



1800 BEVERLY: AN INSPIRATIONAL IMAGE OF A MIXED USE PROJECT BY HUMPHREYS & PARTNERS ARCHITECTS

Preliminary Specific Plan Document
1505 DICKERSON PIKE

RESUBMITTAL: MAY 4, 2021
CASE NO. 2021SP-022-001

DEVELOPER

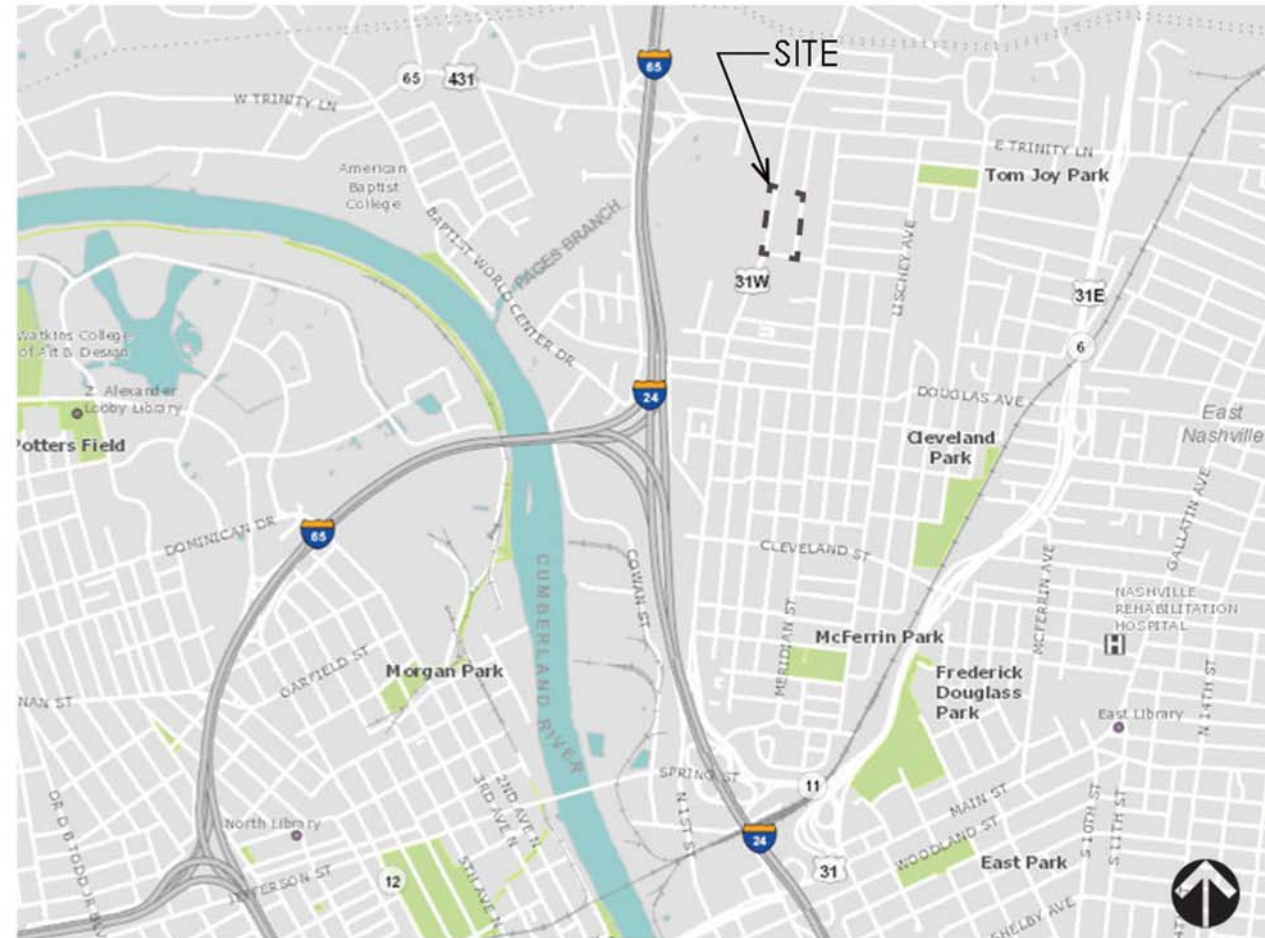
KEY REAL ESTATE
Michael Lang
643 MAGAZINE STREET #204
NEW ORLEANS, LA 70130

DESIGN TEAM

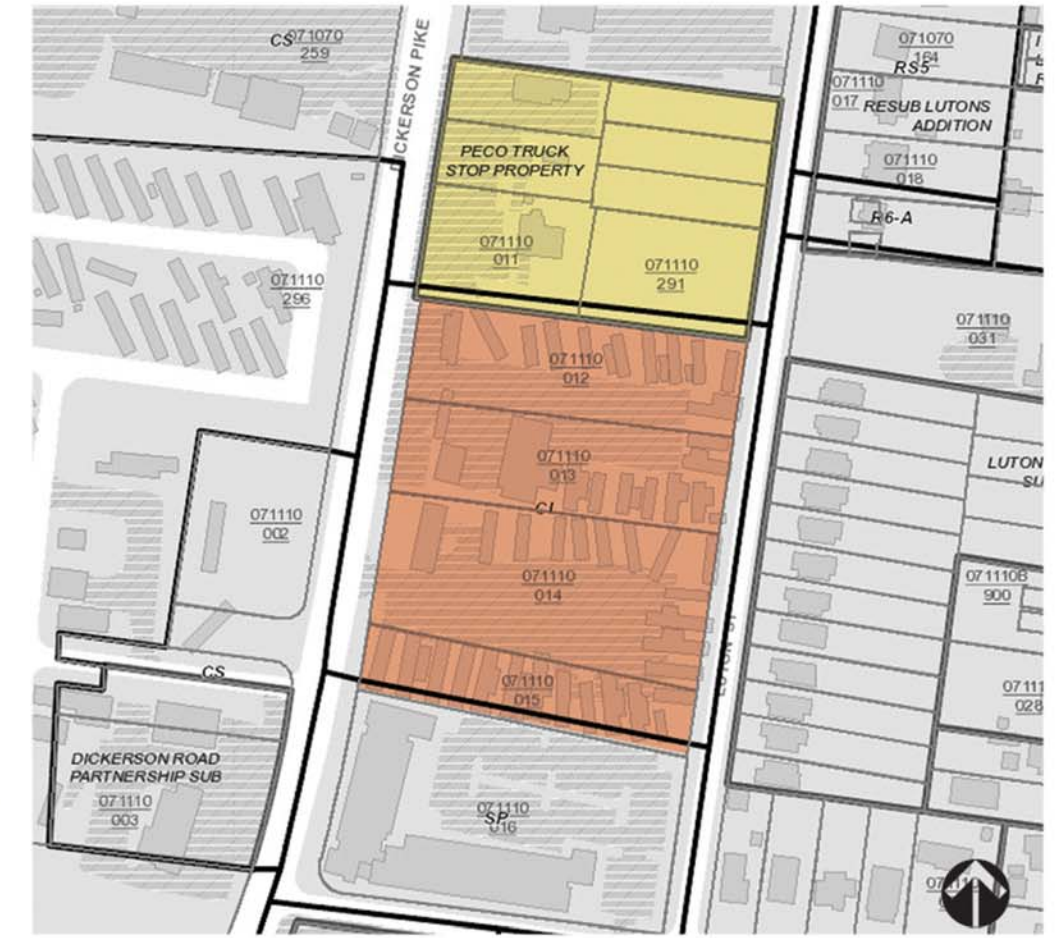
CIVIL ENGINEER:
KIMLEY-HORN
John Richard Patterson
Brendan Boles
214 OCEANSIDE DRIVE
NASHVILLE, TN 37204

