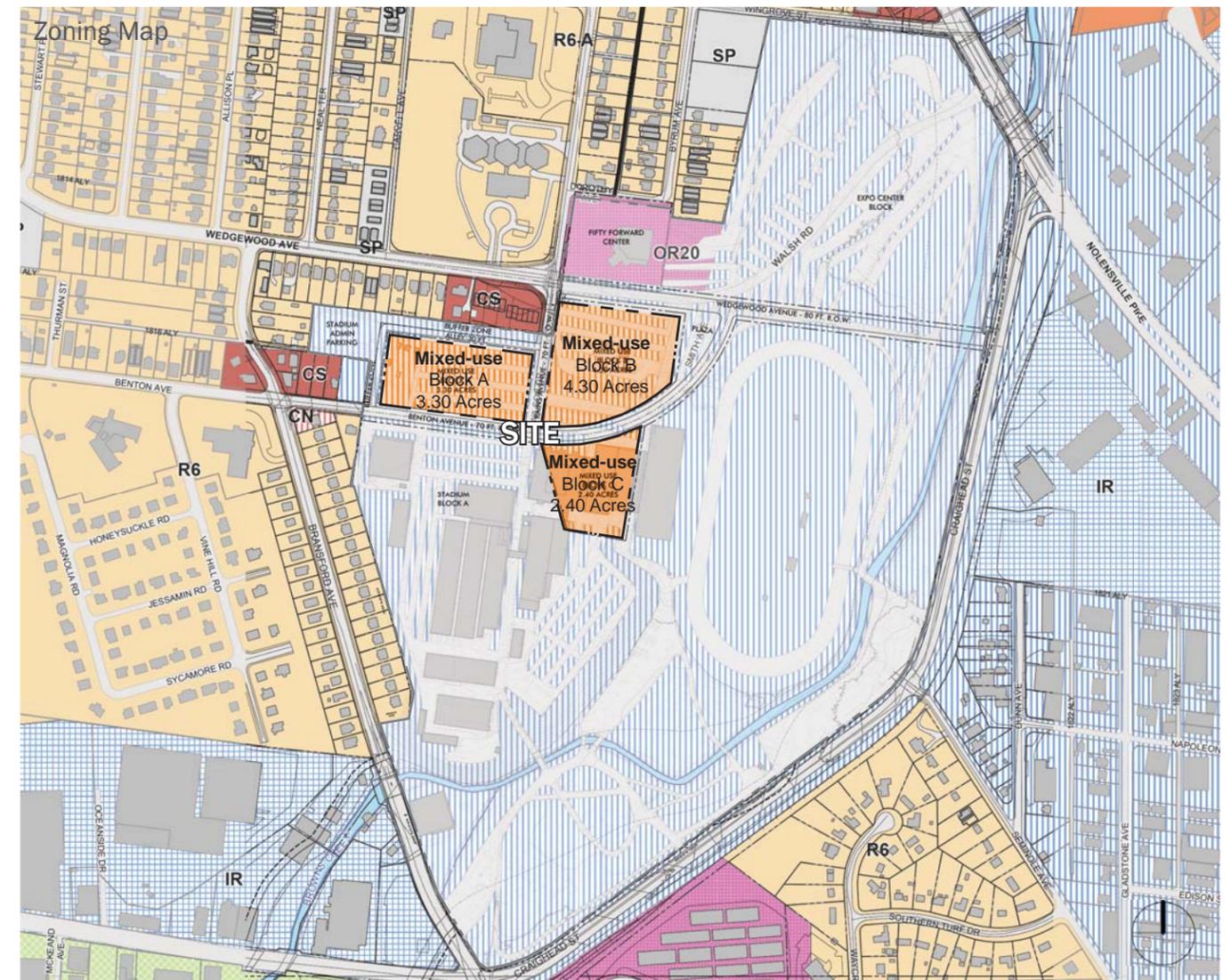
