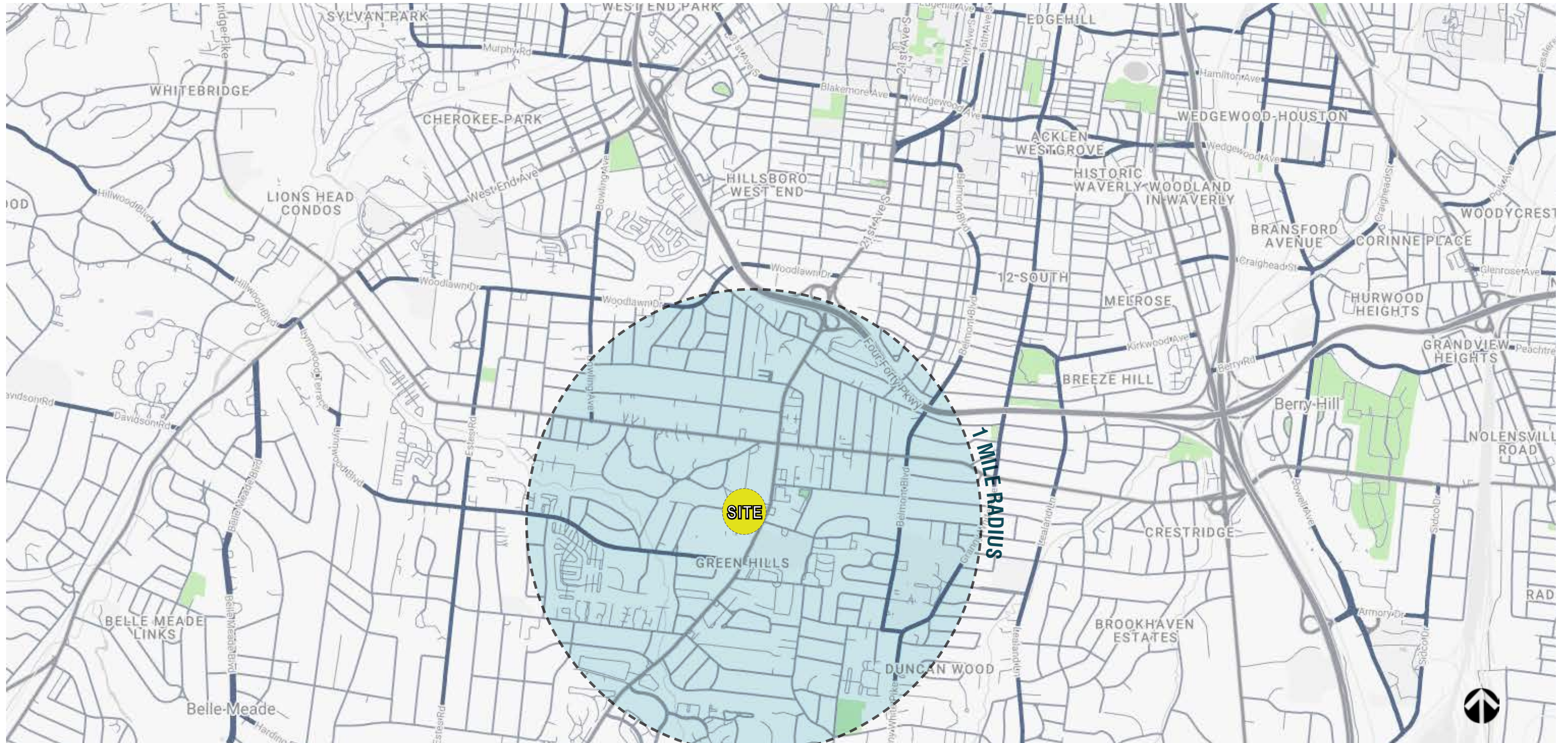




Preliminary Specific Plan

2121 CRESTMOOR ROAD

Mixed-Use Development



Developers: *Material Ventures, LLC*

Owners: *2207 Crestmoor Rd Partners*
Address: *4121 Hillsboro Rd*
Nashville, TN 37215

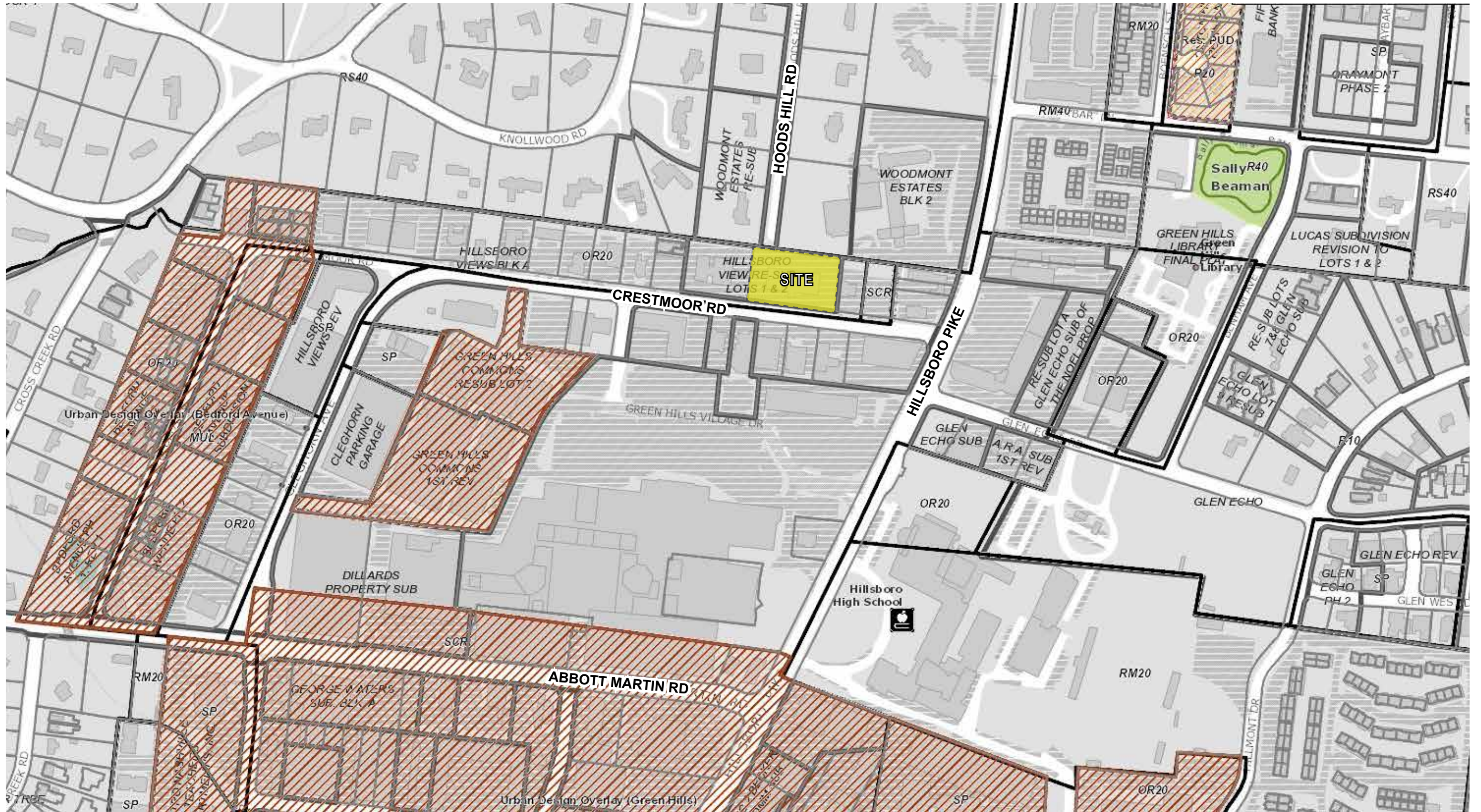
Council District: *(25) Russ Pulley*

Applicant / Land Planner:
Smith Gee Studio
602 Taylor St., Suite 201
Nashville, TN 37208
ATTN: *Ken Babinchak*
kbabinchak@smithgeestudio.com