ARCHITECT:
HUMPHREYS & PARTNERS ARCHITECTS
5339 ALPHA ROAD #300
DALLAS, TX 75240

SITE LOCATION MAP



ZONING MAP



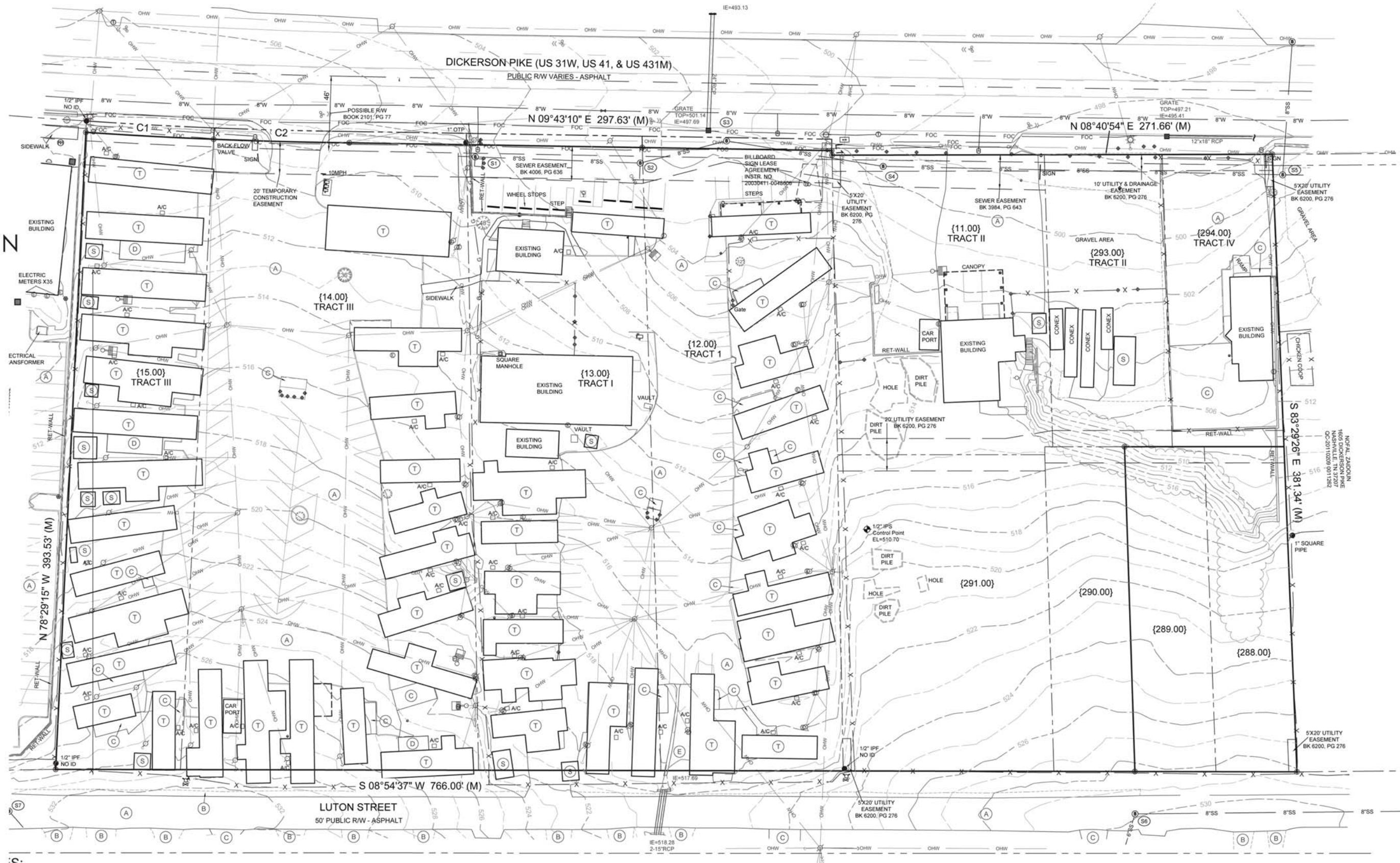
SITE DATA

CURRENT ZONING:	CL (COMMERCIAL LIMITED -SOUTH 4 PARCEL) CS (COMMERCIAL SERVICE -NORTH 3 PARCEL) CURRENT ZONING: Dickerson Pike UDO (Uran Density Overlay) WITH M2 SUBDISTRICT ZONING IN DICKERSON SOUTH CORRIDOR STUDY
PROPOSED ZONING:	BASE ZONING MUG-A PROPOSED ZONING (SP) SPECIFIC PLAN
TOTAL ACREAGE:	6.50 ACRES (11 LOTS) (283,139 S.F.) (NOT INCLUDING 0.13 ACRES DICKERSON ROAD DEDICATION)
SOUTH PARCEL ACREAGE:	3.27 ACRES (142,646 S.F.)- 0.22 ACRES (9,412 S.F.)= 3.05 ACRES
NORTH PARCEL ACREAGE:	3.23 ACRES (140,493 S.F.)-0.22 ACRES (9,412 S.F.) = 3.01 ACRES
PHASE 1 - SOUTH LOT:	3.05 ACRES (133,234S.F.) (15% DETENTION AREA-19,985 S.F.)
PHASE 2 - NORTH LOT:	3.01 ACRES (131,115 S.F.) (15% DETENTION AREA-19,667 S.F.)
CENTER ROAD:	0.44 ACRES
TOTAL:	6.50 ACRES
PARKING REQUIREMENT:	PARKING PER METRO ZONING CODE (TABLE 17.20.30)
PARKING SIZE:	PARKING PER METRO ZONING CODE (TABLE 17.20.060)
REGULAR PARKING:	8.5'X18' . AISLE : 24'
COMPACT CAR:	7.5' X 15'. AISLE : 20' (MAX 30% ALLOWED)
LOADING:	PARKING PER METRO ZONING CODE (TABLE 12.20.130) 2000 S.F. TO 9,999 S.F. 1 LOADING SPACE 12' X 25' X 15'

