

SONYA DRIVE DEVELOPMENT

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The purpose of this SP is to create a mixed used development with a maximum of 94 dwelling units, 18,000 square feet of commercial or office, and a 170 bed hotel.

This site is located in Nashville, Davidson County, Tennessee, with great access on Old Hickory Boulevard to Interstate 40. Surrounding zoning includes CS, RM-9 and R-40. The site is made up of four parcels:

Map 114, Parcel 28 = 27.8 Acres (Currently zoned R-20 and CL)
 Map 114, Parcels 239, 205, and 315 = 1.78 Acres (Currently zoned CL)
 Total Acreage = 29.58

Site Information

Old Hickory Boulevard and Sonya Drive
 Nashville, Tennessee
 Council District 22 - Sheri Wiener
 Urban Services District

Flood Note

According to FEMA Flood Insurance Rate Maps (FIRM) 47037C0331H, this property does not contain any floodplains or floodways.

Owner/Developer

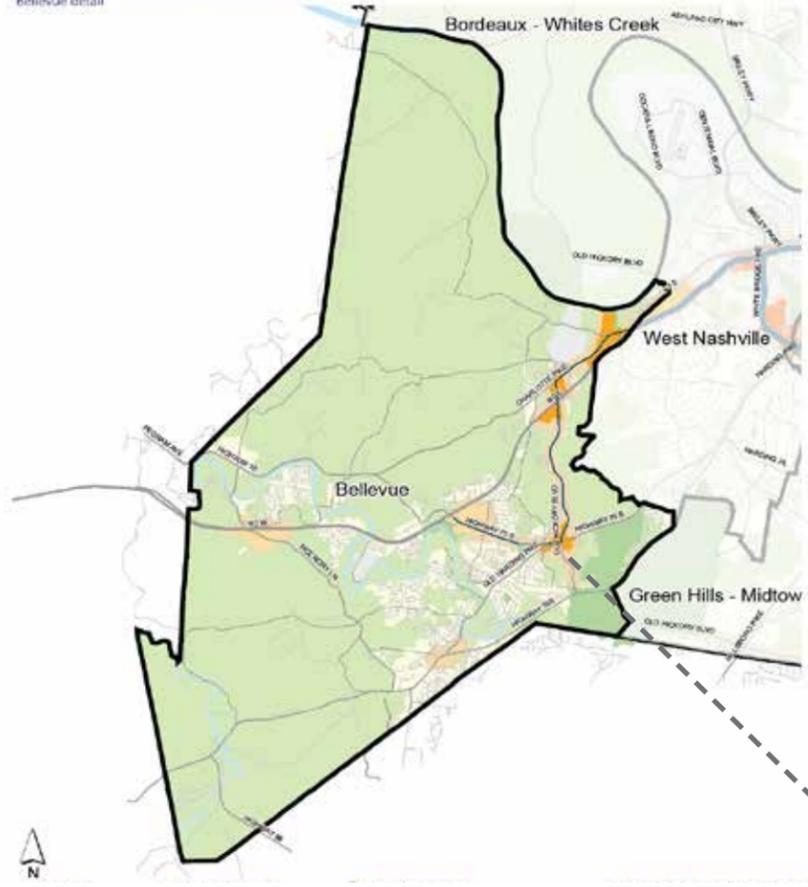
AM Investors No. 2, LLC, Norwood Manor, LLC, Southfield Properties Limited Partnership
 104 East Park Drive, Suite 106
 Brentwood, Tennessee 37027
 Phone: (615) 370-4189
 Contact: Phil Johnson

Planner/Civil/Landscape Architect

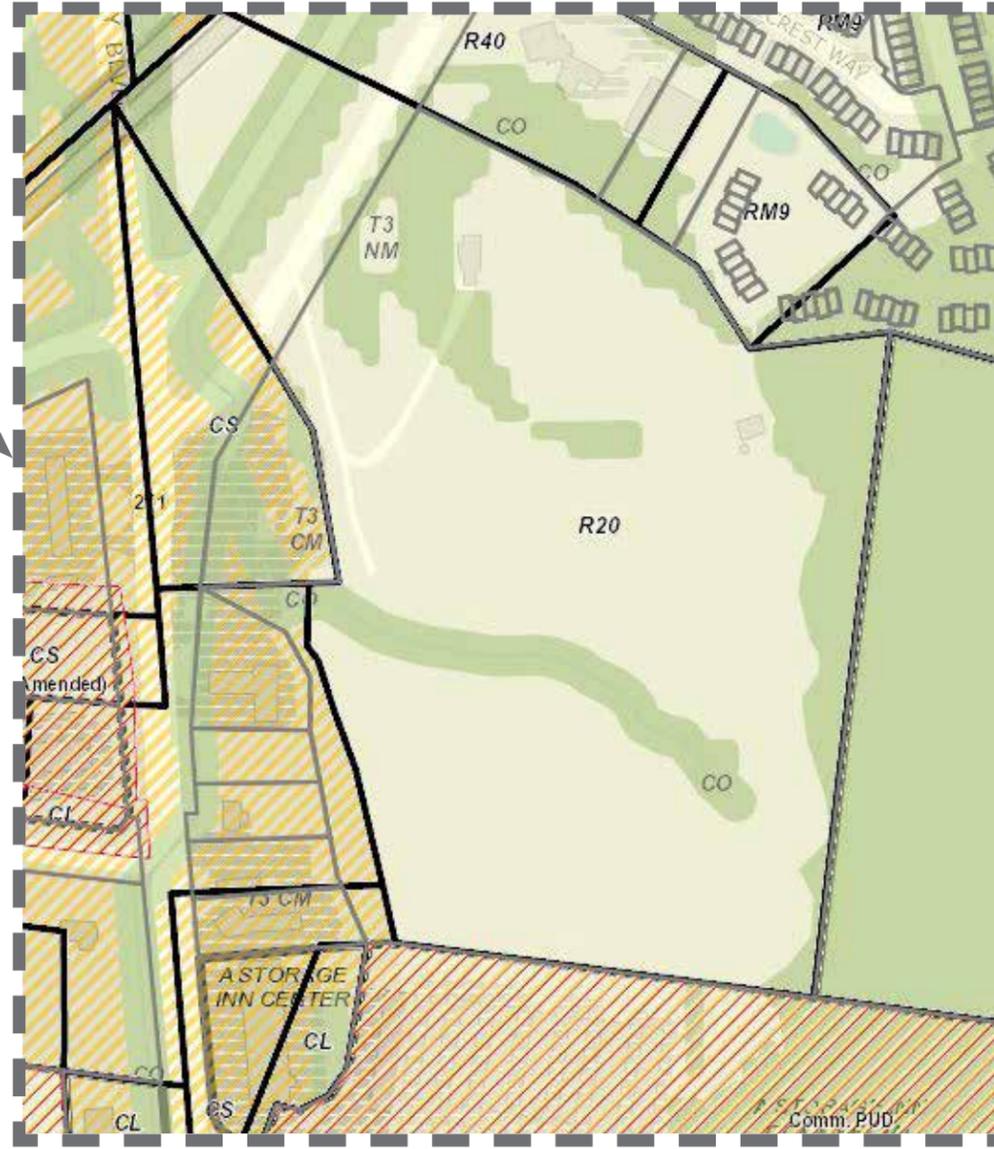
Barge Design Solutions, Inc.
 615 3rd Avenue South, Suite 700
 Nashville, TN 37210
 Phone: (615) 254-1500
 Contact: Kathryn Withers