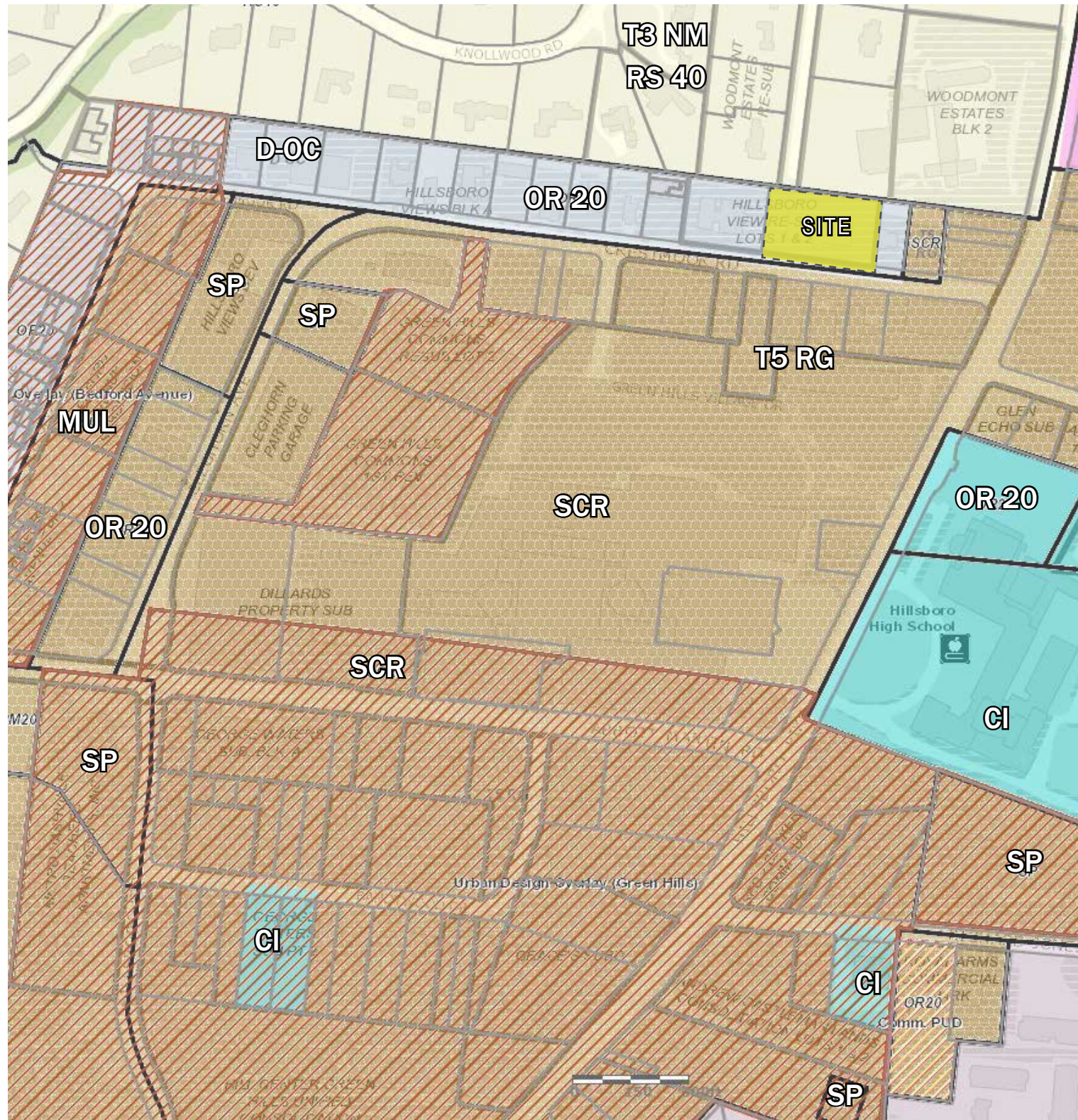


Civil Engineer:
Barge Cauthen & Associates
6606 Charlotte Pike, #210
Nashville, TN 37209





1. Parcel ID: 11710007700



Current Zoning: OR20

Current Land Use Policy: The property is located within the Green Hills - Midtown community plan area. The current land use policy for the property is District Office Concentration (D-OC).

D-OC, District Office Concentration:

The development and redevelopment of such Districts occur in a manner that is complementary of the varying character of surrounding communities as characterized by their development patterns, building form, land use, and associated public realm.

Building Form and Site Design:

CCM: The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the surrounding transect and policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D-OC area into the surrounding neighborhood or adjacent policy areas.

- ✓ *The building form responds to the linear site dimensions and proposes a footprint with high lot coverage. Building height and massing is prioritized up along Crestmoor Road. The building form steps down in height as it approaches the single family parcel at the western rear boundary. The height of the building will have less visual impact at the rear boundary because of the change in natural grade of the site.*

Orientation:

CCM: Buildings are oriented to the street.

- ✓ *The existing structure sits approximately 50ft away from Crestmoor Road and 12ft higher than the road, with no sidewalks. The redevelopment proposes to regrade the site, bring the ground level of the building down on equal footing with the street, bring the building forward to engage the sidewalk, and greatly improve the streetscape with a landscape planting strip, street trees and proper sidewalk. The result will be a building that is oriented toward Crestmoor Road with active ground floor uses that engage the streetscape and create a more pedestrian friendly environment.*

Setbacks:

CCM: Buildings on major thoroughfares are oriented to the street with setbacks that vary per the surrounding transect area. If the surrounding transect area is T4 Urban or T5 Center, the setbacks will be shallow or the building will be built to the back edge of the sidewalk.

- ✓ *Crestmoor Road is a major thoroughfare as identified in the MCSP. The front building facade is located in a 0-15' build-to-zone. The shallow setback defines and engages the public realm to create a pedestrian-friendly environment. Existing policy across the street quickly transitions to a higher intensity T5 Regional Center transect zone.*

Building Height:

CCM: Buildings of all types in D-OC areas vary in height depending on the building type and location within the D-OC area and the character of surrounding transect and policy areas.

- ✓ *The maximum building height overall is 6 stories. A transition zone is proposed at the western rear boundary. Floors 5-6 stepback 45' min. from rear and side property line within Transition Zone. This provides an appropriate height transition to the existing single-family homes. A vertical stepback at level 6 occurs along the front elevation. Crestmoor Rd is undergoing significant realignment across Hillsboro Pike with more intensive development along its southern edge across from the site. This site is located within walking distance of two transit corridors and a community transit hub. The development also responds to the sloping topography to maintain lower heights in the rear as it transitions to bordering residential areas.*

Transitioning:

CCM: Buildings at the edges of the D-OC area form transitions in scale and massing where it adjoins lower-intensity policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings.

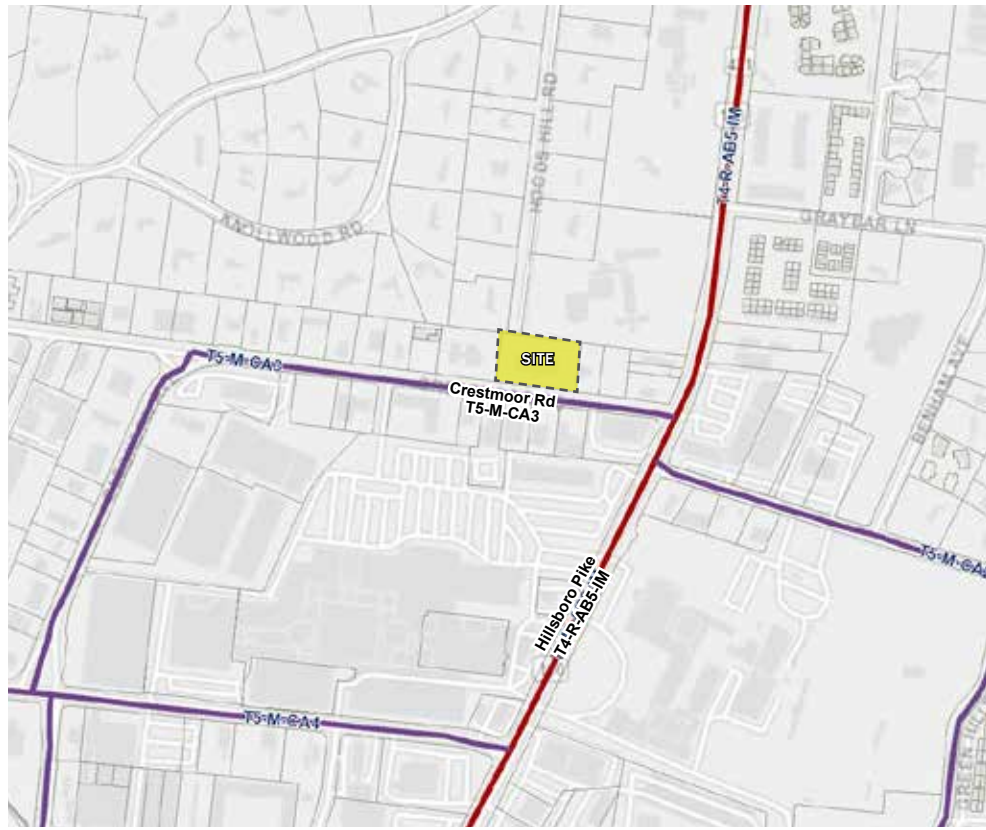
- ✓ *The building steps down in height as it transitions to the northwestern rear boundary of the property. The height of the building will have less visual impact at the rear boundary because of the change in natural grade of the site. In addition to stepping down in height, a significant amount of landscape screening is proposed at the rear boundary to ease the transition.*

Parking:

CCM: Parking is provided on-street or on-site in structures or surface lots that is located behind, beside, or beneath the primary structure. Structured parking is screened, preferably with liner buildings.

