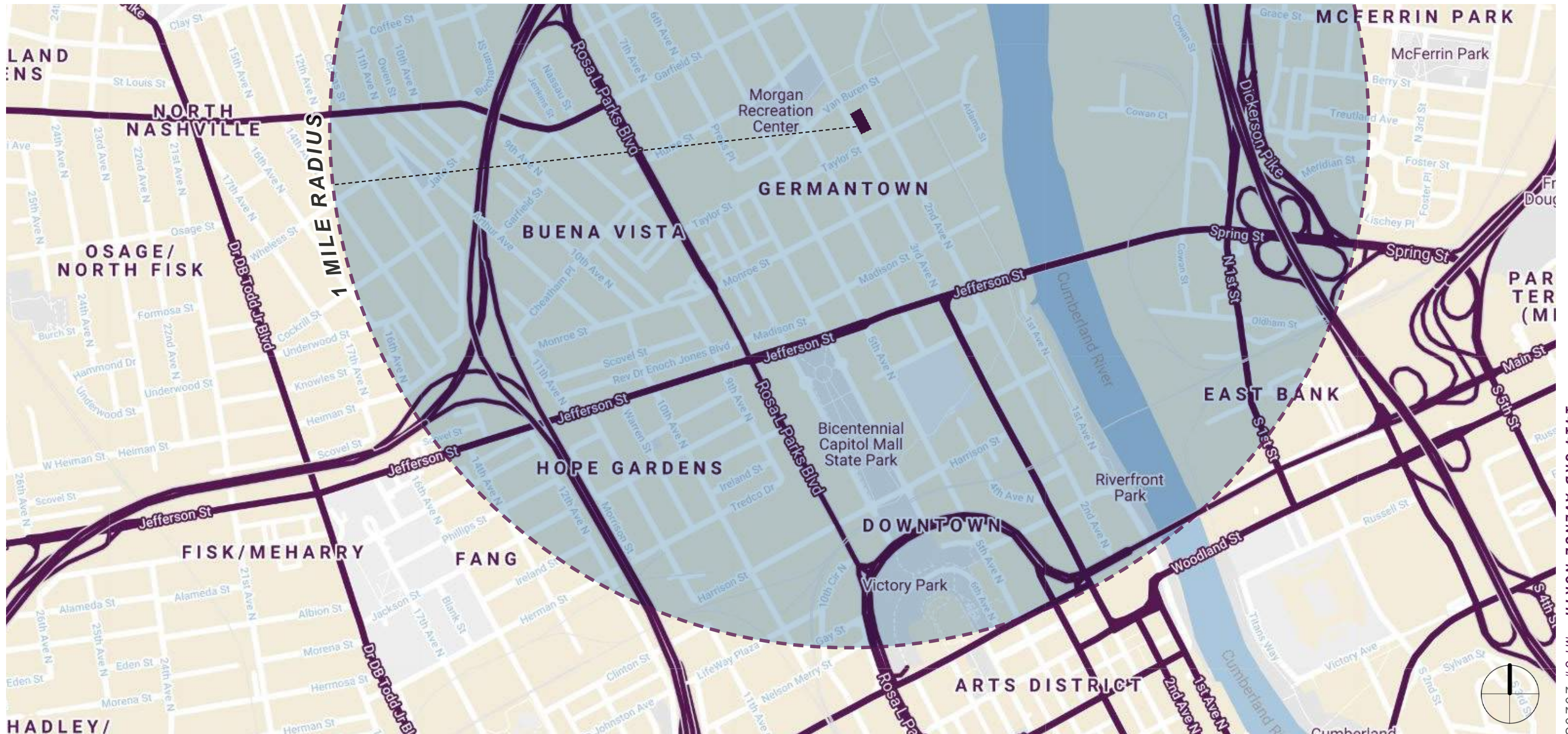


Preliminary Specific Plan

1414 3RD AVENUE

Mixed-Use Development on 3rd Avenue North





02

CONTEXT MAP

Parcel ID: 08209012500
 Address: 1414 3rd Avenue North
 Nashville, TN 37208
 Owner(s): FFN1414 LLC
 Council District: (19) Freddie O'Connell