Figure B-1: Growth & Preservation Concept Map
Bellevue detail



Vicinity Map



Site Map

Why Rezone?

This area around the interstate exit has experienced several changes in recent years with Sam's Club and other commercial properties becoming vacant even though a large influx of apartments and townhomes have been constructed. These trends are not surprising as more people are renting and shopping online. This plan amendment seeks to address these market trends by providing desired housing, restaurants and other appropriate uses for this area. Additionally, the amendment would allow the development to capitalize on the existing infrastructure, which includes the interstate and the 5-lane Old Hickory Boulevard, which is classified by the NashvilleNext Growth and Preservation Map as a Tier Two Center and shows a Transition Area behind it (the subject property).

Metro and Community Meeting

A pre-application meeting was held with Metro Planning staff on October 15, 2018 at Gower Elementary - 650 Old Hickory Boulevard, Nashville Tennessee. In addition, several other meetings and correspondences have occurred with Metro Planning staff, Public Works and the District's Metro Council Members related to this rezoning.

On October 15, 2018, a community meeting was held in cooperation with Council Member Sheri Weiner and her constituents. Comments from the community indicated a preference for dining options, retail, pre-school/daycare, senior housing and office uses.

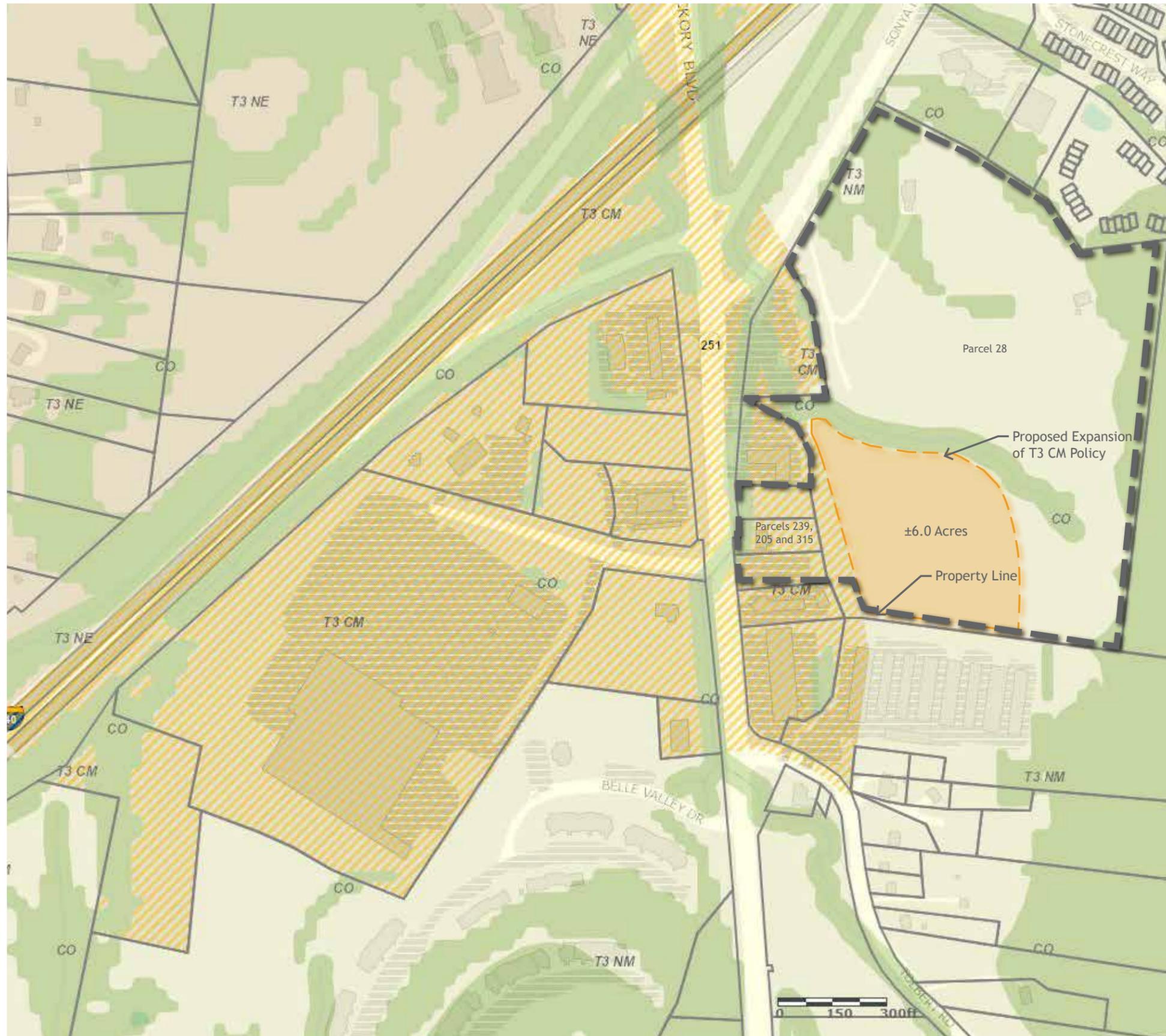


October 15, 2018

On February 4, 2019, another community meeting was held in conjunction with Council Member Weiner and Planning staff concerning the Plan Amendment. Attendees were agreeable to the revised design with townhouses instead of apartments, and an agreement to reduce the requested T3 CM Policy by 2 acres. And later, it was reduced from 2 acres to zero.