- ✓ *The parking is located in a structure partially submerged and screened from the front with liner commercial and residential amenity uses. The existing change in grade conceals the parking at the rear boundary.*

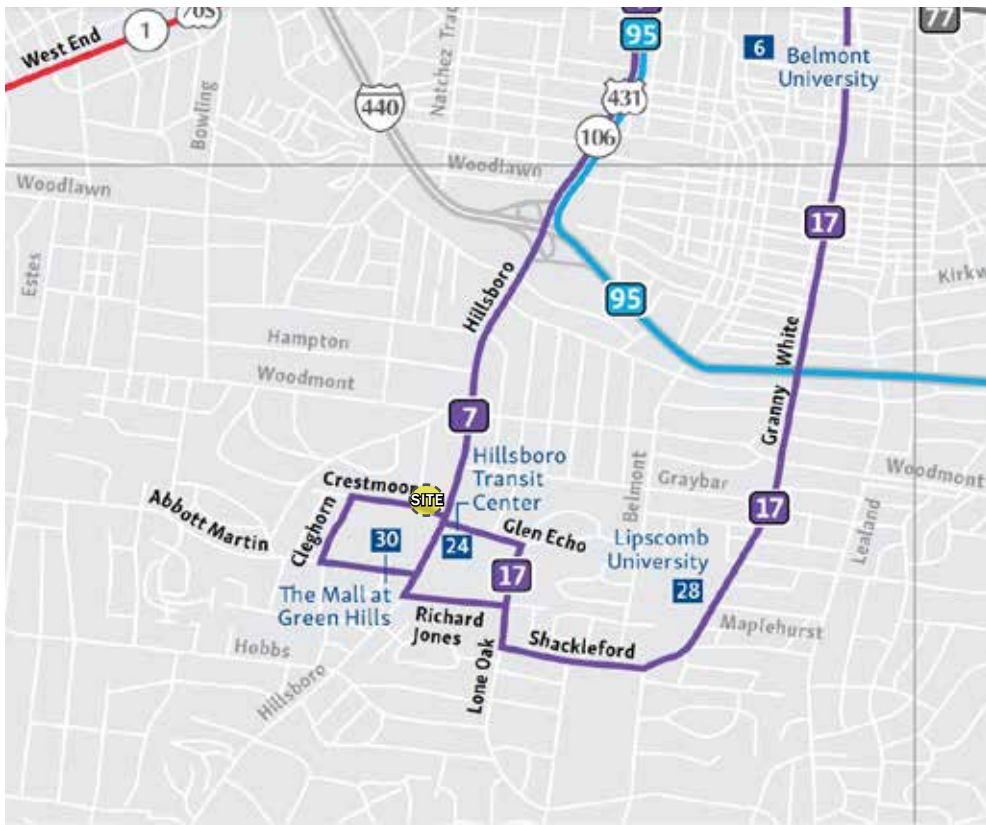




MCSP Plan



Existing Aerial



WeGo Transit Access



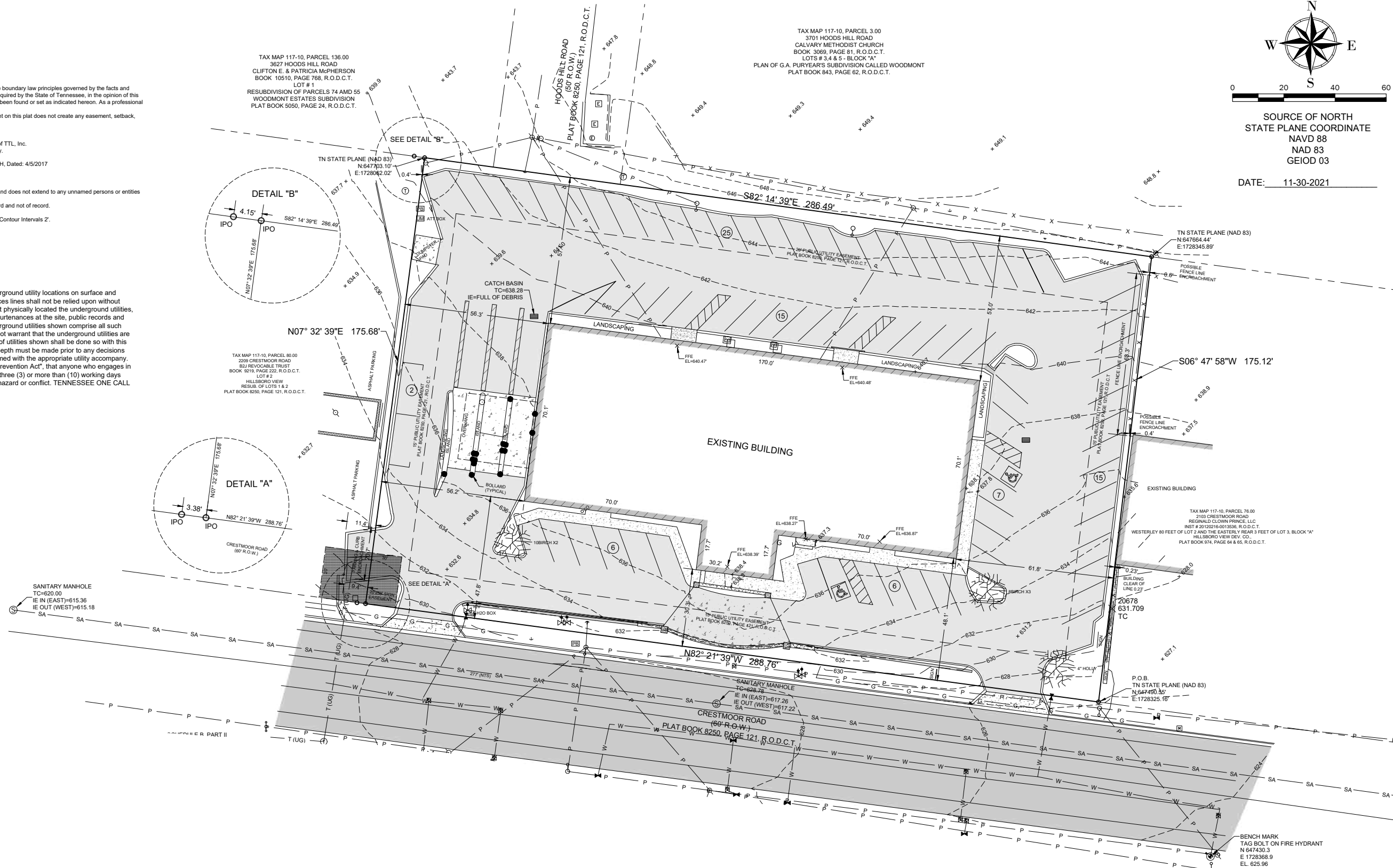
Crestmoor/Glen Echo Realignment

SURVEYOR NOTES:

- The location of the property boundaries depicted hereon, based on the appropriate boundary law principles governed by the facts and evidence gathered during the course of this survey. Per accuracy and precision required by the State of Tennessee, in the opinion of this surveyor the monuments shown represents corners of the property. Corners have been found or set as indicated hereon. As a professional opinion, this survey carries no guarantees or warranties, expressed or implied.
- Any improvements depicted may be demolished. The depiction of any improvement on this plat does not create any easement, setback, building pad, or other matter and is for informational purposes only.
- Survey not final without Seal and Signature of Surveyor.
- All set property corners are marked with 1/2" diameter rebar with a TTL, Inc. cap.
- This survey may not be reproduced, altered, or copied without written permission of TTL, Inc.
- This property has direct access to Crestmoor Road, a dedicated public right-of-way.
- As shown on survey, there are no gaps or gores between tracts.
- This parcel is NOT within Flood Hazard Zone "X". Community Panel 47037C0352H, Dated: 4/5/2017
- All matters shown on recorded plats are shown on survey.
- Total Area = 50,446 square feet, or 1.16 acres, more or less.
- Subject property is zoned OR20
- The surveyor's liability for this document shall be limited to the original purchaser and does not extend to any unnamed persons or entities without an express re-certification by the surveyor whose name appears hereon.
- Property is subject to covenants, easements, right of ways and restrictions of record and not of record.
- This survey does not address the existence or non-existence of wetland areas.
- Topographic features were derived from field measurements using random shots. Contour Intervals 2'.

UTILITY DISCLAIMER:

TTL, Inc and Land surveyor does not guarantee accuracy of marked underground utility locations on surface and location of all underground utilities not visible including underground services lines shall not be relied upon without verification from proper utility authority having jurisdiction. TTL, Inc has not physically located the underground utilities, above grade and underground utilities shown were taken from visible appurtenances at the site, public records and/or maps prepared by others. TTL, Inc. makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. TTL, Inc further does not warrant that the underground utilities are in the exact location indicated. Therefore, reliance upon size and location of utilities shown shall be done so with this circumstance considered. Detailed verification of existence, location and depth must be made prior to any decisions relative thereto are made. Availability and cost of service should be confirmed with the appropriate utility company. In Tennessee, it is a requirement, per "The Underground Utility Damage Prevention Act", that anyone who engages in excavation must notify all known underground utility owners, no less than three (3) or more than (10) working days prior to the date of their intent to excavate and also to avoid any possible hazard or conflict. TENNESSEE ONE CALL 811

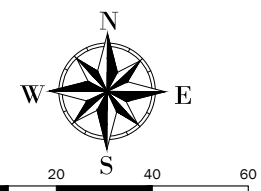


TAX MAP 117-10, PARCEL 3.00
3701 HOODS HILL ROAD
CALVARY METHODIST CHURCH
BOOK 3069, PAGE 81, R.O.D.C.T.
LOTS # 3 & 5 - BLOCK "A"
PLAN OF G. A. PURYEAR'S SUBDIVISION CALLED WOODMONT
PLAT BOOK 843, PAGE 62, R.O.D.C.T.