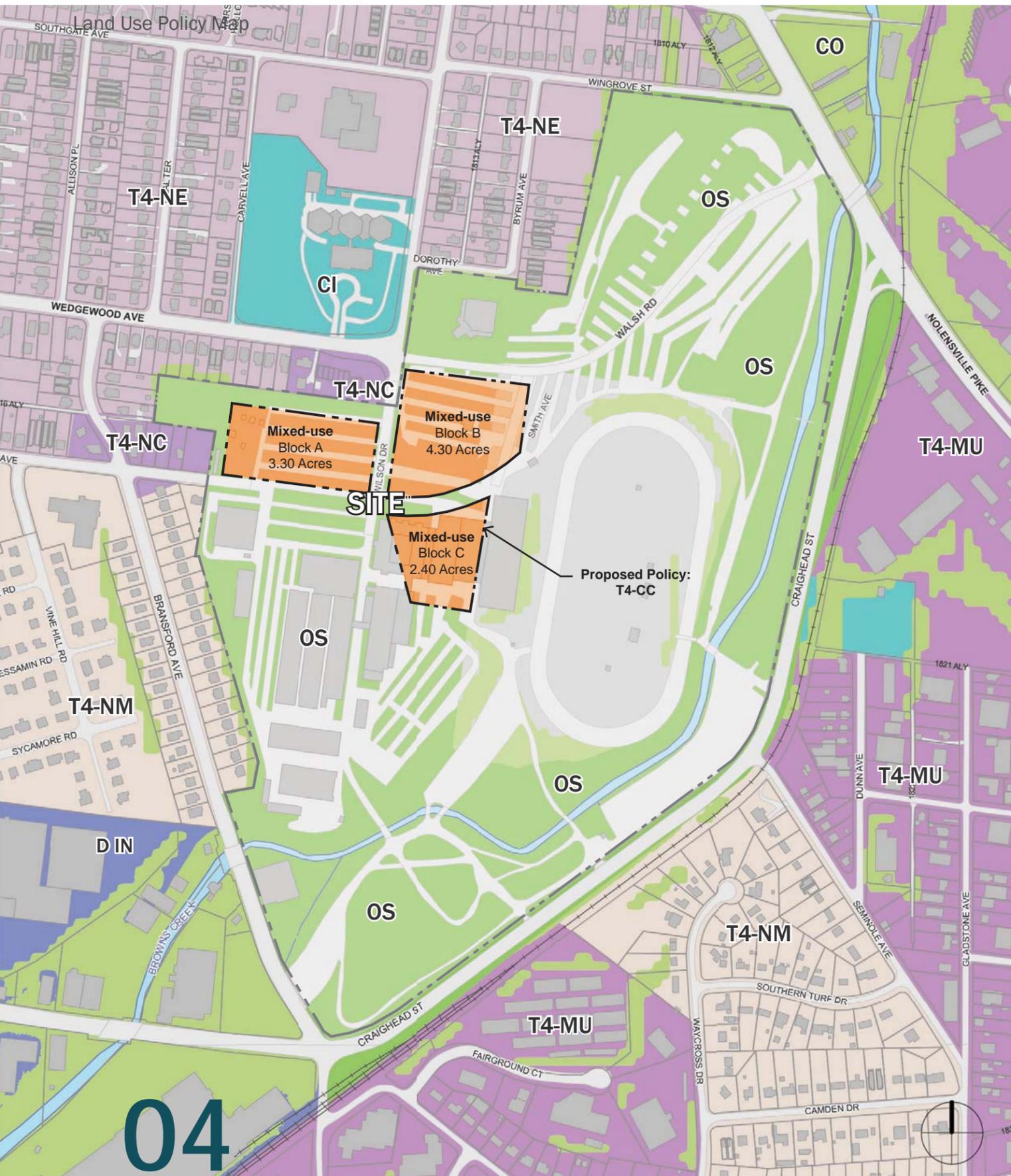