February 4, 2019



The Sonya Drive site is located in the Bellevue Community Plan, adopted June 22, 2015. The site is made up of four parcels: parcels 239, 205, and 315 = 1.78 Acres (Zoned CL) in T3 Mixed-Use Corridor and parcel 28 = 27.8 Acres (Zoned R20) in Neighborhood Maintenance (NM).

Plan Amendment Request

This application is a request to expand the Mixed Use Corridor (CM) area as shown on the plan to the right (orange colored areas total approximately 10 acres). The expansion of the Mixed Use Corridor Policy will allow the owner to propose a plan to re-energize the vacant properties along Old Hickory Boulevard and provide an opportunity to create a sense of place with a new mixed-use development.

General Plan Consistency

Expanding the Suburban Mixed Use Corridor policy will allow this property owner to create opportunities for uses that the community desires. These uses could allow new residents who will live in the remaining portion of the land in the Neighborhood Maintenance Policy and the many residents further down Sonya Drive to be able to quickly access commercial services instead of driving long distances.

The area on Suburban Neighborhood Maintenance along Sonya Drive is characterized by Stacked Flat and Townhouse development forms, and the proposed Stacked Flats within this SP are consistent with that character.

Legend

- Conservation Area
- T3 Neighborhood Maintenance
- T3 Mixed Use Corridor

The site access is served by two streets, Old Hickory Boulevard and Sonya Drive. The Metro Nashville Major and Collector Street Plan (MCSP) identifies the streets with the following designations. The street section will comply with the requirements set forth in the Metro Nashville Major Street and Collector Plan (MCSP).

Old Hickory Boulevard: T3-M-AB5-S-LM

- Standard Right-of-Way: 102
- Half of Standard Right-of-Way: 51.00
- Adopted Bikeways & Sidewalks Plan Facility: Multi-Use Path Planned
- Median Width: 0
- On-Street Parking Requirement: 0 side(s)
- Bikeway Buffer: 0.00
- Bikeway Width: 12.00
- Planting Strip Width: 8.00
- Sidewalk Width: 0.00
- Frontage Width: 0.00

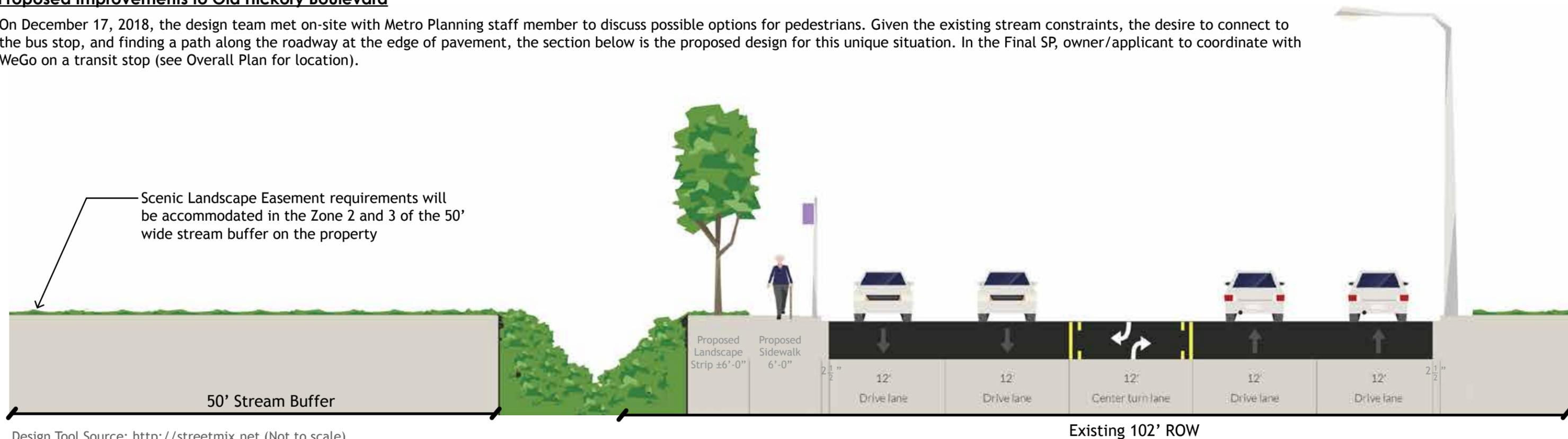
Last Updated: Readopted with NashvilleNext Update on August 24, 2017