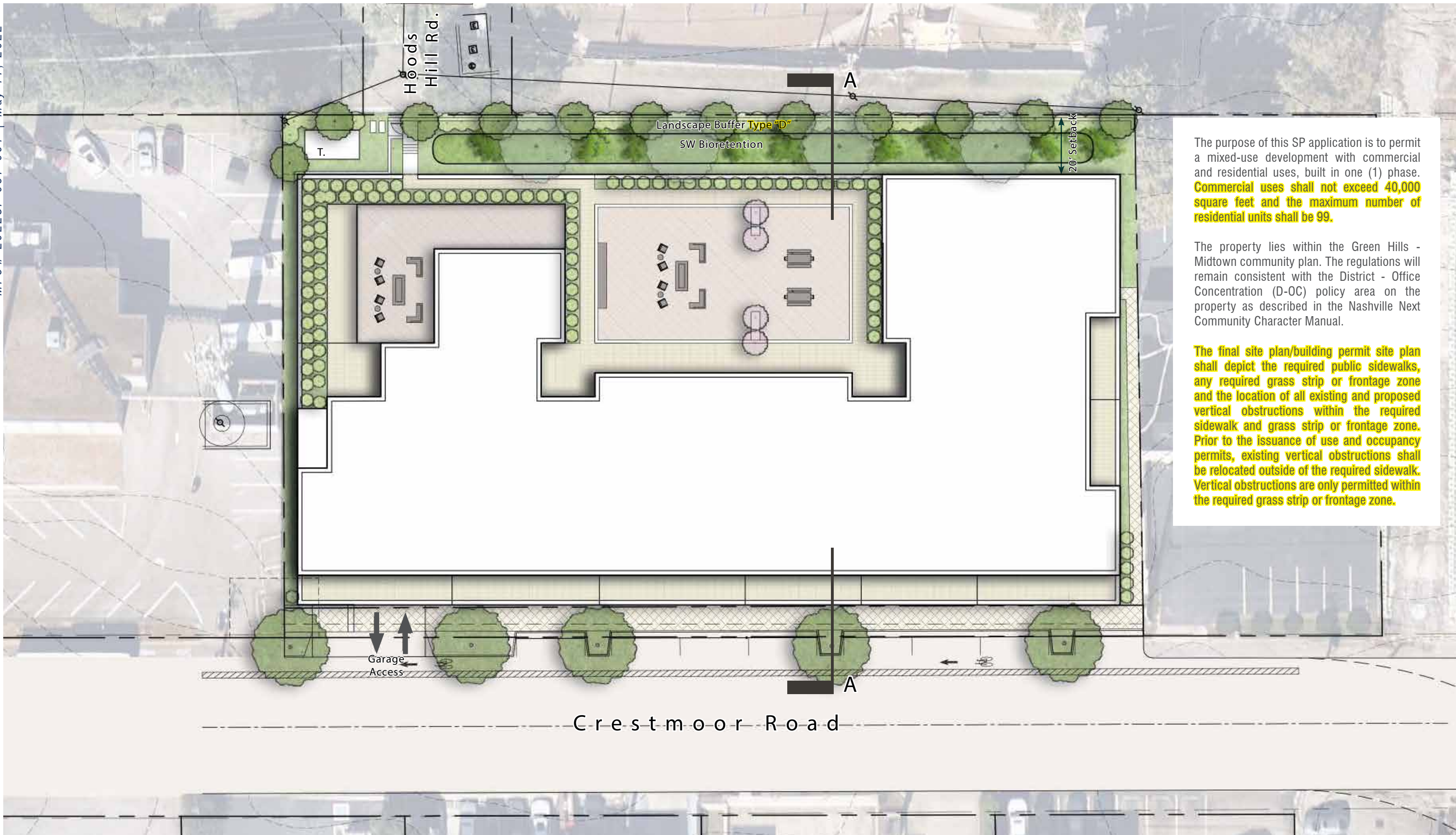
TAX MAP 117-10, PARCEL 136.00
3627 HOODS HILL ROAD
CLIFTON E. & PATRICIA McPHERSON
BOOK 10510, PAGE 768, R.O.D.C.T.
LOT # 1
RESUBDIVISION OF PARCELS 74 AMD 55
WOODMONT ESTATES SUBDIVISION
PLAT BOOK 5050, PAGE 24, R.O.D.C.T.

TAX MAP 117-10, PARCEL 80.00
2209 CRESTMOOR ROAD
802 REVOCABLE TRUST
BOOK 5218, PAGE 222, R.O.D.C.T.
LOT # 2
HILLSBORO VIEW
RESUB. OF LOTS 1 & 2
PLAT BOOK 8250, PAGE 121, R.O.D.C.T.

TAX MAP 117-10, PARCEL 76.00
2103 CRESTMOOR ROAD
REGINALD CLOWN PRINCE, LLC
INST # 20120218-001936, R.O.D.C.T.
WESTERLEY 80 FEET OF LOT 3 AND THE EASTERLY REAR 3 FEET OF LOT 3, BLOCK "A"
HILLSBORO VIEW DEV. CO.
PLAT BOOK 874, PAGE 64 & 65, R.O.D.C.T.



SOURCE OF NORTH
STATE PLANE COORDINATE
NAVD 88
NAD 83
GEIOD 03
DATE: 11-30-2021



The purpose of this SP application is to permit a mixed-use development with commercial and residential uses, built in one (1) phase. **Commercial uses shall not exceed 40,000 square feet and the maximum number of residential units shall be 99.**

The property lies within the Green Hills - Midtown community plan. The regulations will remain consistent with the District - Office Concentration (D-OC) policy area on the property as described in the Nashville Next Community Character Manual.

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.

Existing S-F Home

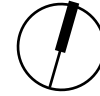
Hoods Hill Rd.

Calvary United Methodist Church

+643'

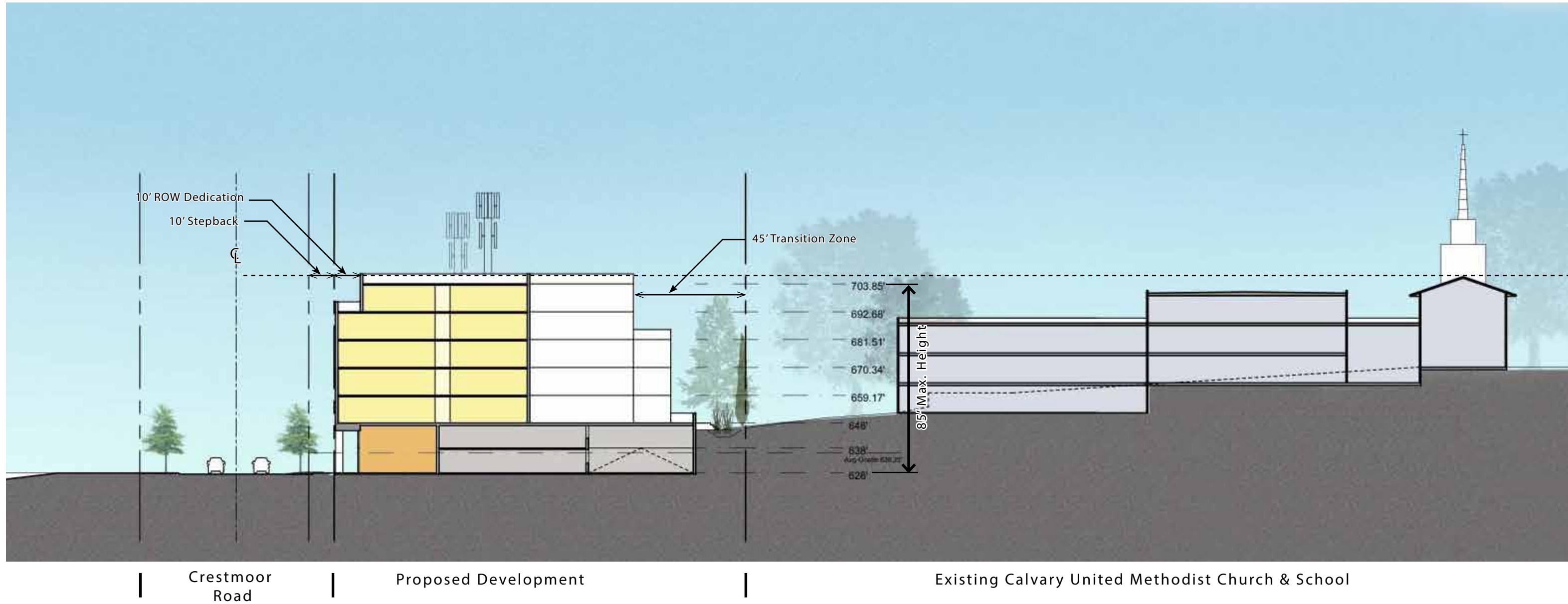
+648'