03

EXISTING

-  Steep Slopes
-  Floodway
-  Waterway
-  Existing Connections
-  Existing Speedway





Current Zoning: Industrial Warehouse District (IWD)

Current Land Use Policy: The property is located within the South Nashville Community Plan. The current land use policy for the property is OS (Open Space). The SP will propose to amend the policy to T4-CC (Urban Community Center) to better fit the growing needs of the area.

Open Space: preserve and enhance existing open space areas, most of which are publicly-owned parks and greenways, but some of which are privately held conservation easements or other similar tools that provide permanent protection of the land as open space. A variety of recreational activities are enjoyed by visitors on publicly-owned land, while on privately-owned land the land has no recreational uses, unless specified by the owner.

T4 Urban Community Center: generally located at intersections of prominent urban streets T4 Urban Community Centers encourage intense mixed-use areas that provide a mix of uses and services to meet the needs of the larger surrounding urban area within a five minute drive or a five to ten minute walk, as well as services that are needed less frequently and provide a draw to the larger community. Intensity is generally placed within edges not exceeding a quarter mile radius of the T4 Urban Community Center, with regularly spaced buildings built to the back edge of the sidewalk with parking provided on street, beside or behind the buildings. The public realm and streetscape feature the consistent use of lighting and generally formal landscaping. T4 Urban Community Centers are served by highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space. The edges of T4 Urban Community Centers are firm with transitional residential between the center and less intense urban residential and open space areas.

04

SITE OVERVIEW



05

CONCEPT PLAN

In January 2017, the Fairgrounds was identified as the designated site for an MLS Stadium in the future and in December 2017 Nashville was awarded an MLS expansion team by the league. The “hill” was identified by early site analysis as the best placement for a stadium structure.

The proposed *10 acre mixed-use development* for which this Specific Plan applies was shaped through a collaborative public visioning process for the 120 acre Nashville Fairgrounds Improvement Plan. The concept maintains the existing uses while including provisions for upgrades to the *Speedway*, a new *soccer stadium*, a new *Fair Park* and new *Fairgrounds Expo* buildings. Currently under construction is Phase I of Fair Park, which re-purposes the large flood-way along the southeast edge of the site into multipurpose fields and a dog park. The existing conditioned and unconditioned Fairgrounds facilities used for the Flea Market and various other events is proposed to be rebuilt near Nolensville Pike for visibility, ease of access, phasing and constructibility.

The purpose of this regulatory SP is to establish form-based regulations and zoning standards for the 10-acre mixed-use portion on the Nashville Fairgrounds site. The concept for the Mixed-use District is to establish a *vibrant destination* for the neighborhood and all Fairgrounds users that links the various Fairgrounds uses together. Ground floors and streetscapes will be lined with restaurants, retail and other *active uses*. The pedestrian environment will be emphasized through the appropriate use of scale, form, details and transparency and will sensitively address *public open spaces* and surrounding streetscapes forming *integrated connections* to the other uses on site.





PLAZA ZONES

ACTIVE USE PRIORITY ZONES



REGULATIONS

| Uses | Per MUG-A Base Zoning | |
|--|-----------------------------|----------------------------|
| FAR | 4.0 | |
| ISR | 1.0 | |
| Maximum Height¹ | General | 90 feet within 6 stories |
| | Plaza Zone | 118 feet within 8 stories |
| Building Stepbacks (along street frontages) | Buildings 6 stories or less | 0 feet |
| | Buildings over 6 stories | 15 feet at 6th floor |
| Build-to-zone² | 80% within 10 feet | |
| Side / Rear Setback | 0 feet | |
| Glazing³ | Residential | 20% min. |
| | Commercial | 50% Ground Floor |
| | | 30% Upper Floor |
| Raised Foundations⁴ | Residential | 18 in. Min. to 36 in. Max. |
| | Commercial | 36 in. Max |