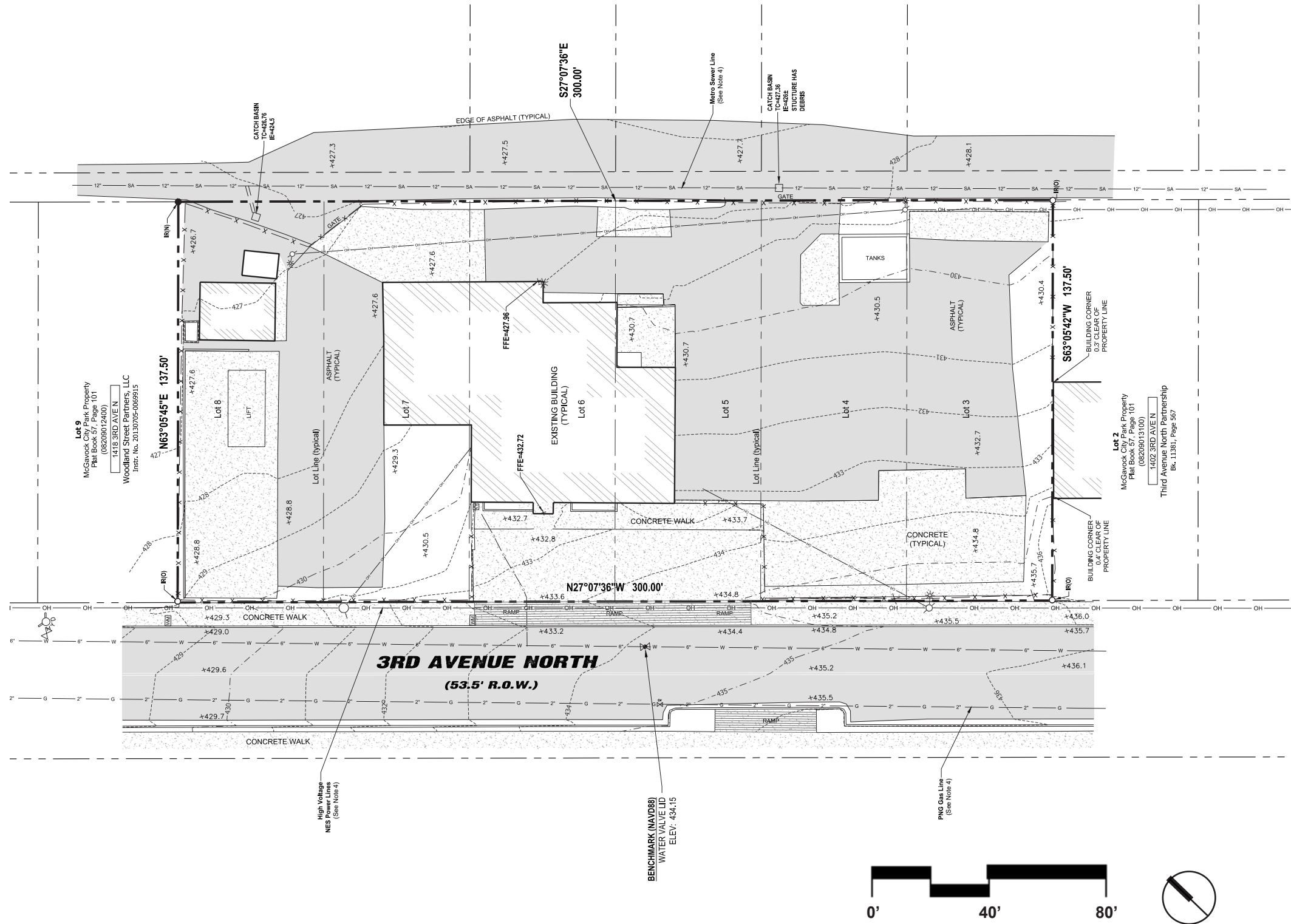
Developer:
 FFN1414 LLC
 PO Box 150204
 Nashville, TN 37215
 ATTN: Derek Lisle
 dlisle@cottcap.com
 ATTN: Matt Laitinen
 mlaitinen@cottcap.com

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

Civil Engineer:
 Civil Site Design Group
 2305 Kline Ave #300
 Nashville, TN 37211
 ATTN: Sean DeCoster
 seand@civil-site.com

03

PROPERTY SURVEY



TOTAL AREA
41,250 ± square feet or 0.947 acres more or less

MAP REFERENCE
Parcel ID for subject property is (08209012500) on Davidson County Property Map.

DEED REFERENCE
Owner : Roy Glenn Goodwin of record in Instrument Number 20140219-0014284 in the Register's Office for Davidson County, Tennessee

PLAT REFERENCE
Being Lots 3 through 8 on the subdivision of McGavock City Park of record in Plat Book 57, Page 101 in the Register's Office for Davidson County, Tennessee