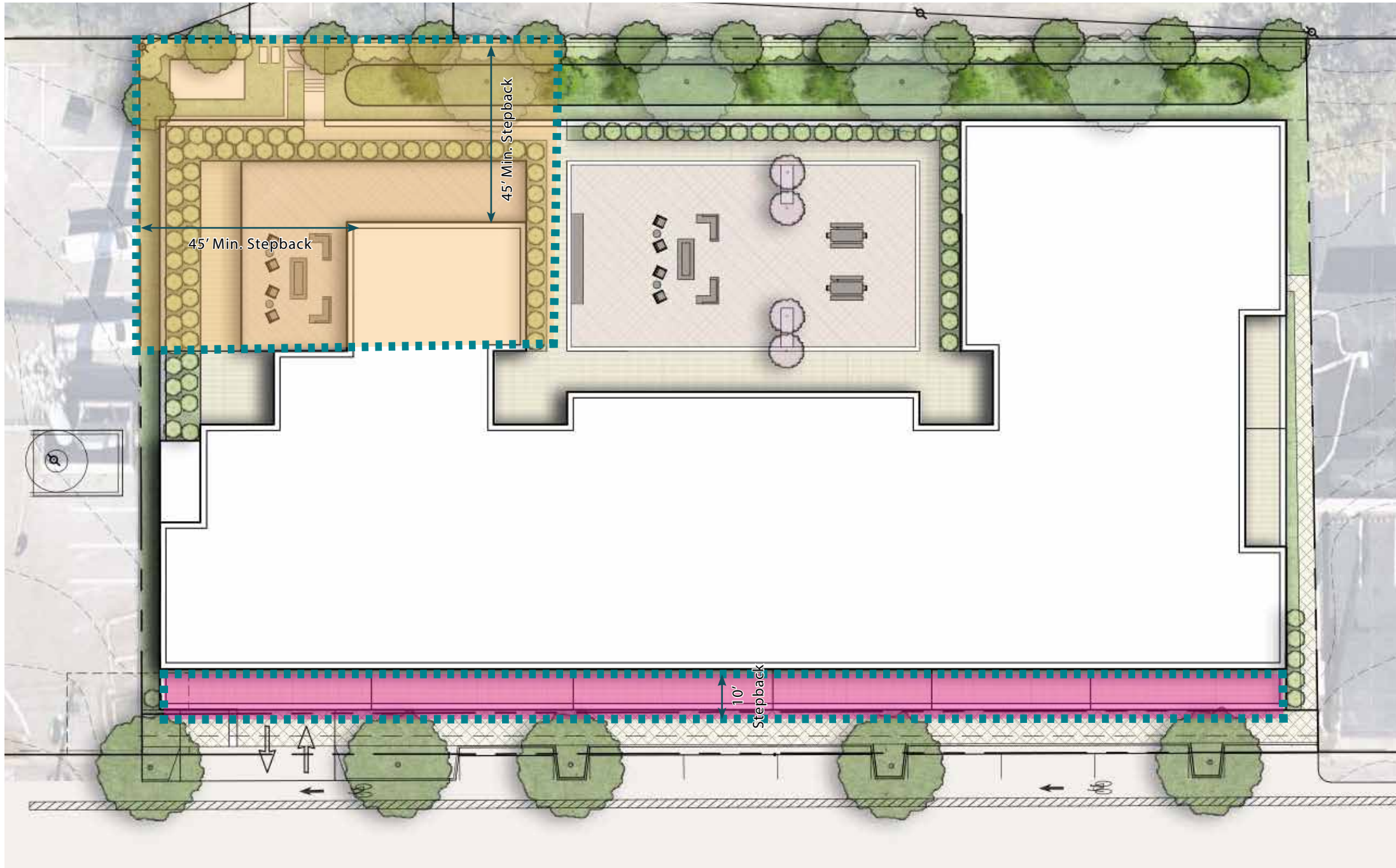
+649'



08

GROUND FLOOR PLAN





Front Stepback:
Floor 6 stepback 10' min.

Rear Transition Zone:
Floors 5-6 stepback 45' min. from rear and side property line within Transition Zone.



Permitted Uses	All uses permitted by MUG-A Base Zoning at the time of Metro Council approval of this SP.	
Commercial uses	Up to 40,000 GSF Max.	
Residential uses	99 dwelling units Max.: 86 units/acre max.	
Maximum FAR¹	N/A	
Building size¹	N/A	
ISR	1.0	
Maximum Building Height at Build to Zone²	5 Stories within 75 feet	
Maximum Building Height²	Overall: 6 Stories within 85 feet	
Build-to-zone³:	0 to 15 feet	
Front Stepback	10 feet Min. at Floor 6	
Rear Transition Zone Stepbacks⁴	Floors 5-6 shall stepback 45 feet min.	
Side Setback	None Req.	
Rear Setback	20 feet	
Parking	Parking per UZO standards	
Glazing⁵	Residential	20% min.
	Commercial	50% Ground Floor
Raised Foundations⁶	Residential	18 in. Min. to 36 in. Max.

- FAR and building square footage are tied to building height caps, setbacks, residential unit maximums and non-residential maximums.**
- Overall max. building height is limited to 85 feet and measured per Code.
- Build-To-Zone to be measured from back of proposed sidewalks on public streets, private drives and open spaces. Stoops/stairs may encroach setbacks and build-to-zones.
- Rear Transition Zone shall be measured from property line to building face.
- 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.
- 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.

The Concept Plan provided within this application is intended to represent one scenario of general compliance with the regulatory standards and standard notes herein. Adjustments may be required to provide flexibility during design development.

ARCHITECTURAL STANDARDS

1. Ground-level, non-residential uses shall be oriented to Crestmoor Rd.
2. Buildings shall provide a functional entry onto the street/sidewalk network or other public space at frequent intervals to promote activity at the street level. Where feasible, due to site elevations and ground floor conditions, residential units fronting a public street or green space shall provide a connection/entrance to public sidewalk.
3. 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.
4. **Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.**
5. **Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers.**
6. **Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, cementitious stucco, glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.**
7. **Porches shall provide a minimum of six feet of depth.**
8. **A raised foundation of 18"- 36" is required for all residential structures.**

ACCESS & PARKING:

9. Site Access shall be from Crestmoor Rd.
10. Bicycle parking will be provided per the Metro Zoning Code. Bicycle parking locations to be identified in Final SP.
11. All parking to meet UZO parking requirements and standards.
12. **Final site plan shall only be approved if parking requirements for tenant/unit mix are met per Metro code UZO parking requirements.**

LANDSCAPE STANDARDS:

13. The developer of this project shall comply with the requirements of the SP and adopted tree ordinance 2008-328 (Metro Code Chapter 17.24).

14. Street trees shall be provided, irrigated and maintained by Owner along all street frontages at a minimum spacing average of 40 linear feet. Street trees shall be a minimum of 3" caliper of healthy stock trees from the approved Metro vendor list. Additionally, the use of native plants should be encouraged where possible within the interior lot landscaping areas and planned buffer areas. All plant species selected on final site plan shall be approved by the Metro Urban Forester.

15. Landscape buffer Type D shall be provided along northern property edge with 20' buffer and 6 foot opaque fence or masonry wall per metro zoning code.

16. Stormwater bioretention shall be allowed in the landscape buffer yard. Planting requirements shall comply with **Type D landscape buffer.**

Standard SP Notes:

1. The purpose of this Regulatory SP is to receive preliminary approval to permit the development of a 1.15 acre mixed-use development for a mixed-use building containing a maximum of 99 residential units, and up to 40,000 SF of commercial space.
2. For any development standards, regulations and requirements not specifically shown on the Regulatory 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, 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:

5. This property lies in an area designated as an area of minimal flood hazard according to Federal Emergency Management Agency Flood Insurance Rate Map Panel Number 47037C0352H, dated April 5, 2017.

Buffer Note:

6. The buffer along waterways will be an area where the surface is left in a natural state and is not disturbed by construction activity. This in accordance with the stormwater management manual volume 1 regulations.

Metro Public Works Notes:

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. 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.
 9. Developer will ensure bike lanes are continuous through intersections.
 10. 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.
 11. All construction within the right of way shall comply with ADA and Metro Public Works Standards and Specifications.
 12. If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
 13. Submit copy of ROW dedications prior to bldg. permit sign off.
 14. Primary access to the site shall be from Crestmoor Road. **Access ramp to be ST-324 Standard Commercial ramp.**
 15. An appropriately sized dumpster and recycling container(s), shall be provided on site by a private hauler.
- #### Fire Marshal Notes:
16. New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H.
 17. Project Engineer needs to meet with the Fire marshal's office concerning this project.