Existing Conditions on Old Hickory Boulevard



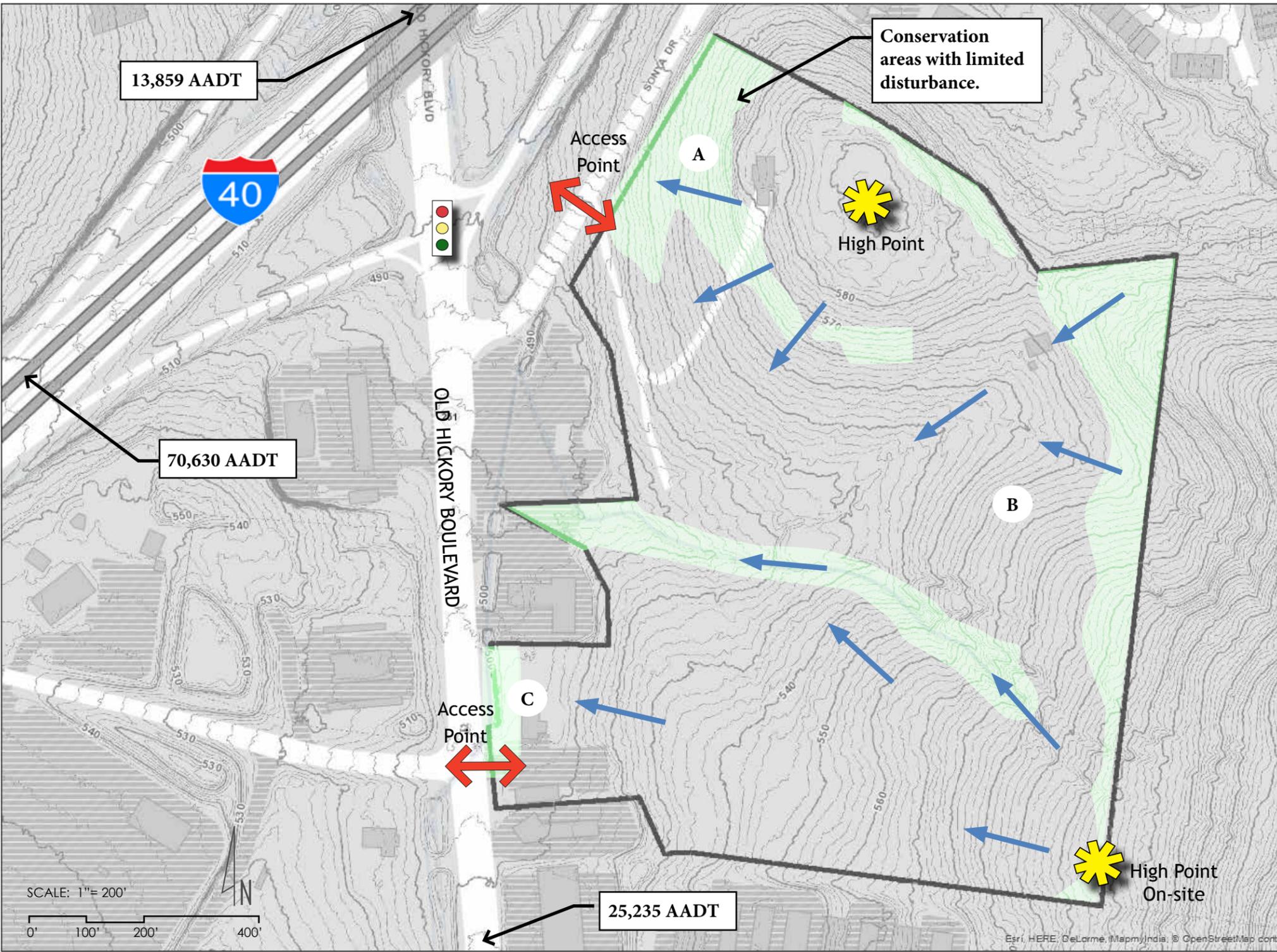
Proposed Improvements to Old Hickory Boulevard

On December 17, 2018, the design team met on-site with Metro Planning staff member to discuss possible options for pedestrians. Given the existing stream constraints, the desire to connect to the bus stop, and finding a path along the roadway at the edge of pavement, the section below is the proposed design for this unique situation. In the Final SP, owner/applicant to coordinate with WeGo on a transit stop (see Overall Plan for location).



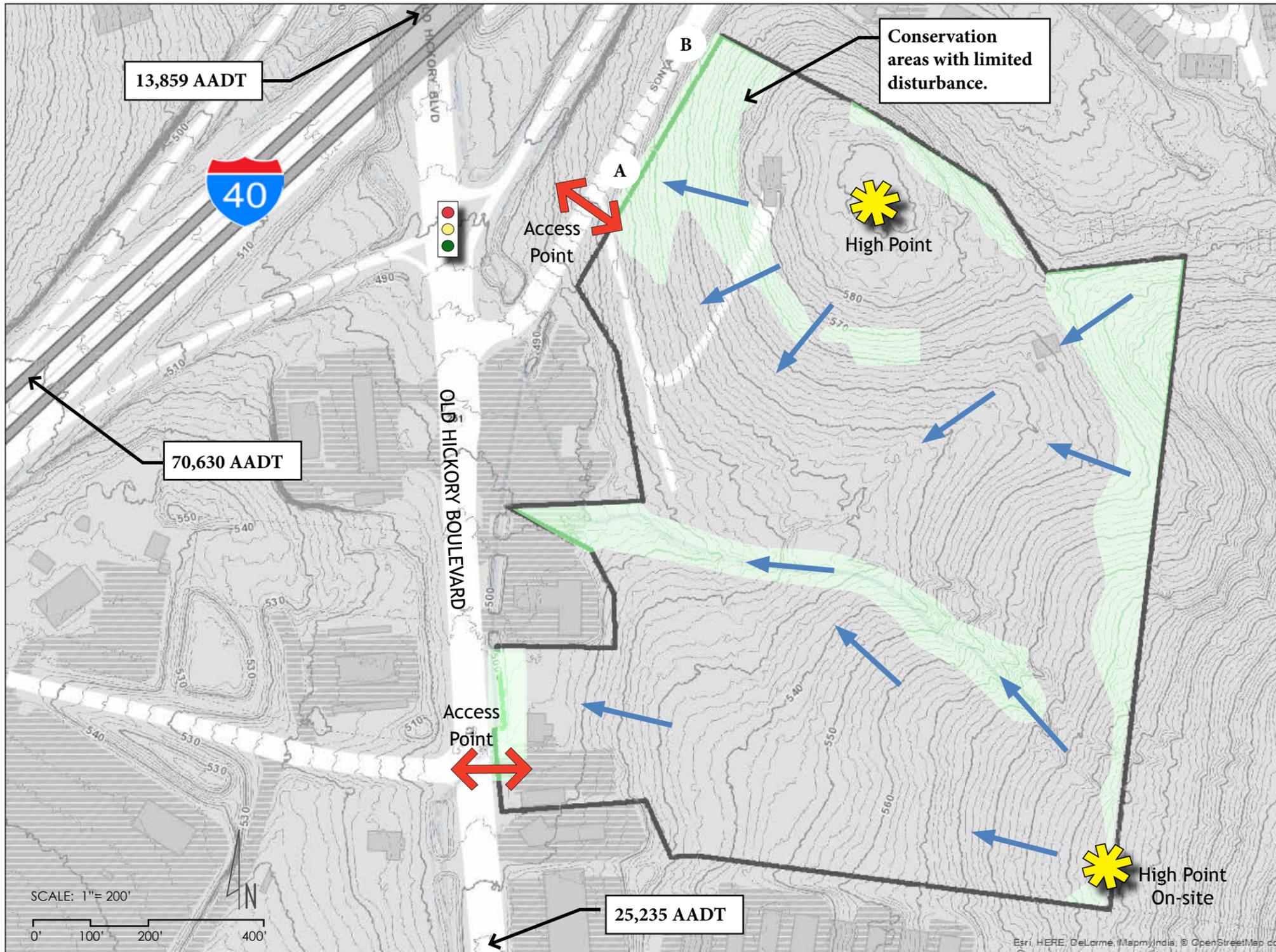
Design Tool Source: <http://streetmix.net> (Not to scale)

Site Analysis



Annual Average Daily Traffic (AADT) 2016 Source: <https://www.tdot.tn.gov/APPLICATIONS/traffichistory>

Sonya Drive



A View looking north along Sonya Drive.