- Overall building height in feet shall be measured from building finished floor to the top of roof deck or eave of building with in required street build-to-zones; A maximum sky exposure plane of 1:1 (vertical to horiz.) shall be required for any provided sloped roof forms, rooftop mechanical equipment, stair bulkheads, rooftop amenities and internal parking structures; Parking Structure levels within the sky exposure plane may exceed the maximum # of stories within each district. Mezzanines shall not be considered a story for the purposes of calculating overall # of stories.
- 80% of the front facade built to within 10 feet of public sidewalk or open space; Access drives, open spaces, pedestrian passages, and dining areas are excluded from this calculation. Exceptions may be made by MPC staff for outdoor dining, plazas, open spaces, additional pedestrian facilities or other approved conditions.
- Minimum glazing requirements shall be required on building facades facing streets and publicly programmed open spaces. The first floor transparent glazing area calculation shall be measured from the finished grade at the setback to the finished floor elevation of the second floor, or to a height of sixteen feet, whichever is less. Upper floor glazing calculations shall be measured from floor to floor.
- With the exception of accessible units, visitable units, and topographically challenged units; challenging site topography may result in raised/lowered foundations at strategic locations. Screening is required when raised foundations exceed 36" along public streets and open spaces.

ARCHITECTURAL STANDARDS

- Buildings shall provide a principal entry onto the street/sidewalk network or other public space to promote activity at the street level. Residential uses along public streets shall include stoops or articulation that engages the pedestrian environment.
- Active use priority zones as identified on the concept plan are priority locations required to be occupied by retail, office, institutional, entertainment, hotel, recreational uses or other Metro Planning staff approved active uses; Overall, 65% of street frontage within the identified active use priority zone shall be occupied by active uses (excluding vehicular drives, garage entries, open spaces, setbacks, and service and loading facilities where permitted).
- For building facades fronting streets and public open space, the width of any blank facade (without glazing) shall not exceed 30 feet. Pilasters, building wall recesses or projections, and/or variations in materials and color may be used to achieve this massing standard.
- Vinyl siding and untreated wood shall not be permitted; EIFS shall only be allowed on 3rd floor and above; structural stucco is permitted.
- Refuse collection, recycling, and mechanical equipment shall be fully screened from public view by the combination of architectural cladding, walls, or landscaping.
- Windows shall be vertically oriented at a ratio 1.5:1 or greater; planning staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows, storefront windows, curtain walls and other special conditions.
- Heights of buildings located along street frontages adjacent to the soccer stadium shall be compatible with the maximum height of the soccer stadium. Buildings may exceed the overall stadium height if the buildings are articulated to reduce the massing and height in relationship to the stadium frontage (e.g. - A 15 ft. horiz. stepback, building articulation, footprint size/scale) Analysis and coordination with Metro Planning Staff shall be completed upon submittal of final site plan.