18. 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
19. All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.
20. All dead-end roads over 150 ft. in length require a 100-ft. diameter turnaround, this includes temporary turnarounds.
21. Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.
22. If more than three stories above grade, Class I standpipe system shall be installed.
23. If more than one story below grade, Class I standpipe system shall be installed.
24. 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.
25. A fire hydrant shall be provided within 100 ft. of the fire department connection.
26. Fire hydrants shall be in-service before any combustible material is brought on site.

NES Notes:

27. Where feasible, this development will be served with underground power and pad-mounted transformers.
28. 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.
29. Developer's drawing does not show any existing utility poles or easements on the properties.
30. Developer to provide a civil duct and gear (pad/switch) locations for NES review and approval. This shall cover the entire project area.
31. NES can meet with developer/engineer upon request to determine electrical service options, if a central metering room is required; NES meter Department approval of planned location and access method.
32. NES needs any drawings that will cover any road improvements to Metro r-o-w that Public Works will require to eval-

uate possible relocations of existing or proposed electrical facilities for this project.

33. Developer shall work with Metro PW on street lighting. This is urban services area and must be lit to Metro's minimum requirements.
34. NES follows the National Fire Protection Association; Refer to NFPA 70 article 450-27; and NESC Section 15-152.A.2 for complete rules (see NES Construction Guidelines under "Builders and Contractors" tab @ www.nespower.com).
35. NES needs to know if the developer has other options on additional property next to this area, if so NES needs an overall concept plan.

To Apply For Service:

- Developer to provide construction drawings and a digital .dwg file @ state plane coordinates (TN83F) that contains the civil site information (Engineer shall provide approved plans by Metro Planning w/ any changes from other departments).
- Developer to provide a proposal easement drawing for the electric, phone and CATV.
- All street lighting shall meet Metro's requirements and be installed by developer.
- Go to www.nespower.com click on the "Builders & Contractors" tab. Next click on the "Apply for residential Subdivision" fill out the form. Then follow the direction for sending the digital drawing and the forms.

Stormwater Notes:

36. 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
37. Preliminary Plan Note: This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall governed by the appropriate regulations at the time of final application.
38. 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.
39. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual. (Minimum driveway culvert in Metro ROW is 15" RCP.) DBELEW 5/4/2022 11A.

Storm Drainage Design Intent:

40. Water quality site is to be designed per 2021 Metro LID storm manual update using a combination of Bioretention areas, grass swales and pervious pavements.

Soils:

41. Soils on the site are in the "Mimosa-Urban Land Complex (MsD)", which are a soil Group "C".

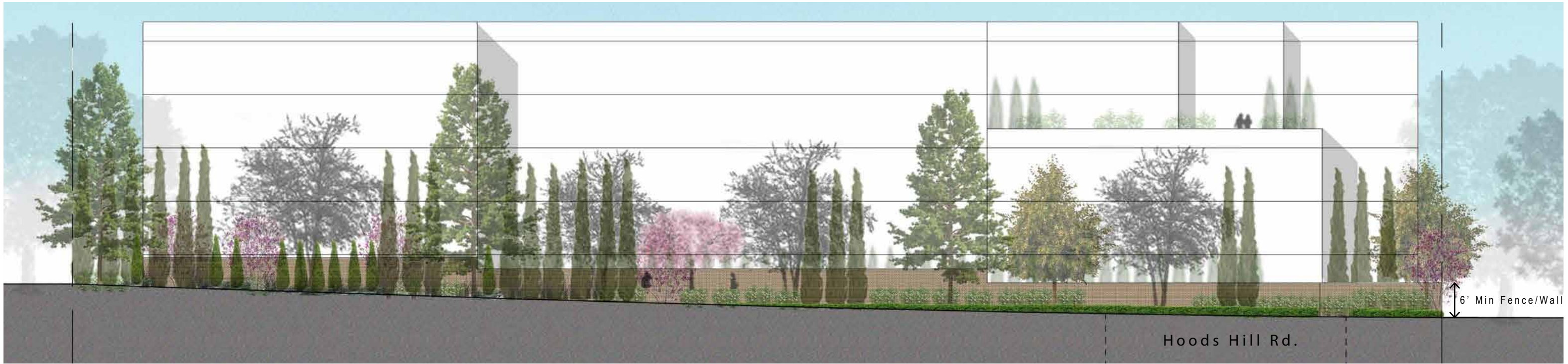
Federal Compliance:

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

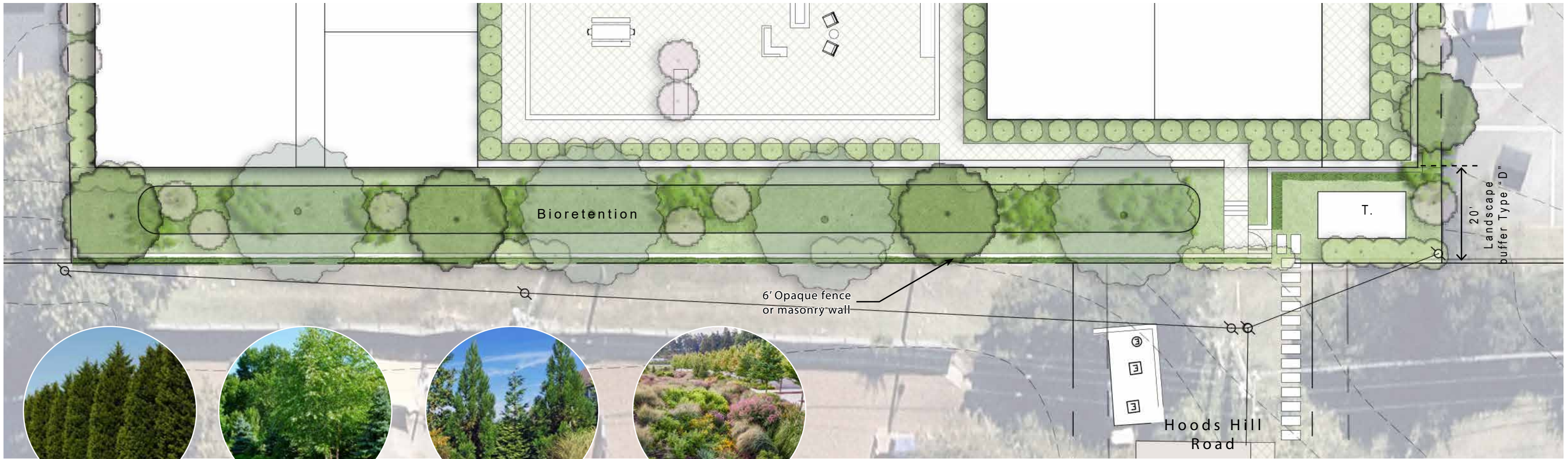


Concept Streetscape Imagery





Elevation - Rear Yard Landscaping



Plan - Rear Yard Landscaping

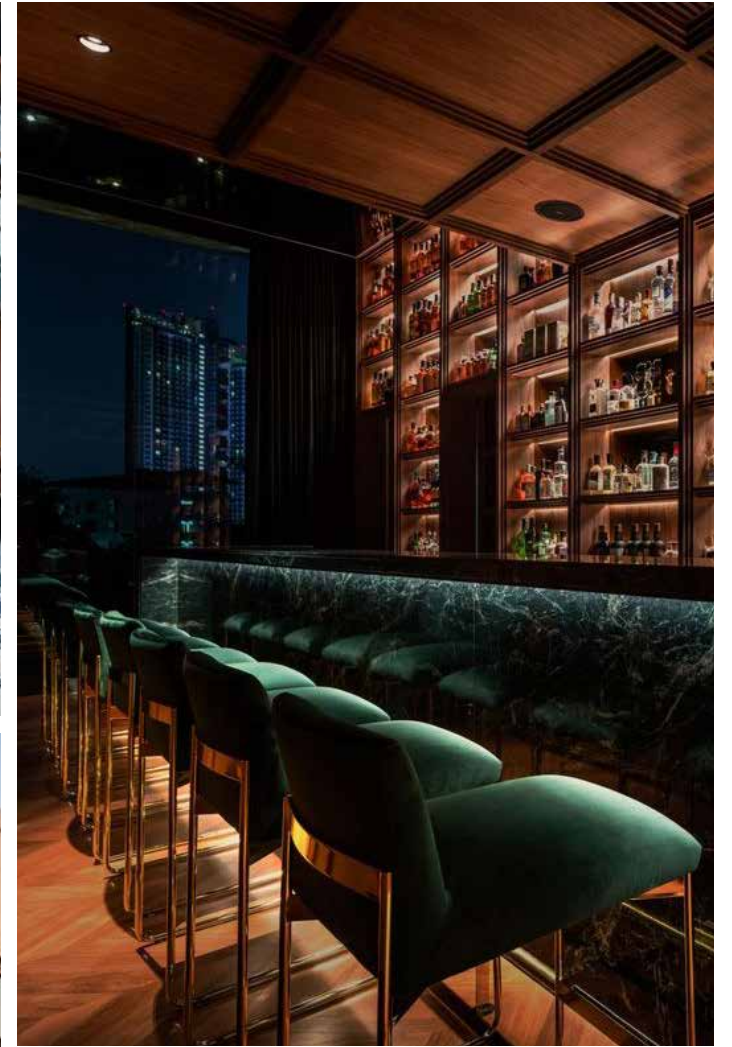


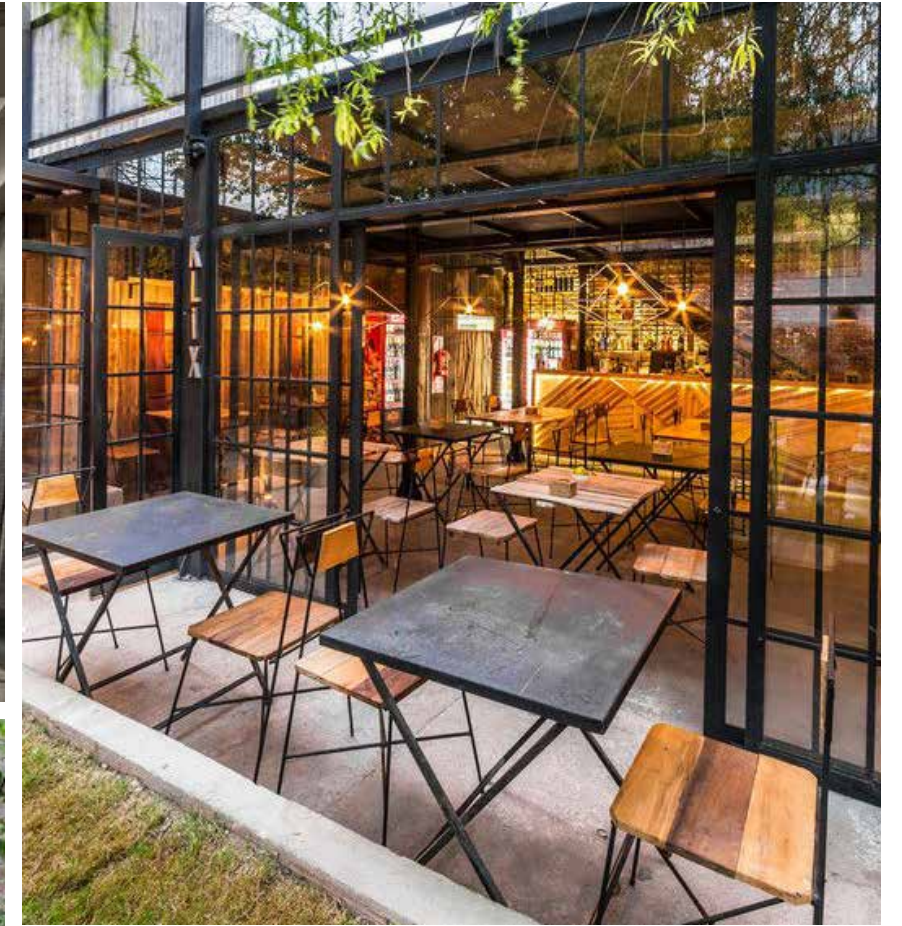
Concept Landscape Plant Palette

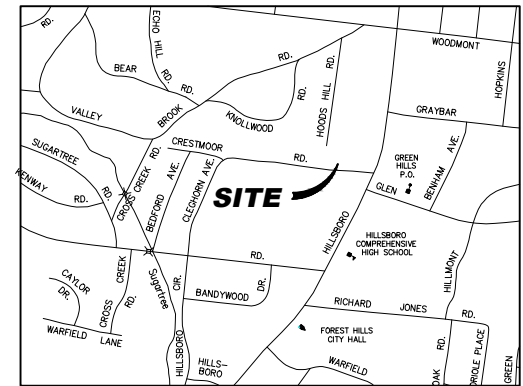
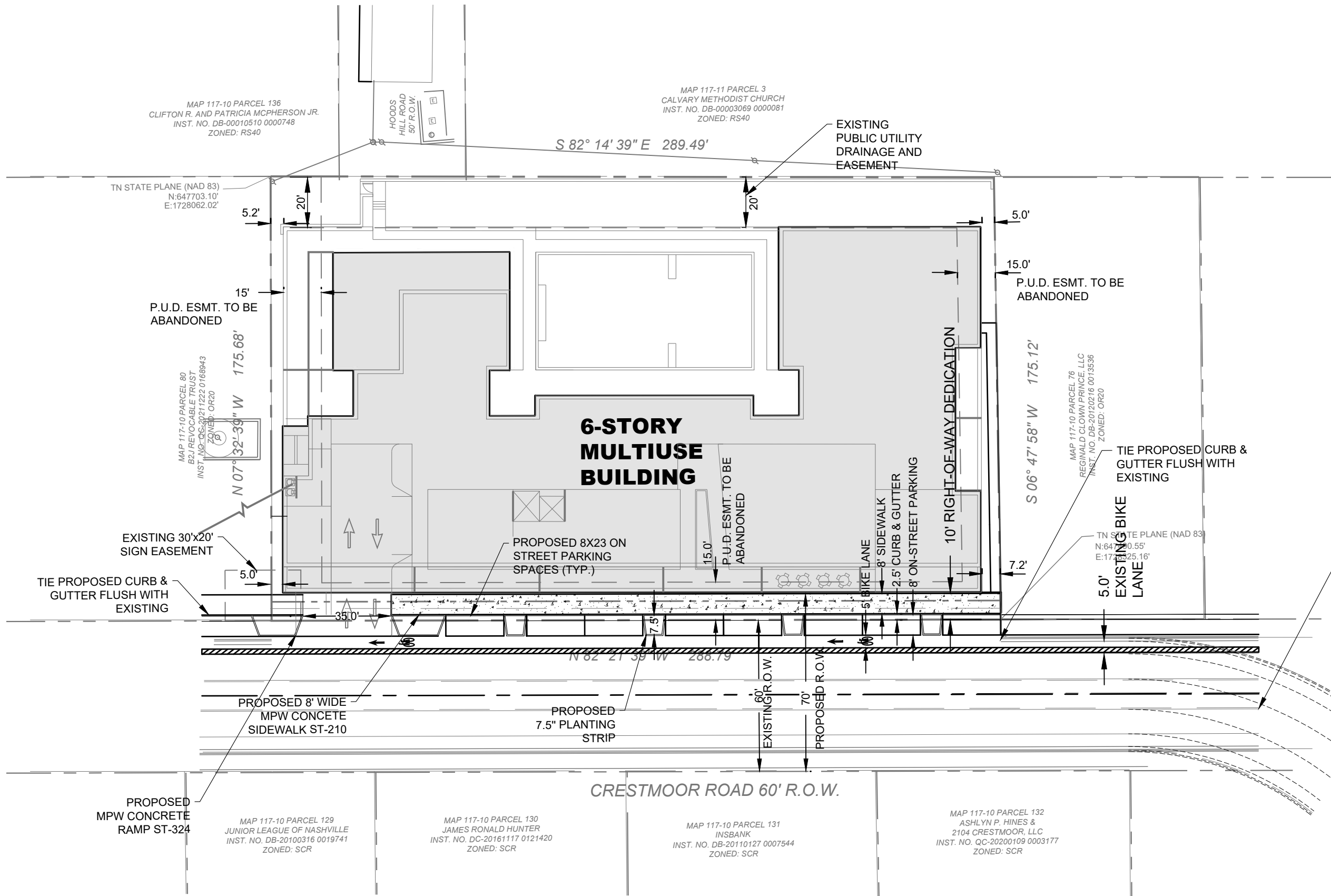