B View looking south along Sonya Drive.

Sonya Drive is a local street with an existing sidewalk along the property frontage. Due to the steep slopes that exist along the property frontage on Sonya Drive, and the intent of minimizing disturbance in that location, this SP proposes to provide no additional sidewalk width to the existing sidewalk.

Annual Average Daily Traffic (AADT) 2016 Source: <https://www.tdot.tn.gov/APPLICATIONS/traffichistory>

Regulatory Plan

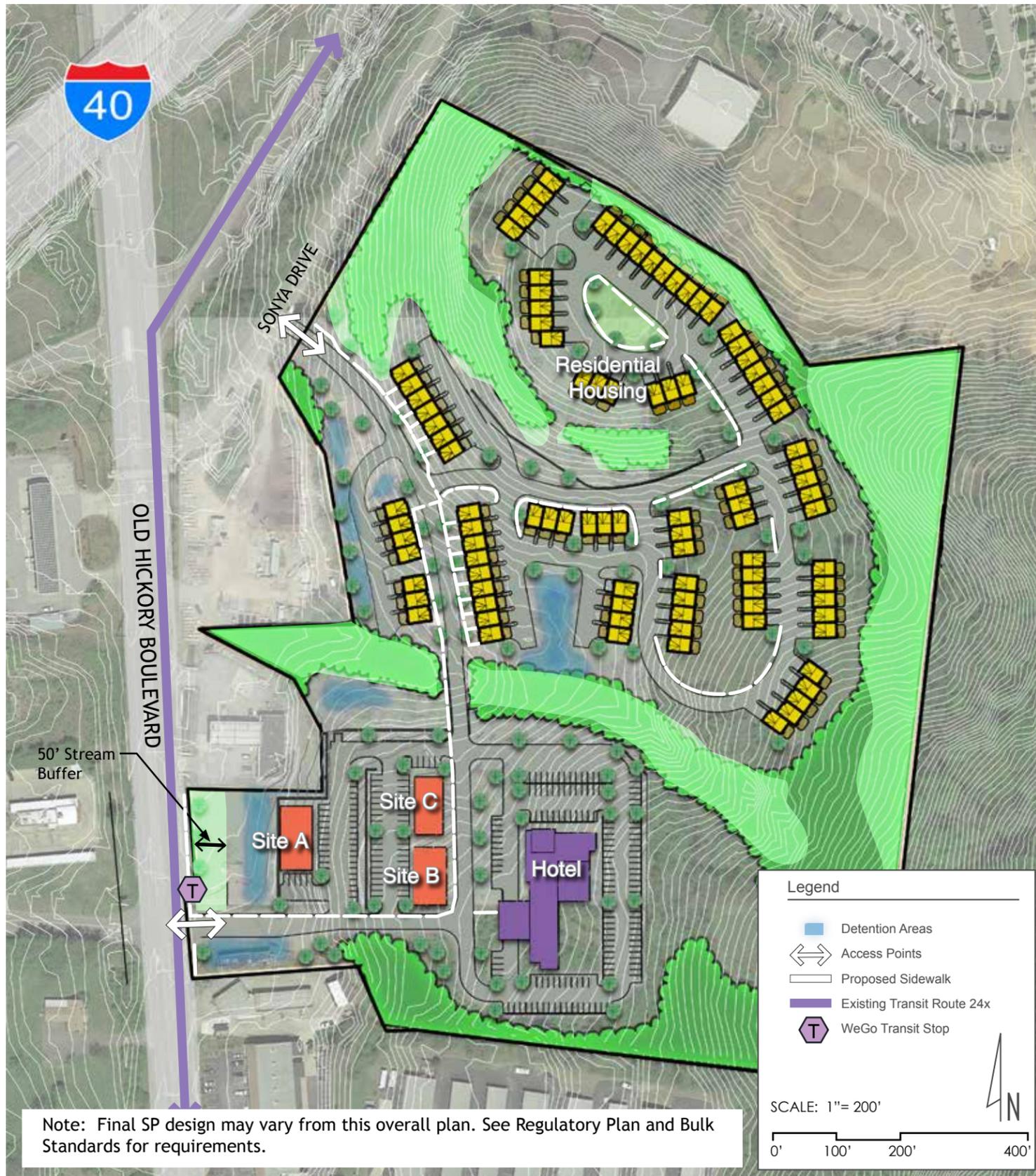


Given the changing nature of the market, this SP provides flexibility in the site design of the final build-out of the SP. The Regulatory Plan is a framework that the Final SP must adhere to in regards to land use and development standards. The Illustrative plan provides a potential scenario for the development layout. If the residential development has an amenity center, it may be located in the commercial or residential areas shown on the plan. For any standard not addressed in this SP document, the fall back zoning will be as shown below.

Note: Access to Old Hickory Boulevard via the shared access easement shall be constructed as part of Phase 2.

Legend

- Fall Back Zoning of RM-15 (±14 acres)
- Fall Back Zoning of MUL (±10 acres)
- Conservation Area (±5.5 acres)



The overall plan to the left shows a possible development scenario that utilizes all of the guidelines in this document. Building footprints shown are for schematic purposes only and are subject to change with final site plan submittals. Character images on the following pages provide examples of the desired suburban forms of the structures and materials.