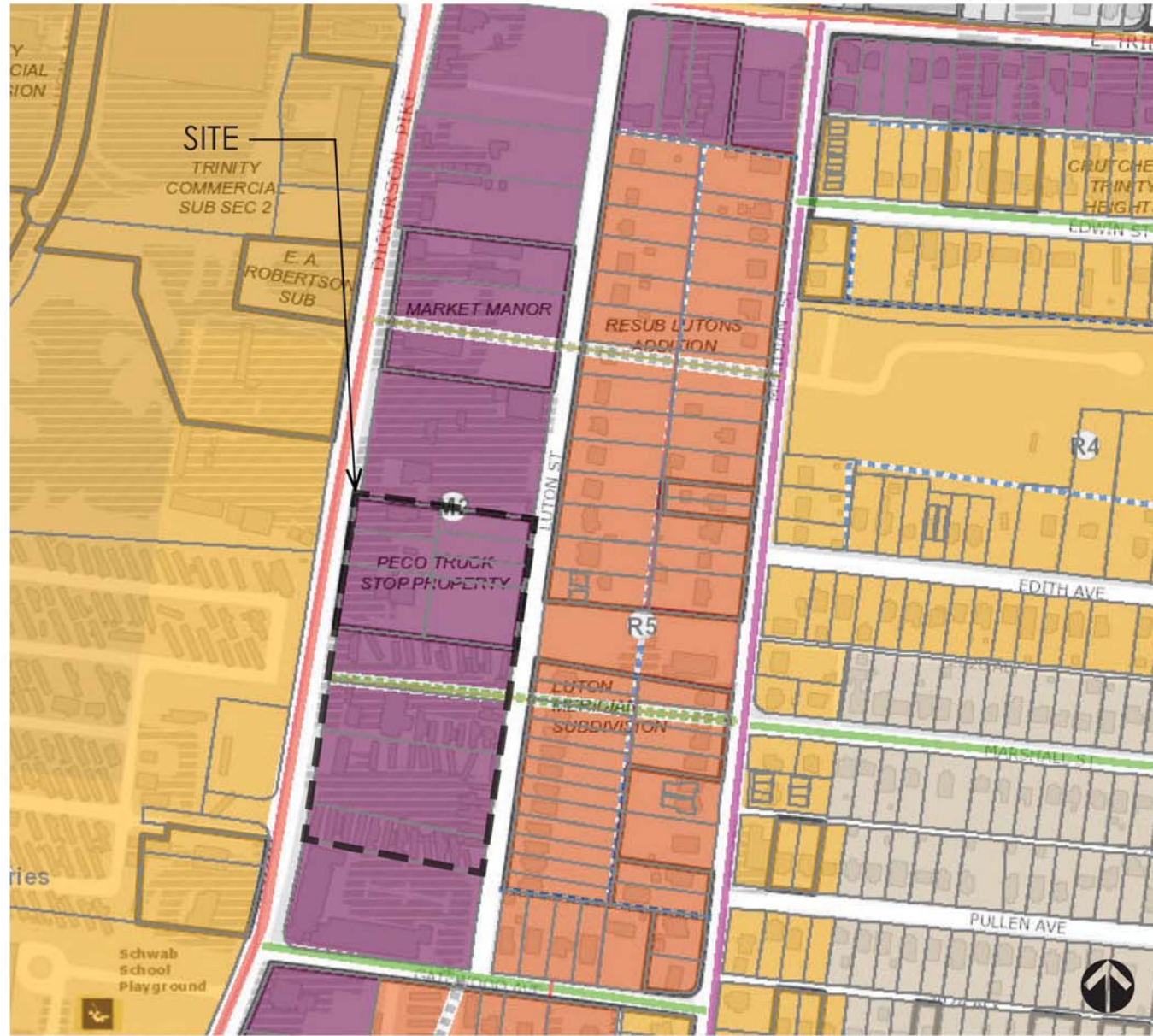
PARCEL DATA

Parcel ID	Parcel Address	Current Zoning	Acreage	Owner
07111028800	1616 LUTON ST	CS	0.23	RINGEMANN, AMON & ANNA
07111029300	0 DICKERSON PIKE	CS	0.31	CLOUSE, TONY RAY
07111028900	1612 LUTON ST	CS	0.23	RINGEMANN, AMON & ANNA
07111029000	1608 LUTON ST	CS	0.23	CLOUSE, TONY RAY
07111029100	1600 LUTON ST	CS	0.58	CLOUSE, TONY RAY
07111029400	1603 DICKERSON PIKE	CS	0.29	CLOUSE, TONY
07111001100	1601 DICKERSON PIKE	CS	0.57	CLOUSE, TONY RAY
07111001200	1513 DICKERSON PIKE	CL	1.02	CLOUSE, TONY RAY
07111001300	1511 DICKERSON PIKE	CL	1.02	CLOUSE, TONY RAY
07111001400	1509 DICKERSON PIKE	CL	1.63	CLOUSE, TONY RAY
07111001500	1505 DICKERSON PIKE	CL	0.78	CLOUSE, TONY RAY