PLAZA ZONE

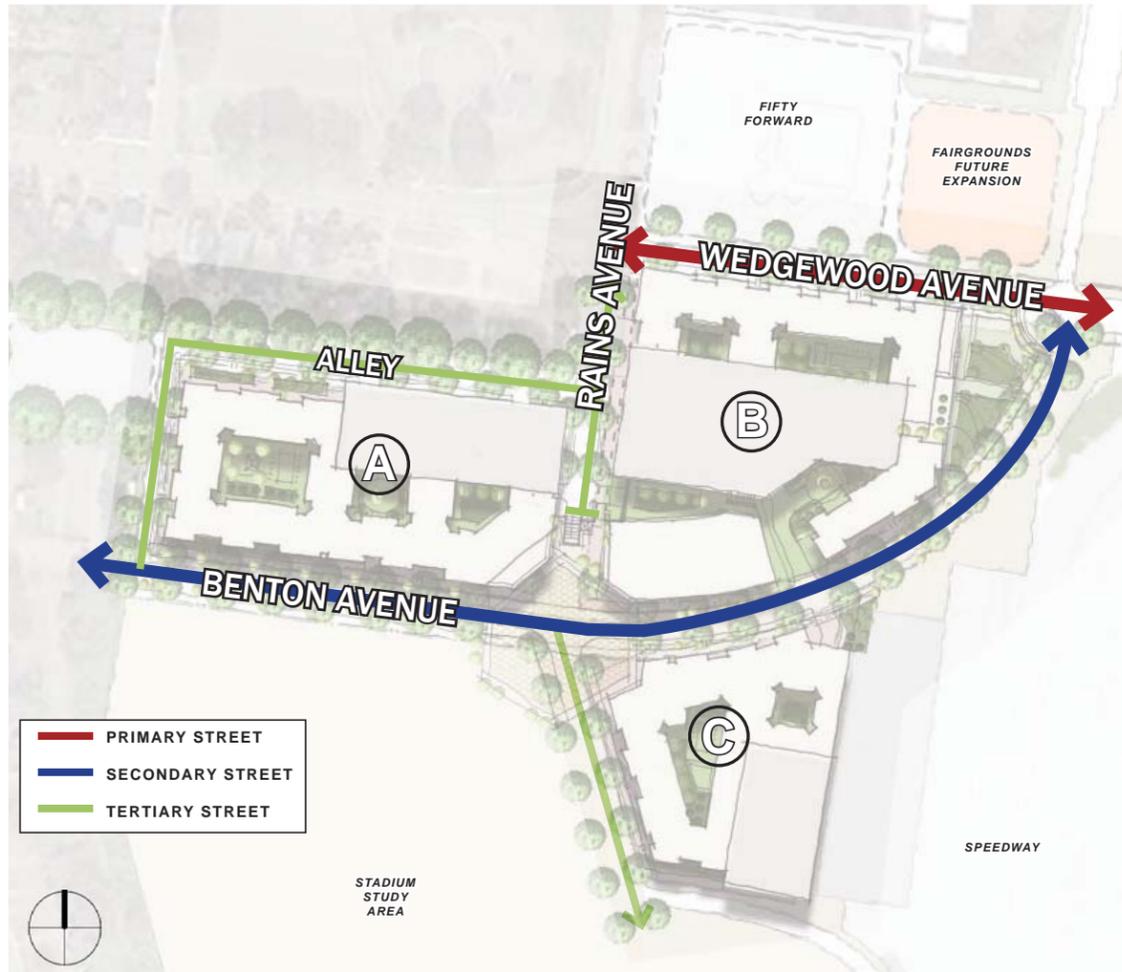
The Plaza Zone is intended to promote higher density development that is strategically located near the intersection of Benton Ave and Rains Ave. directly across from the Proposed Stadium.

| PLAZA ZONE - DESIGNATED AREA | | |
|-------------------------------|----------|----------|
| | Length* | Depth* |
| Block 'A' | 350 feet | 150 feet |
| Block 'B' | 650 feet | 150 feet |
| Block 'C' - Benton Ave | 400 feet | 150 feet |
| Block 'C' - Private Dr | 350 feet | 150 feet |

*The Plaza Zone shall be measured from the edge of R.O.W., private road easements or back of sidewalk intersections.



REGULATIONS (CONT'D)



STREET HIERARCHY 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).

1. Street trees shall be provided, irrigated and maintained by Owner along all street frontages at a minimum spacing average of 40 linear feet. All street trees placed within ROW shall count toward tree density unit credit outlined in Metro Zoning Code 17.24.
2. A D-3 buffer shall be provided per the Metro Zoning Ordinance along all adjacent private residential property boundaries. No other buffer requirements of 17.24 shall apply.