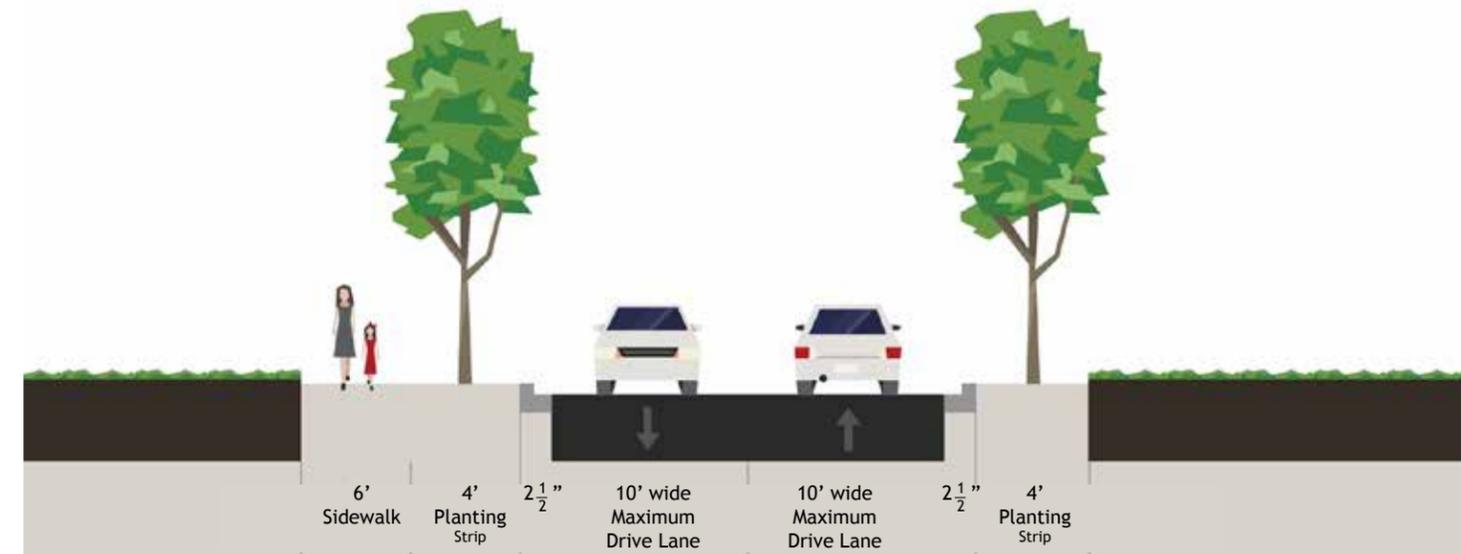
Even though this site is located along a significant auto-oriented crossroads (Old Hickory Blvd and I-24), the plan includes pedestrian circulation that connects to the transit stop on Old Hickory Blvd. Due to the steep slopes at the rear of the site and on surrounding properties, opportunities for development and pedestrian connections are limited.

Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Final design and layout of the sidewalk infrastructure with this project is to be coordinate with MPW and MPC prior to submission of the Final SP

Development Summary

- Residential: 94 Units maximum
- Commercial Sites A-C: 18,000 s.f. maximum
- Hotel: 170 beds Maximum
- Open Space

Typical Street Section - Private



Design Tool Source: <http://streetmix.net>.

Note: The final site plan/building permit site plan shall depict the required 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.

Nonresidential Character Images

Commercial/Restaurants



Office/Mixed-Use Area



The character images on this page indicate the general architectural character of the development. The main materials will be fiber cement board with brick or stone (no vinyl except for accent details such as windows or trim). Architectural style will be compatible with the existing character of the Bellevue area.

Hotel



Residential Character Images

Stoneridge Townhomes - Located on Sonya Drive



The character images on this page indicate the general architectural character of the development. The main materials will be fiber cement board with brick or stone (no vinyl on the ground floor except for accent details such as windows or trim). Architectural style will be compatible with the existing character of the Bellevue area.

Residential Streetscape Character Images



Residential Streetscape Character Images



Bristol Creek Townhomes in Bellevue



Land Use Table and Development Standards

SP Purpose Note

The purpose of this SP is to create a mixed use development with a maximum of 94 dwelling units, 18,000 square feet of commercial or office, and a 170 bed hotel.

Development Standards - Bulk Standards

	Residential Subdistrict	Commercial/Office Mixed Use Subdistrict
Description and uses include, but not limited to:	Residential buildings include multi-family, two-family and single-family consistent with the RM-15 zoning district.	Commercial, Office, Hotel
Building setbacks:	0 ft	
Front:	0 ft	10 ft
Side:	20 ft from property line	20 ft
Rear:	20 ft from property line	20 ft
Maximum impervious surface ratio:	.70	0.80
Maximum height at setback:	3 stories	3 stores (45 ft) in Phase 3, 5 stories (75 ft) in phase 2 (see sheet 13 for phase lines)
Maximum height:	3 stories	5 stories (75 ft)
Slope of control plane:	N/A	1.5 (V) to 1.0 (H)
Minimum required parking:	Per Metro Standards	Per Metro standards
Fenestration/glazing:	N/A	First Floor: 20% minimum (colored or mirrored glazing is not appropriate) Applies to every primary street facing façade.
Landscaping	Landscaping to comply with Metro requirements per the base zoning. Metro Tree Density requirements to be addressed in the Final SP.	

Notes:

1. Building types shall be consistent with the site layout and character imagery as shown in addition to the bulk regulations.
2. Solid waste and recycling container(s) for the commercial buildings and group mailbox locations for the residential shall be shown as part of the Final SP.

Land Use Table

Commercial/Office Mixed Use Subdistrict

All permitted and conditional uses defined by the MUL zoning district (at the time of building permit application) shall be allowed in the mixed use component of this development, with the following uses prohibited.

Prohibited Uses:

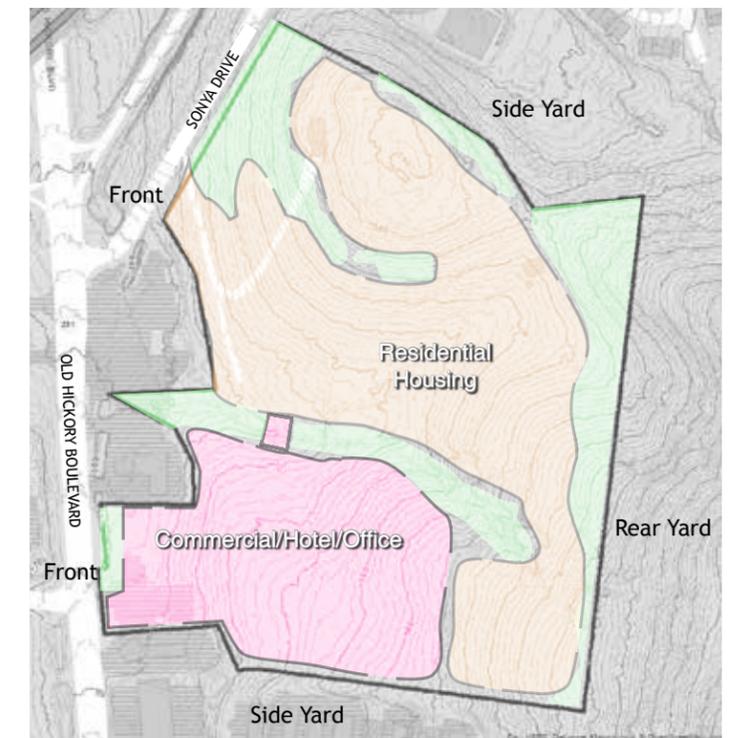
- Adult entertainment
- Alternative Financial Services
- Flea markets
- Pawn shops
- Title loan

Residential Subdistrict

Residential buildings include multi-family, two-family and single-family consistent with the RM-15 zoning district.