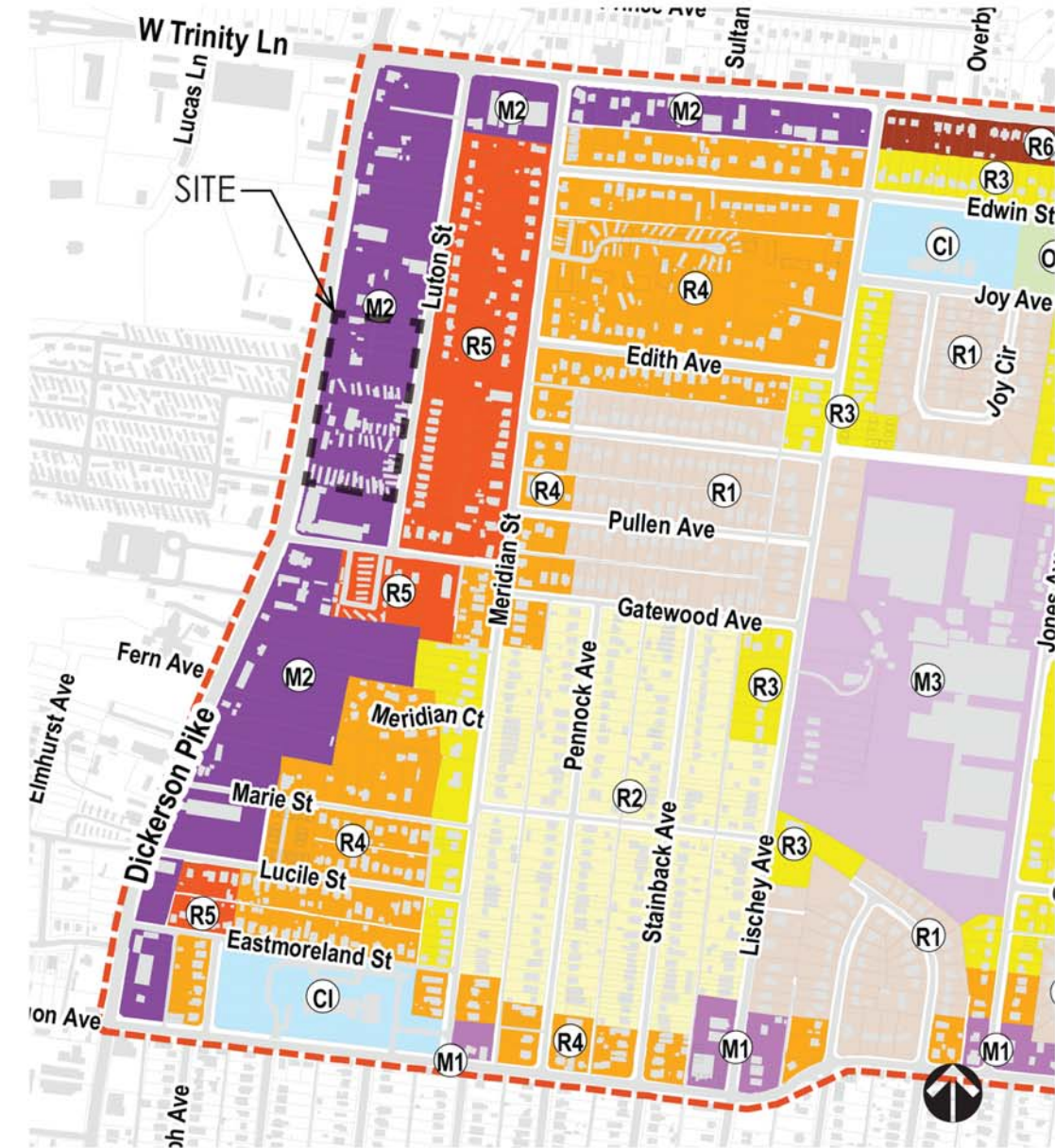
UPTOWN
FLATS



M-2 SUB - DISTRICT DESIGNATION



HEIGHLAND HEIGHTS BUILDING REGULATION PLANS



<p>M2</p>	<p>Evolve toward a balanced mixture of residential and commercial land uses along the corridor that provides an opportunity for a varied development pattern in regard to the size, scale, and density.</p> <p>Specifically for Dickerson Pk. and E. Trinity Ln. (from Dickerson Pk. to Lischey Ave.), enhance corridors by encouraging a greater mix of higher-density residential and mixed use development.</p> <p>Specifically for E. Trinity Ln. between Meridian St. and Lischey Ave., the intent is for slightly less intense development than for remainder of M2.</p>	<p>Table 2</p>	<p>Figs. 5-13</p>	<p>RM20-A RM40-A MUN-A MUL-A MUG-A* OR40-A* ORI-A* Design-based zoning</p> <p>*Not appropriate for E. Trinity Ln. from Meridian St. to Lischey Ave.</p>
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Allowed in the R5, R6, M1, M2 subdistricts.
Generally, the development standards are as follows:

<p>Ⓐ Front Setback</p>	<p>10-20 ft.</p>
<p>Ⓑ Side Setback (min)</p>	<p>R5, M1: 5-15 ft. R6, M2: 10-20 ft.</p>
<p>Ⓒ Rear Setback (min)</p>	<p>20 ft.</p>
<p>Ⓓ Building Height (max)</p>	<p>R5, M1: 1-3 stories (low-rise) R6, M2: 6 stories (mid-rise)</p>

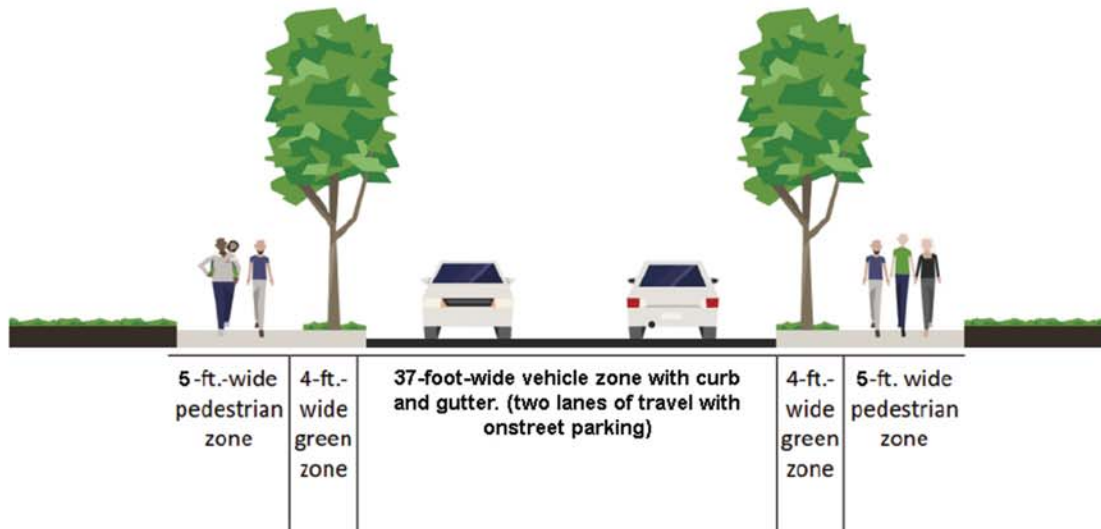
MARSHALL STREET EXTENSION
PER THE DICKERSON SOUTH CORRIDOR STUDY



MAJOR AND COLLECTOR STREET PLAN

* The proposed location of Marshall street shall align with the existing Marshall street.

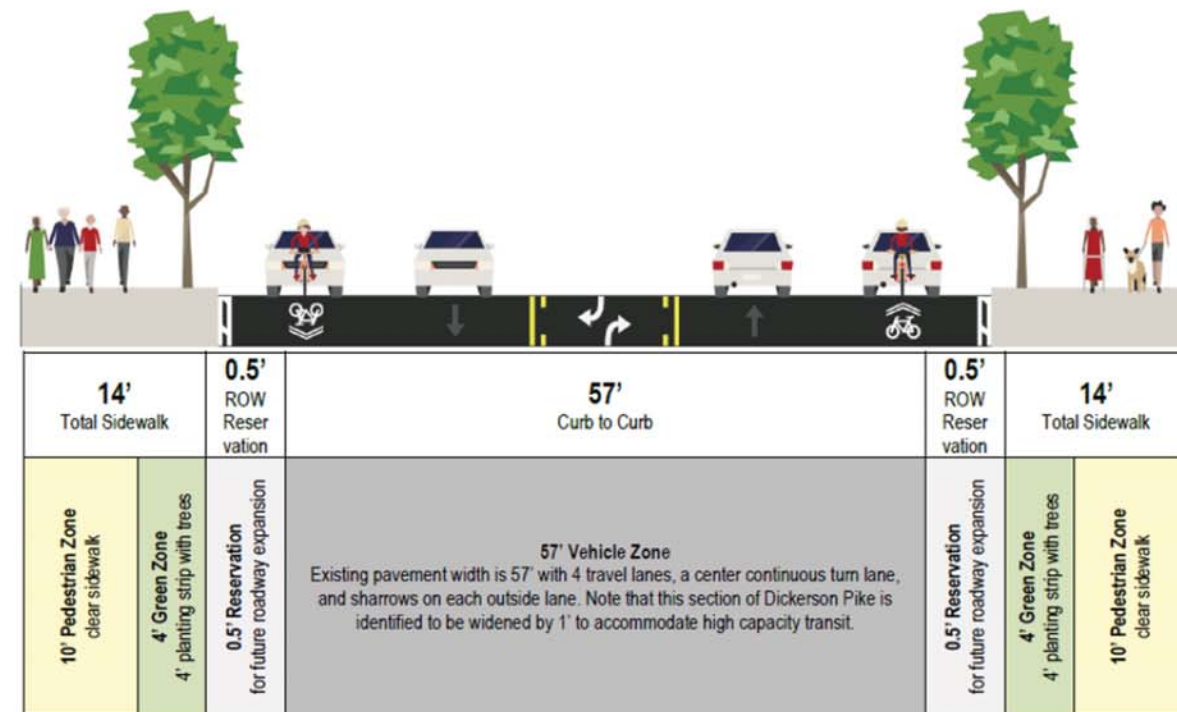
MARSHALL STREET CROSS SECTION
 (55 FT ROW) METRO PW ST-252B