PROHIBITED USES

- Boarding House
- Owner Occupied Short Term Rental Property
- Non-Owner Occupied Short Term Rental Property
- Dormitory
- Fraternity/Sorority House
- Cash Advance
- Check Cashing
- Title Loan
- Medical Appliance Sales
- Outpatient Clinic
- Rehabilitation Services
- Auction House
- Automobile Convenience
- Automobile Service
- Beer and Cigarette Market
- Car Wash
- Funeral Home
- Mobile Storage Unit
- Pawnshop
- Helistop
- Waste Water Treatment
- Water Treatment Plant
- Medical Waste
- Recycling Collection Center
- Country Club
- Cemetery

ACCESS & PARKING

1. Parking structures (except entries) shall not front primary or secondary frontages on the ground floor; Along primary or secondary frontages, structures shall be located behind ground floor active uses lining streets and open spaces or be located internal to the development.
2. Parking structures visible from public street right of way or public open space shall be screened with landscaping or architectural feature.
3. Buildings Loading / Service areas shall be located along tertiary streets, internal to the development or along an interior property line. Loading / Service areas shall not be located along Primary or Secondary street frontages unless there is not a tertiary street frontage available for use.
4. Bicycle parking will be provided per the Metro Zoning Code. Bicycle parking locations to be identified in Final SP.
5. All parking regulations to meet UZO parking requirements and standards. A shared parking plan may be approved by the metropolitan traffic engineer based upon a parking and/or loading study that satisfactorily demonstrates that there is a reduction in the number of trips based on the determinations of the approved Transportation Demand Management Plan (TDM).
6. Arterial-Boulevards and Collector-Avenues shall be constructed per Major and Collector Street Plan Standards at time of application. Upon approval of Metro Planning, MCSP ROW widths may vary from current adopted conditions. Local Streets shall be constructed with a 4 ft. grass strip including street trees and an 8 ft. sidewalk.
7. Consult with Planning to produce a Transportation Demand Management (TDM) plan and implementation strategy that includes transportation modal shift goals that reduce number of single occupancy vehicle (SOV) trips to and from the development. Complete plan and implementation agreement before issuance of Use and Occupancy permit.



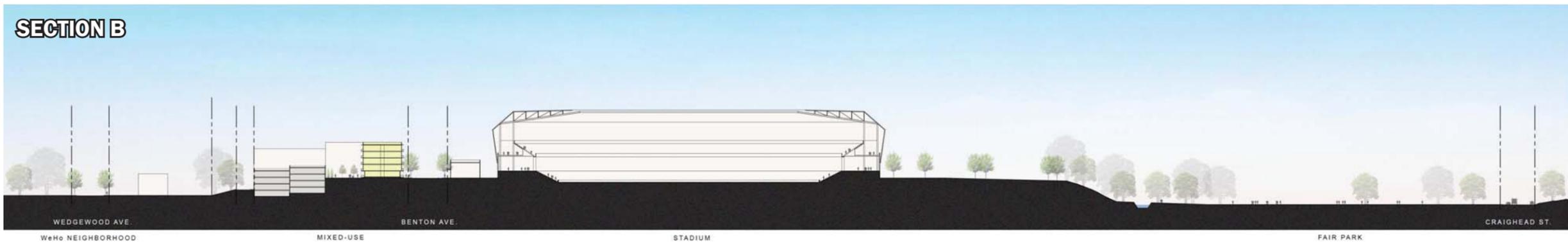
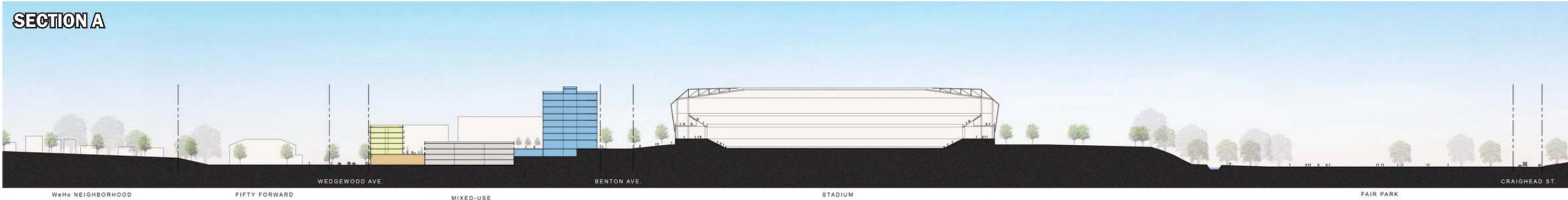
08 STREET NETWORK