15

ARCHITECTURAL CHARACTER



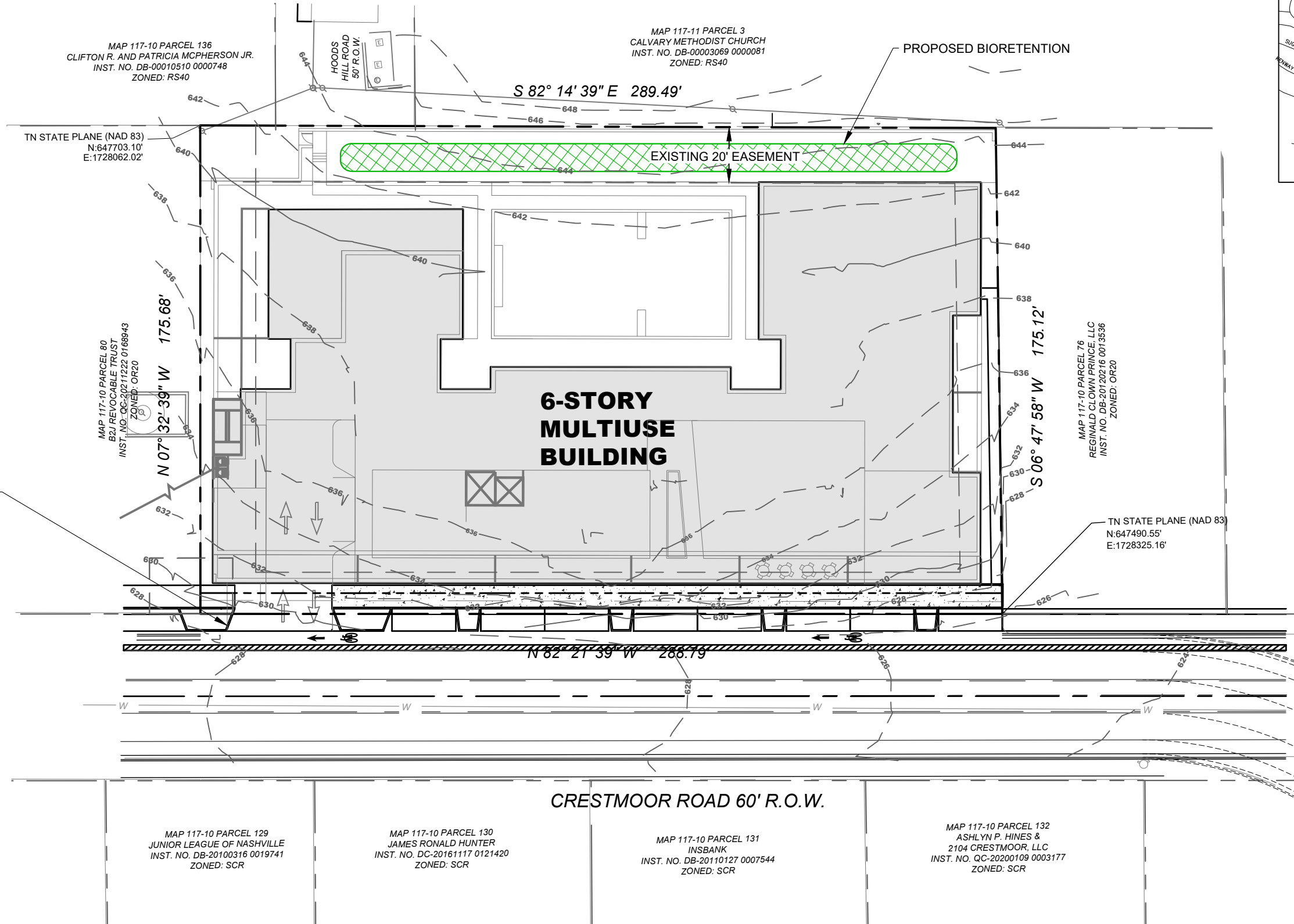




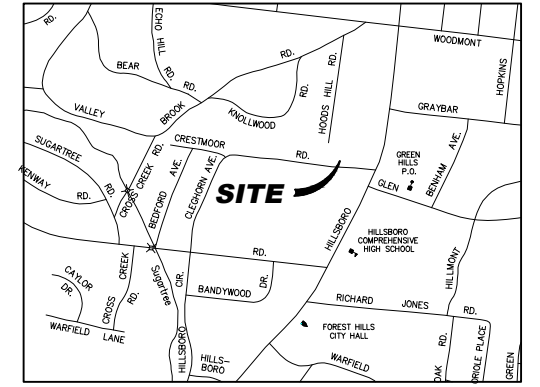
PROPOSED CRESTMOOR REALIGNMENT. CONTACT METRO PUBLIC WORKS FOR PLANS AND DETAILS



STATE PLANE COORDINATE SYSTEM NAD-83 (1990)
SCALE: 1" = 40'

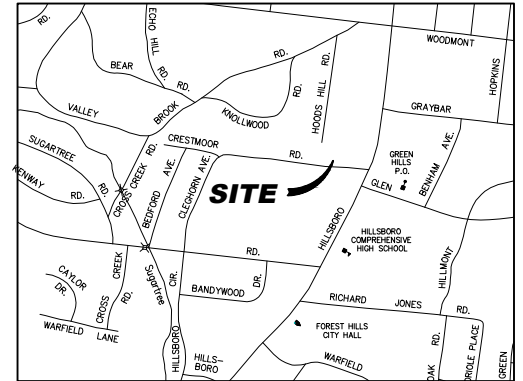
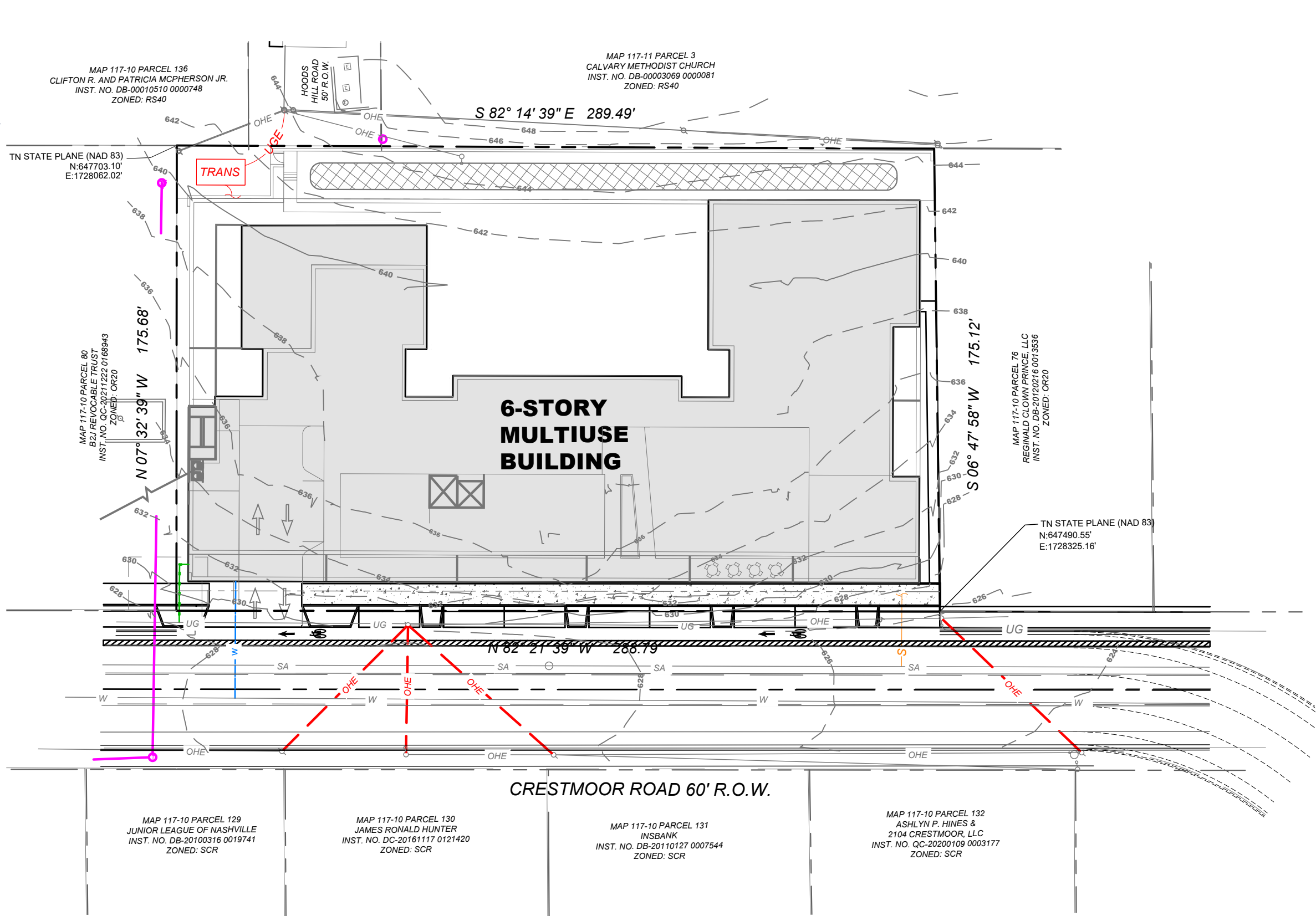


SIZE DRIVEWAY CULVERTS PER DESIGN CRITERIA SET FORTH BY METRO STORMWATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO ROW IS 15' RCP).



STATE PLANE COORDINATE SYSTEM NAD-83 (1990)

SCALE: 1" = 40'



	PROPOSED ELECTRIC TRANSFORMER UNDERGROUND ELECTRIC LINES.
	EXISTING OVERHEAD ELECTRICAL LINES TO BE REROUTED UNDERGROUND
	PROPOSED WATER LINE SERVICE
	PROPOSED SANITARY SERVICE
	PROPOSED GAS SERVICE
	EXISTING UNDERGROUND TELEPHONE LINE



STATE PLANE COORDINATE SYSTEM NAD-83 (1990)
SCALE: 1" = 40'

COMMUNITY ENGAGEMENT PROCESS

The Project Team met with local Councilmember Pulley and engaged several neighborhood groups, stakeholders, and Metro agencies to get critical feedback on the proposed project. The design of the project evolved overtime to address comments with the understanding that the project will set new precedent for future redevelopment in the area and how to appropriately transition to the neighborhood. Below is a meeting tracker that documents the community engagement process with the following groups:

- Woodmont Estates Neighborhood Group
- Calvary Church
- Mall at Green Hills
- Alliance for Green Hills Board
- Planning Staff & Community Plans