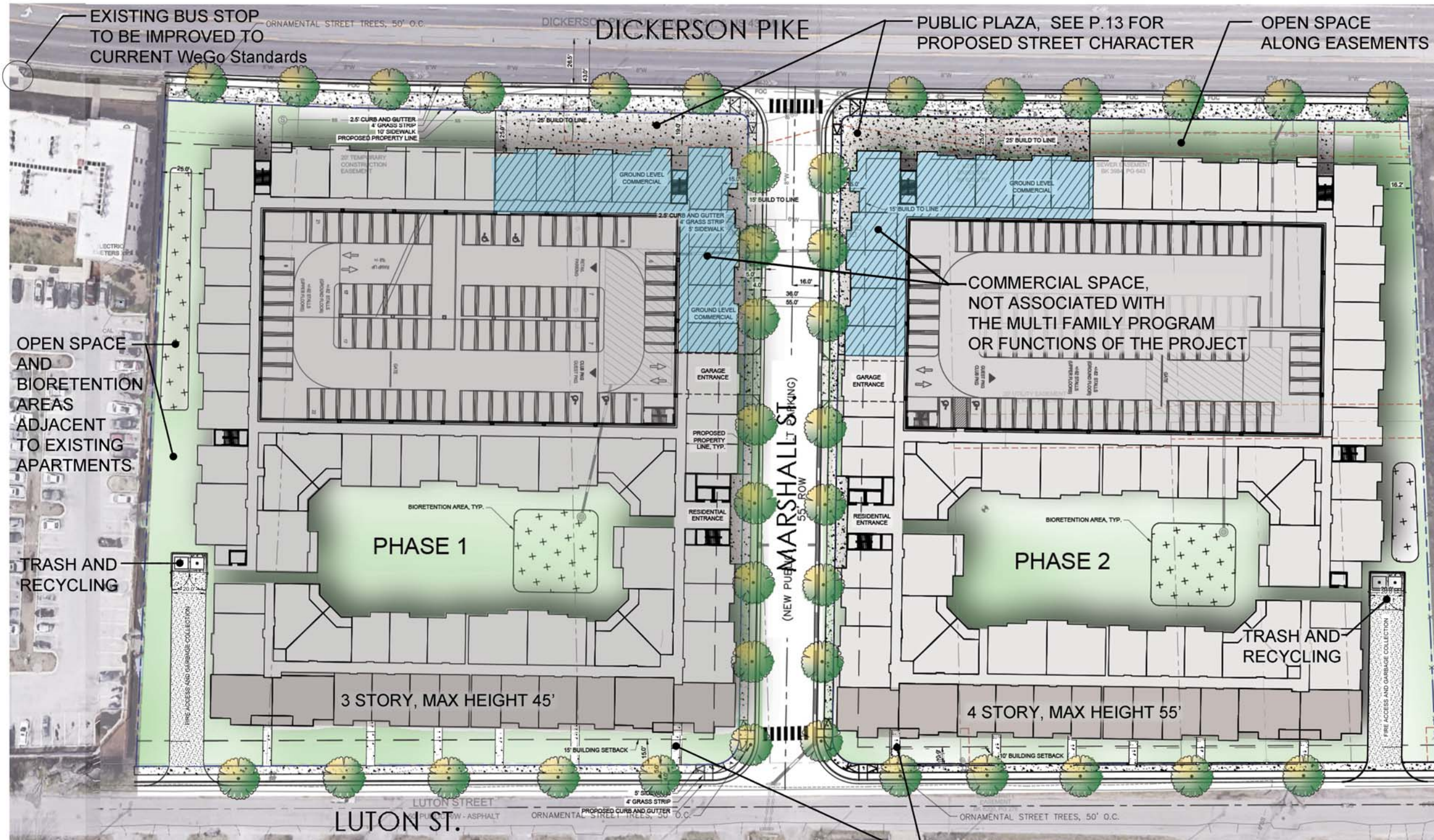


MARSHAL STREET LOOKING EAST



DICKERSON PIKE CROSS SECTION
CLASSIFICATION : ST4-M-AB5-IM
 **see next page for guidance on the street's final design





LUTON STREET ALONG THE PROPERTY FRONTAGE TO BE IMPROVED ON THE DEVELOPMENT SIDE OF THE PROPERTY PER METRO PW ST-252. DEVELOPER RESPONSIBLE FOR ONE-HALF OF THE ROAD IMPROVEMENTS