-  Arterial-Boulevard
-  Collector-Avenue
-  Local Street
-  Plaza Street¹
-  Pedestrian Zone¹
-  Alley
-  Bikeway Connectivity
-  Other Streets



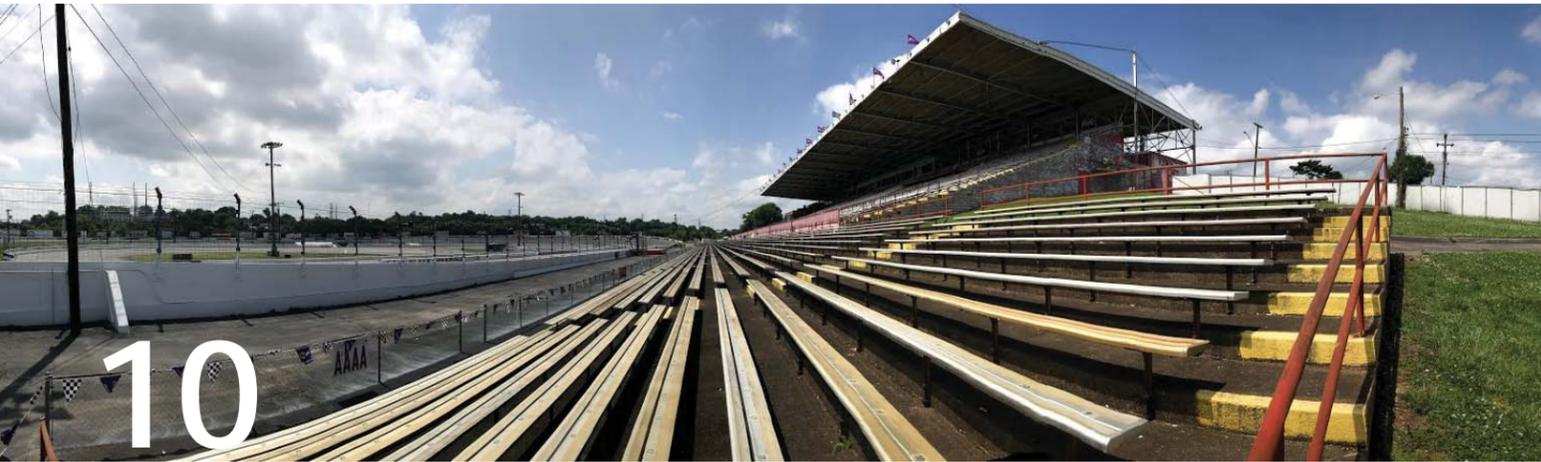
1 - "Plaza street" - All streets within the district are intended to provide a high level of service for pedestrians. The Plaza street is envisioned to be a unique and vibrant street in which the design shall focus on a higher level of detail and unique placemaking elements such as "shared street elements", pedestrian enhancements and increased street furnishings, that will function as an extension of the civic plaza network.

The Street Network exhibit is intended to show the general concept of the proposed network for both the 10 acre Mixed-use site and the proposed context. A preliminary Traffic Impact Study (TIS) will be submitted as an attachment to this document for Metro review. It is intended that a final Traffic Impact Study will be submitted and approved by Metro as part of the FINAL SP application process. At that time, the consultant team will consult with Metro agencies to establish appropriate infrastructure improvements, street sections and utilities.



09

CONCEPTUAL SITE SECTIONS



10

ADDITIONAL REGULATIONS + NOTES

Site concept plans are for illustrative purposes only and is solely intended to represent one scenario of general compliance with the regulatory standards and standard notes herein. Minor adjustments may be required to the 10 acre mixed-use development zone to provide flexibility during design development of the adjacent properties and other conditions.