Note: Any development standards, regulations, and requirements not specifically addressed in this submittal and/or included as a condition of Commission or Council approval for this property shall be subject to the standards, regulations, and requirements of the MUL (for mixed use subdistrict) and RM-15(for residential subdistrict) zoning district effective at the date of the applicable request or application.

Key Map



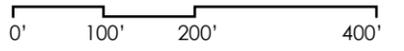
Preliminary Phasing Plan

It is anticipated that the first phase of the development will be the residential units of Phase 1, which Phases 2 and 3 following after.

Note: Access to Old Hickory Boulevard via the shared access easement shall be constructed as part of Phase 2.



SCALE: 1" = 200'



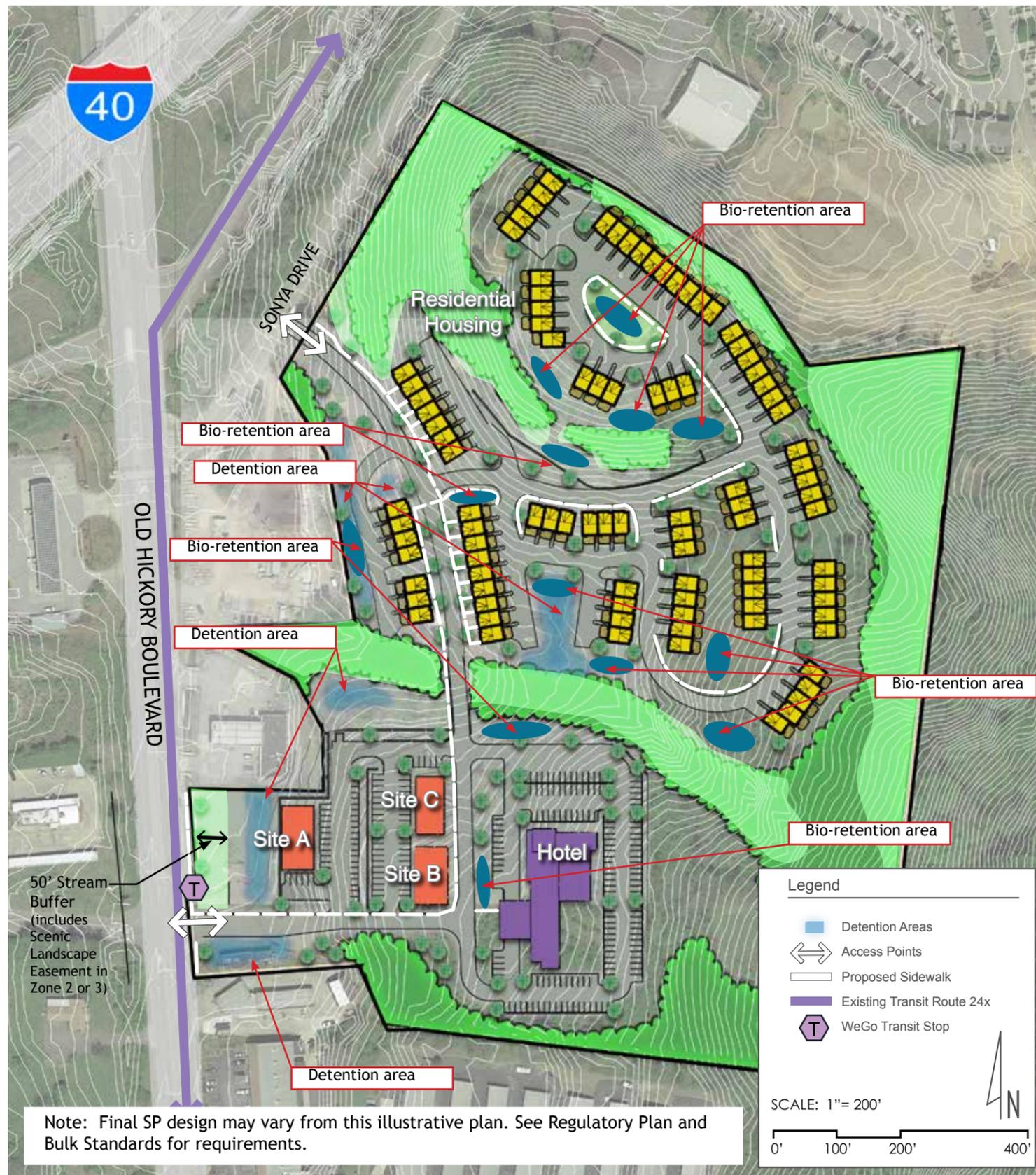
Preliminary Grading Plan

The preliminary grading and drainage plan provides a general drainage design sloping to the west side of the site where detention areas are shown. The plan is conceptual in nature and underground detention may be necessary to meet Metro Stormwater requirements. Detailed site grading information will be submitted with the Final Plat.