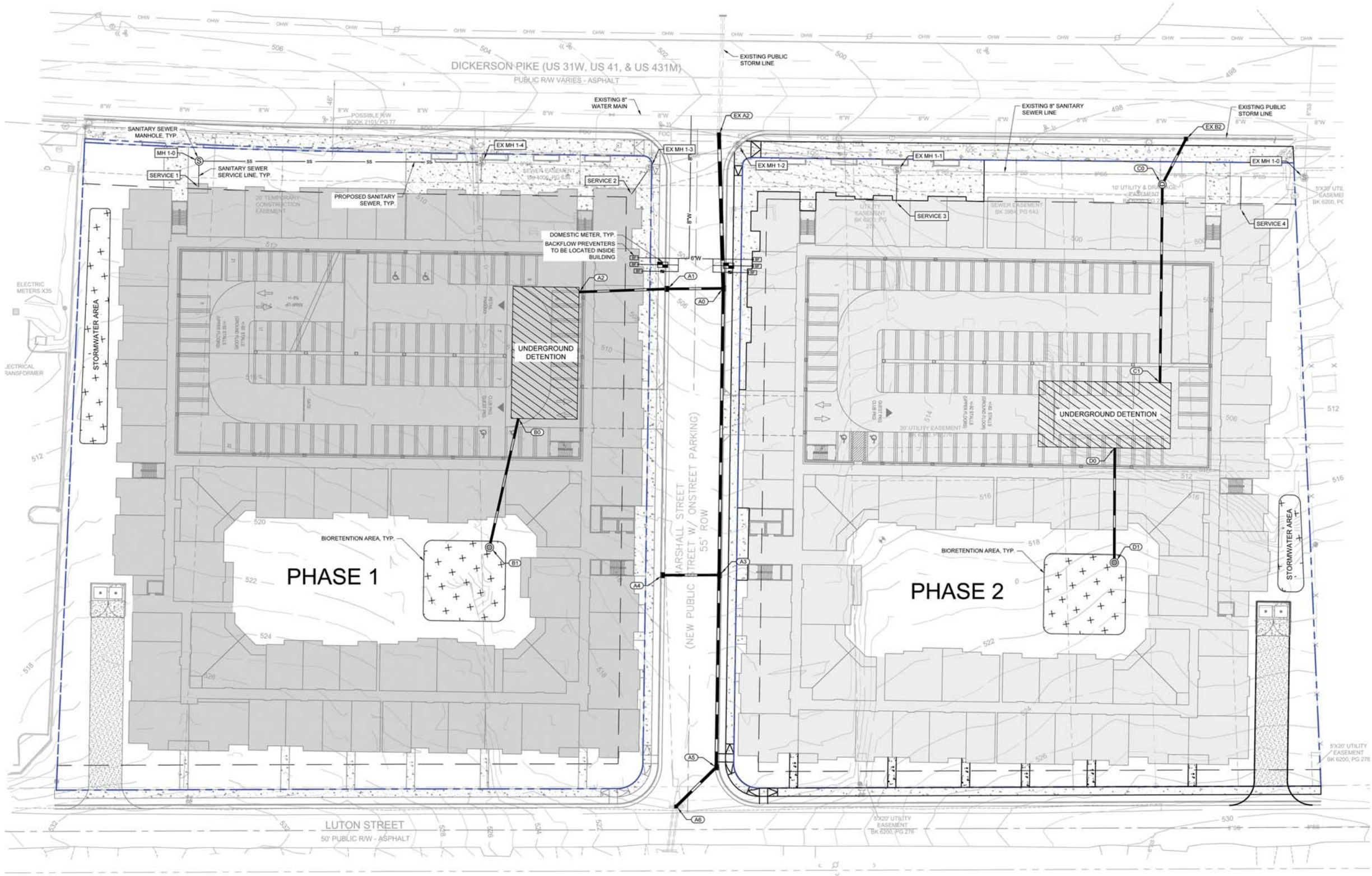
REQUIRED STOOP ZONE, SEE P.11

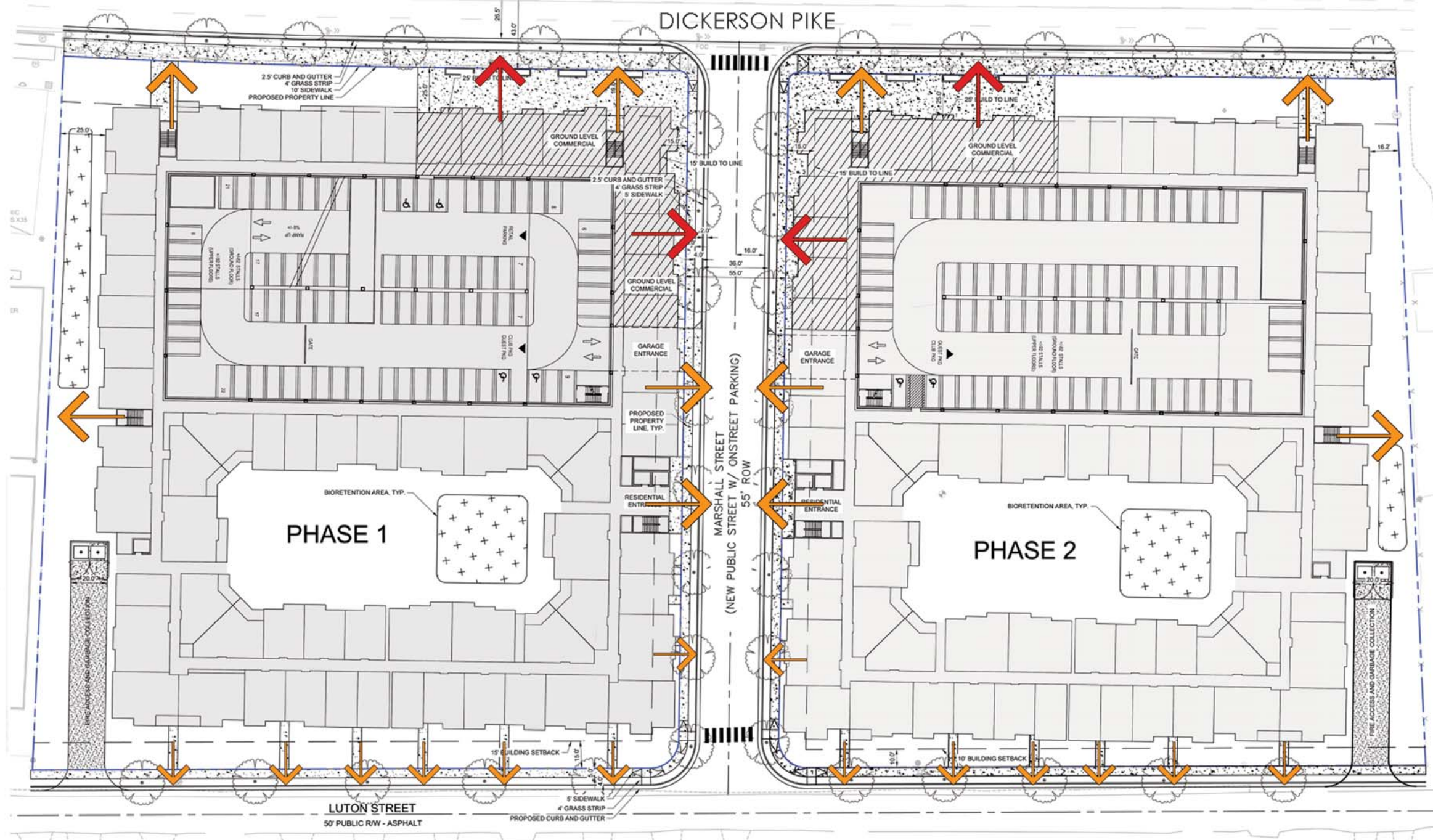
PURPOSE :

The purpose of this Specific Plan (SP) is to receive preliminary approval to permit the subject development of 6.50 acres as a mixed-use development per the requirements listed within this document

Permitted Uses ¹	ALL USES PERMITTED BY MUG-A BASE ZONING
Prohibited Uses	OWNER & NON-OWNER OCCUPIED STRP
Commercial uses	8,000 GSF MIN - 20,000 GSF MAX
Residential uses ⁷	PHASE 1: 300 UNITS MAX PHASE 2: 350 UNITS MAX
Maximum FAR	2.5
Maximum ISR	1.0
Maximum Building Height ²	SOUTH OF MARSHALL STREET (PHASE 1) 5 STORY (75' MAX) Fronting Dickerson Pike 3 STORY (45' MAX) Fronting Luton Street NORTH OF MARSHALL STREET (PHASE 2) 6 STORY (85' MAX) Fronting Dickerson Pike 4 STORY (55' MAX) Fronting Luton Street
Build-to-zone: General ^{3,4}	0 TO 25 FEET
Build-to-zone: Dickerson Pike ^{3,4}	0 TO 25 FEET
Build-to-zone: 4 Marshal Street	0 TO 15 FEET
Luton Street ⁴ Setback North Lot	10 FEET
Luton Street ⁴ Setback South Lot	15 FEET
Side Setbacks ⁴	0 FEET
Parking Requirements	Per Metro Zoning Code
Glazing ⁵	Residential 20% MIN Commercial 50% GROUND FLR.
Raised Foundations ⁶	Residential 18" MIN - 36" MAX Commercial 0" - 36" MAX
Commercial height at ground floor	14' MIN

1 Permissible building types: Multi-family flats and Townhomes
 2 Overall building height in feet shall be measured from finished floor elevation to the highest point of the roof; modifications may be approved for unique architectural features, rooftop mechanical equipment, stair bulkheads, rooftop amenities and internal parking structures; Mezzanines shall not be considered a story for the purposes of calculating overall # of stories.
 3 Build-To-Zone to be measured from back of proposed sidewalks on public streets, private drives and open spaces.
 4 Stoops/stairs may encroach setbacks and build-to-zones.
 5 Minimum glazing requirements shall be required on building facades facing public rights of way. The first floor transparent glazing area calculation shall be measure from finished grade at the setback to finished floor elevation of the second floor.
 6 With the exception of commercial uses, 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, easements and open spaces.
 7 Commercial use is for non residential services use.
 8 The final alignment of Marshal Street shall be agreed upon during the final SP review and approval stage.