Standard SP Notes:

1. The purpose of this SP is to receive preliminary approval to permit the development of a 10 acre mixed-used development as shown.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations, and requirements of MUG-A base zoning as of the date of the application request or application.
3. 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 the 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.
4. All development is currently planned to be constructed in one phase and will begin the planning and design stages for Final SP after the approval of the preliminary SP by Metro Planning Commission.

FEMA Note:

This property does not lie in an area designated as a special flood hazard area according to Federal Emergency Management Agency Flood Insurance Rate Map Panel Number 47037C0244H, dated April 5, 2017.

Metro Public Works Notes:

1. The final site plan/building permit 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. Where feasible, vertical obstructions are only permitted within the required grass strip or frontage zone.
2. The development totals represented in the Traffic Impact Study represent the current target development scenarios for maximum residential units and non-residential SF. The final allocation, density and intensity of the proposed uses may adjust based on market conditions prior to FINAL SP application. If the development program allocation changes, a revised traffic study must be submitted to Metro for review and approval prior to the filing of the FINAL SP application. All Metro recommended improvements must be provided within the FINAL SP application per any revised and approved traffic study.
3. Parking ratios shall be provided at or above the Metro Zoning Code UZO Parking Standards, a supplemental shared parking plan may be presented to Metro Public Works at a later date.
4. Roadway Improvements that are a direct result of this specific project as determined by the ap-

proved Traffic Impact Study and the Department of Public Works shall be constructed.

5. Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated.
 6. Developer will ensure bike lanes are continuous through intersections.
 7. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
 8. The design of the public infrastructure is to be coordinated with the Final SP and The Fairgrounds redevelopment. The roads, pedestrian infrastructure, bicycle routes, etc. are to be designed and constructed per MPW standards and specifications.
 9. With the Final SP, indicate the location of the back of house for each structure, loading zones, vehicular and pedestrian access points, code required bicycle parking, etc.
 10. All construction within the right of way shall comply with ADA and Metro Public Works Standards and Specifications.
 11. There shall be no vertical obstructions (signs, power poles, fire hydrants, etc.) within the proposed sidewalks. Where feasible, vertical obstructions shall be relocated out of the proposed sidewalks, where applicable.
- ### Fire Marshal Notes:
1. New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H. To see Table H go to: (<http://www.nashfire.org/prev/tableH51.htm>)
 2. No part of any building shall be more than 500 ft. from a fire hydrant via a hard surface road. Metro Ordinance 095-1541 Sec. 1568.020 B
 3. All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.
 4. All dead-end roads over 150 ft. in length require a 100-ft. diameter turnaround, this includes temporary turnarounds.
 5. Temporary T-type turnarounds that last no more

than one year shall be approved by the Fire Marshal's Office.

6. If more than three stories above grade, Class I standpipe system shall be installed.
7. If more than one story below grade, Class I standpipe system shall be installed.
8. When a bridge is required to be used as part of a fire department access road, it shall be constructed and maintained in accordance with nationally recognized standards.
9. A fire hydrant shall be provided within 100 ft. of the fire department connection.
10. Fire hydrants shall be in-service before any combustible material is brought on site.

NES Notes:

1. Where feasible, this development will be served with underground power and pad-mounted transformers.
2. New facilities will not be allowed to sit in or to pass through retention areas, including rain gardens, bioretention areas, bioswales, and the like. This includes primary duct between pad-mounted transformers equipment, as well as service duct to a meter.

Stormwater Notes:

1. Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with Stormwater Management Ordinance No. 78-840 and approved by the Metropolitan Department of Water Services.
2. Metro Water Services shall be provided sufficient and unencumbered ingress and egress at all times in order to maintain, repair, replace, and inspect any stormwater facilities within the property.
3. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual. (Minimum driveway culvert in Metro ROW is 15" CMP.)
4. Project intent is to be redeveloped per the requirements of Volume 5 (LID) of the Stormwater Manual. Detention will be provided or post developed runoff will be less than predeveloped runoff due to LID implementation.

Federal Compliance:

All development within the boundaries of this plan will meet the requirements of the Americans with Disabilities Act and the Fair Housing Act.