Metro Water Services General Notes:

1. According to FEMA Flood Insurance Rate Maps (FIRM) 47037CO331H, as well as Metro's GIS information, there is no 100-year floodplain within the SP boundary.
2. Drawing is for illustration purposes to indicate the basic premise of the development as it pertains to Metro Stormwater approval/comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.
3. 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.
4. 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.
5. 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).
6. Individual water and sewer service lines are required for each home (where applicable).
7. All water and sewer construction shall be in accordance with specifications and standard details of the Metro Water Services.
8. The proposed stormwater management for this project includes collection of the site stormwater on the south and southern edge of the site with two large detention ponds.
9. Final construction plans and road grades shall comply with the design regulations established by the Department of Public Works. Slopes along roadways shall not exceed 3:1.
10. Final SP to show ditches/pipes and provide a Public Utility and Drainage Easement in accordance with the SWMM, Vol. 1.
11. Metro Nashville GIS as well as U.S. Geological Survey (USGA) maps indicate that there is a blue line stream on the site and along Old Hickory Boulevard. If future field investigations confirm the existence of blue line streams on the site, an Aquatic Resource Alteration Permit (ARAP) request will be required to be submitted to TDEC for any road or utility crossings of the stream. In addition, buffer zones will be required along any streams in accordance with Metro's Stormwater Management Manual, Volume 1, Section 6.9.

Note: it is anticipated that this site will pursue an LID waiver since the development will require cutting into bedrock.

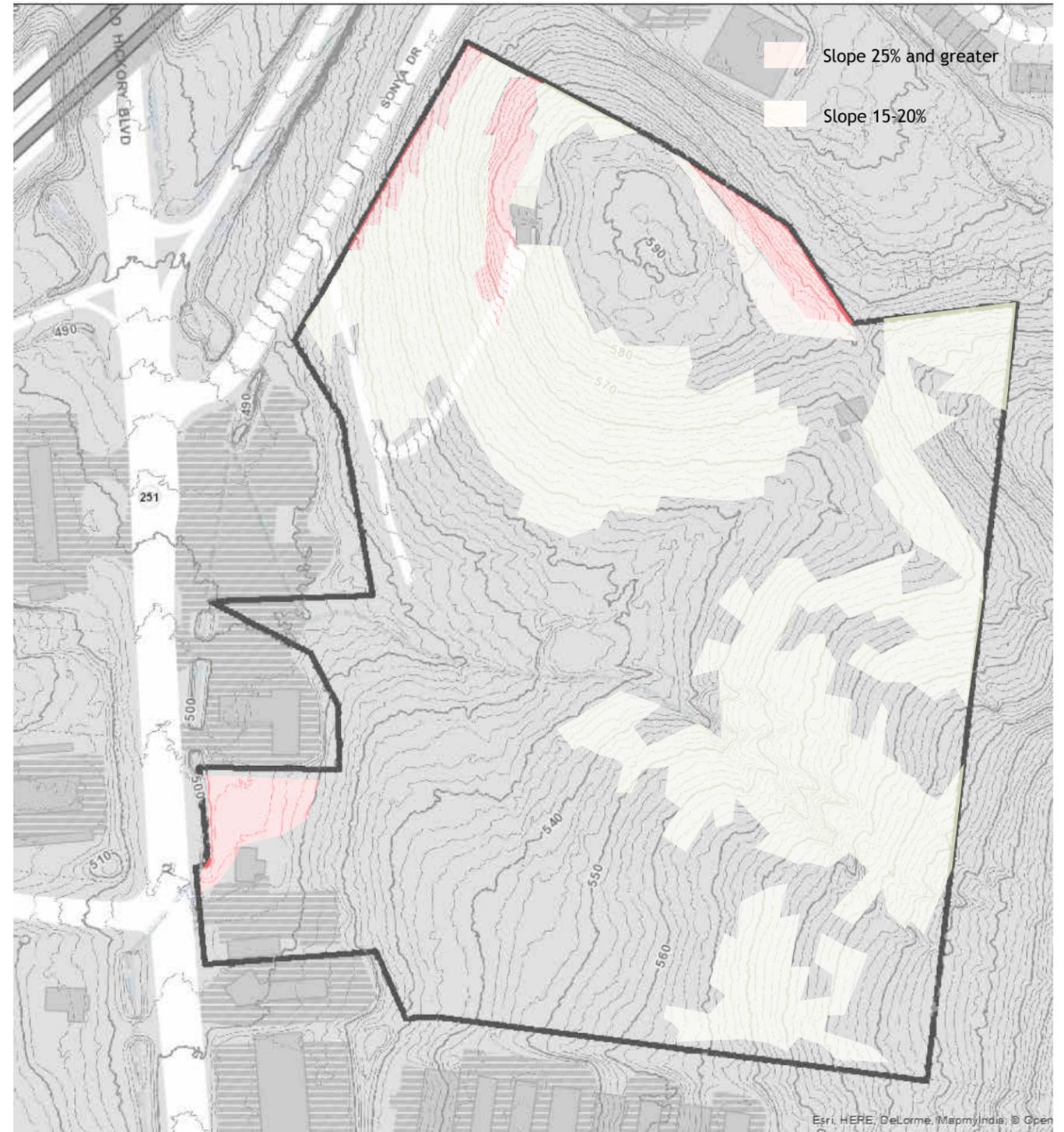


Soil Report Summary:

Based on the information provided by the USDA Natural Resource Conservation Service (NRCS) Web Soil Survey, the slight majority of the site is Mimosa Silt Loam, 12 to 25 percent slopes (± 9 acres), and followed by Mimosa Silt Loam, 5 to 12 percent slopes (± 8 acres). Mimosa-Rock outcrop complex, 5 to 20 percent comprises (± 7 acres) of the site. The remainder of the site is Dellrose gravelly silt loam, 12 to 20 percent slopes, (± 4 acres) and Arrington silt loam, 0 to 2 percent slopes (± 2 acres).



Slope Analysis:



Preliminary Utility Plan

This plan shows existing utilities to the site. Future utilities and easements will be provided as part of the Final SP submittal.

The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of a building permit.

NOTE: ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATED VISIBLE APPURTENANCES, ATLAS MAPS AS MAY BE AVAILABLE FROM MUNICIPALITIES OR UTILITY COMPANIES, AND OTHER DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION CONSULTED. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. TO AVOID ANY POSSIBLE HAZARD OR CONFLICT, IT IS A REQUIREMENT OF THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT, FOR ANYONE WHO ENGAGES IN EXCAVATION TO NOTIFY ALL KNOWN UTILITY OWNERS NO LESS THAN THREE (3) OR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE. CALL TENNESSEE ONE CALL AT 1-800-351-1111.



Note: The approximate locations and diameters of HVUD utilities are shown for reference purposes only. Please contact a "one-call" center to verify the actual location of the utilities. The District shall not be held liable for decisions made or incurred obligations based upon the information contained herein.