-  COMMERCIAL POINTS OF ACCESS
-  RESIDENTIAL POINTS OF ACCESS
-  CONCEPTUAL STOOP LOCATIONS TO BE REFINED DURING DESIGN. REFER TO P.11 FOR PROPOSED STREET CHARACTER OF LUTON STREET GROUND FLOOR UNITS

STANDARD SP NOTES

- 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.
- Required parking consistent with the parking requirements of the Metro Zoning Code shall not be counted as floor area.
- Permitted Uses : Permitted uses shall be the uses listed in the MUG-A zone. Uses shall be limited to 650 multifamily residential units and 8,000 - 20,000 SF of general commercial.

ARCHITECTURAL STANDARDS:

- Buildings shall avoid continuous uninterrupted blank facades.
- Refuse collection, recycling and mechanical equipment shall be fully screened from public view by the combination of fences, walls or landscaping.
- HVAC units shall be located at the rear half of the side of unit, behind the unit, or on the roof of each building. HVAC units on roof must be screened from view along Primary and Secondary Frontages
- Where feasible due to site elevations and conditions, ground floor residential units fronting a public street may provide an active entrance point from the public sidewalk in the form of a stoop on Dickerson and Marshall St. units.
- All ground level porches accessed directly from a public sidewalk shall provide a minimum of six (6) feet of depth.
- EIFS, vinyl siding and untreated wood shall be prohibited on facades facing public R.O.W and public open space (vinyl soffits shall be permitted).
- Building facades fronting a street shall provide a minimum of two residential pedestrian entrances along Dickerson Pike. Luton Street shall have ground floor units oriented to the street frontage with pedestrian entrances from each unit to the sidewalk.

PARKING STANDARDS

- Parking shall be provided within designated parking areas and private garages internal to the development and meet the minimum parking required by Metro Code.
- Bicycle parking shall be provided per Metro Standards.
- With each phase of development, or if completed in one phase, each building shall provide a minimum of 50 bicycle spaces. Twenty percent of the spaces provided shall be publicly available within each phase.

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.

STORMWATER NOTES

- 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.
- 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. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15' CMP)
- Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to 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.
- The site is within the combined sewer. Additional requirements will be required and that it is advised to contact MWS staff.
- Properties contain no FEMA designated floodplain per map 47037C0234H, dated April 5, 2017.

LANDSCAPE STANDARDS

- The development of this project shall comply with the street tree, tree density, and tree replacement requirements of Metro Nashville. Landscape plan to be submitted in Final SP Submittal.
- Street trees shall be provided along all street frontages at an average of fifty (50) linear feet on center and be 3.5" caliper minimum.
- All landscaping shall be properly irrigated and maintained.
- Where trees are planted in rows, they shall be uniform in size and shape.
- Reference Metro L.I.D. Manual for design and planting materials for LID measures.
- Ornamental trees may be used as street trees where existing conflicts with overhead utilities occur.
- Metro tree density and tree replacement worksheets shall be utilized to calculate required planting.

METRO PUBLIC WORKS NOTES:

- The final site plan/building permit site plan shall depict the required public side-walks, any required grass strip or frontage zone and the location of all existing and

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.

- Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated or provided through appropriate easements.
- Developer will ensure bike lanes are continuous through intersections.
- 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.
- All construction within the right of way shall comply with ADA and Metro Public Works Standards and Specifications.
- Developer should coordinate with WeGo to up-grade the nearby bus stops on Dickerson Pike.
- If sidewalks are required, then they should be shown on the plans per MCSP and MPW standards and specs.
- Submit copy of ROW dedications prior to bldg. permit sign off.
- Primary access to the site shall be from Marshall Street.
- An appropriately sized dumpster and recycling container(s), shall be provided on site by a private hauler.
- All internal sidewalks must be a minimum of five (5) feet wide.
- All ROW dedication will occur prior to the issuance of building permits.
- Signs denoting "Now Entering Private Property" shall be installed at each connection between public roadways and private drives.
- With the phase 1 development, Marshall St. build out should include sidewalks along phase 1 frontage and back of curb along north side of road section.

FIRE MARSHAL NOTES:

- New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H.
- 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
- All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.
- All dead-end roads over 150 ft. in length require a 100-ft. diameter turnaround, this includes temporary turnarounds.
- Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.
- If more than three stories above grade, Class I standpipe system shall be installed.
- If more than one story below grade, Class I standpipe system shall be installed.
- 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.
- A fire hydrant shall be provided within 100 ft. of the fire

department connection.

- Fire hydrants shall be in-service before any combustible material is brought on site.

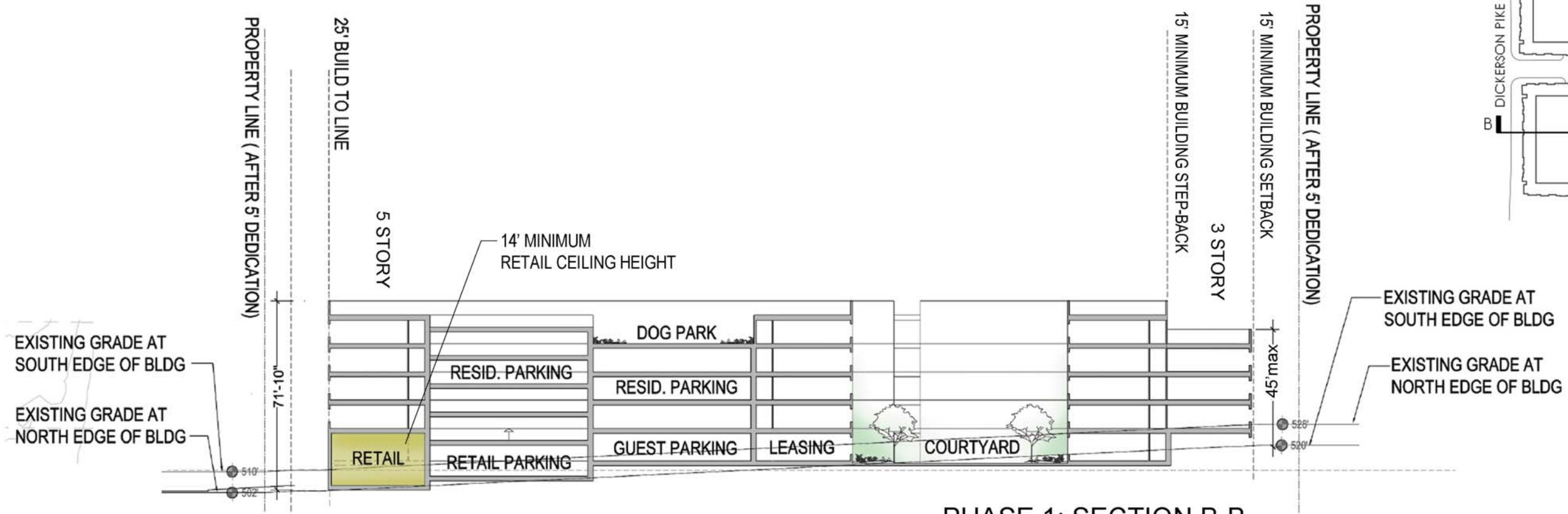
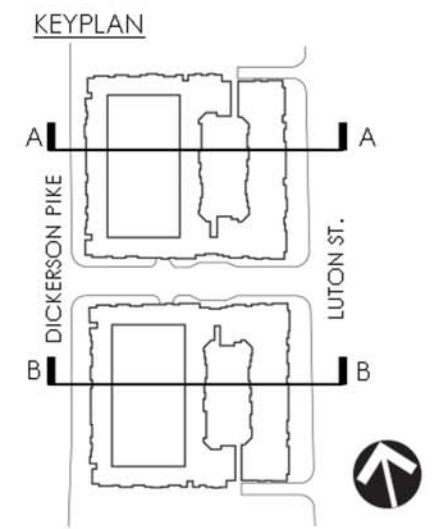
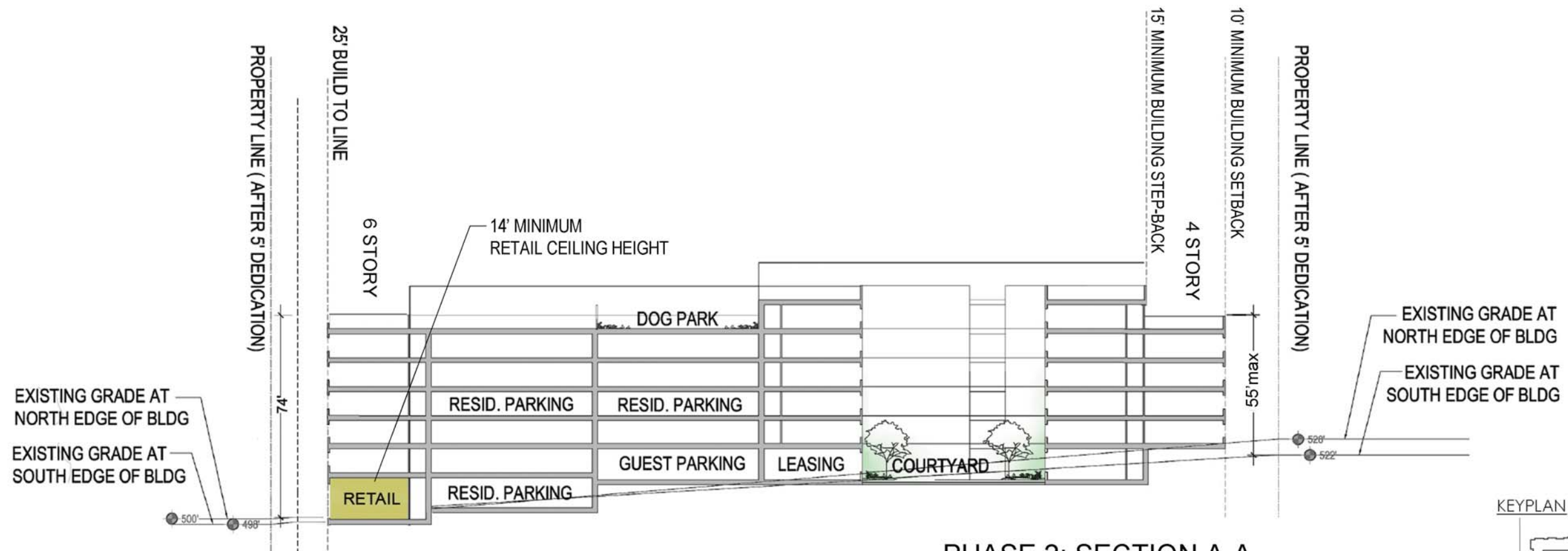
NES NOTES

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

SCHEDULE AND PHASING

The project will be completed in two phases and is anticipated to start in fall of 2021.





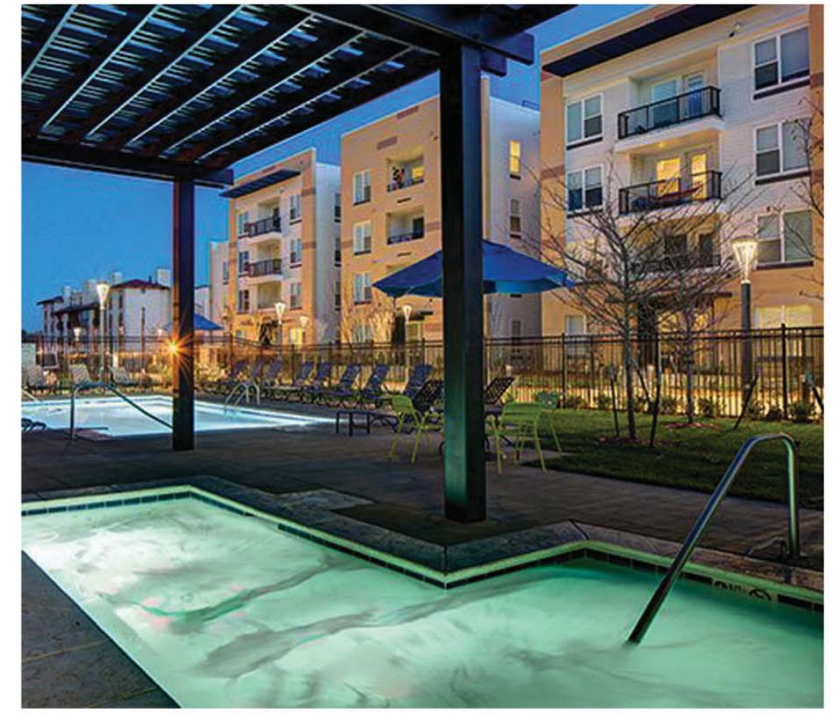


SCALED DOWN MASSING: 3 AND 4 STORY FACING LUTON STREET PROVIDES FOR A SENSIBLE RELATIONSHIP WITH THE SURROUNDING RESIDENTIAL CONTEXT

LANDSCAPE BUFFER: 15' SETBACK ON LUTON STREET PROVIDES GENEROUS SPACE FOR VARIOUS LANDSCAPE DESIGN FEATURES TO CREATE A SOFTER SCALED-DOWN URBAN EDGE.



COLORS AND MATERIALS: A MATERIALS PALLETTE SENSITIVE TO THE SCALE OF PEDESTRIANS, WILL INCORPORATE ELEMENTS SUCH AS PARKWAY TYPE PAVING, COLORED CONCRETE, VARIETY OF LOW SHRUBS AND LOW PLANTERS WITH EARTH TONE SIDING MATERIALS



12
INSPIRATIONAL IMAGES: CONTEMPORARY ARCHITECTURAL STYLE, OPEN COURTYARDS, ACTIVATED URBAN CORNERS.
CASE NO. 2021SP-022-001



13
INSPIRATIONAL IMAGES: MIXED USE CHARACTER, LIVELY URBAN CORNERS, WALKABLE COMMUNITIES
CASE NO. 2021SP-022-001