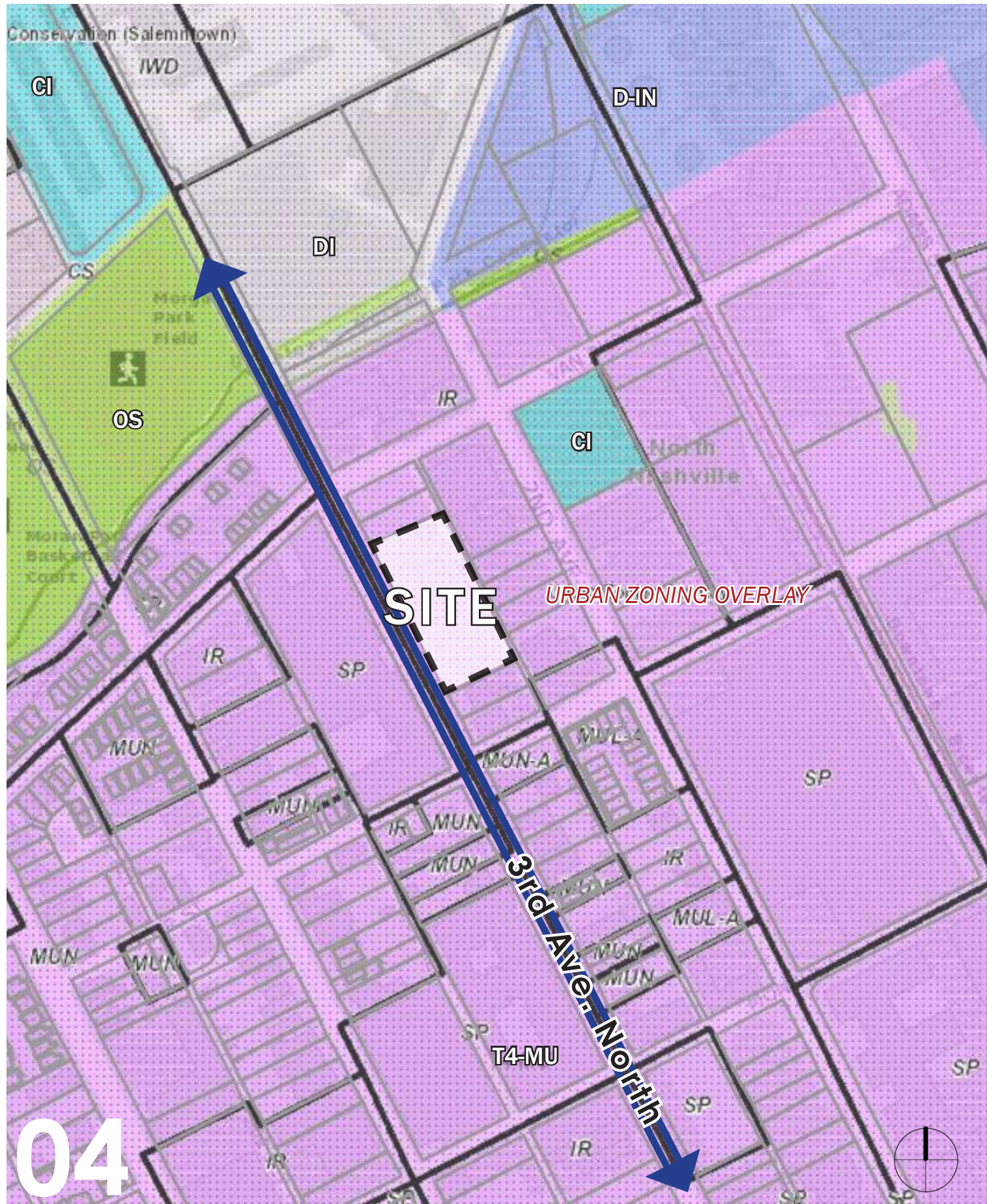
SURVEYOR'S NOTES

1. This Property is located in the 19th Council District of Davidson County Tennessee.
2. Bearings, Elevations and Coordinates shown are based on Tennessee State Plane NAD83. (NAVD88)
3. The property is located in areas designated as "Zone X" (areas determined to be outside the 0.2 % annual chance floodplain) as noted on the current FEMA Firm Community Panel. MAP NUMBER 47037C0241H MAP REVISED: APRIL 5, 2017
4. Utilities shown hereon were taken from visible structures and other sources available to me at this time. Verification of existence, size, location and depth should be confirmed with the appropriate utility sources.
5. A Title Report was not provided for the preparation of this survey. Therefore, this survey is subject to the findings of an accurate title search.
6. No Stream determinations were provided to this surveyor. Therefore, this survey does not address the existence or non-existence of any Waters of the State, stream buffers or wetlands.
7. This survey does not address the owner of any fence nor address any adverse claim of ownership of any adjoining property. Removal of any property line fence should be coordinated with adjacent owner.
8. Property is currently Zoned "IR" with and Urban Zoning Overlay. Setbacks to be determined by Metro Codes Administration.
9. This survey was prepared for the exclusive use of the person, persons or entity, it any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.

- GPS Notes:
- 1) The (TDOT) Tennessee Geodetic Reference Network was used for this survey
 - 2) GPS locations used for this survey were established using a VRS network consisting of multiple reference stations
 - 3) GPS data was collected with a Spectra Precision 80 receiver.
 - 4) The combined scale factor for this survey is 1.000006 computed at TDOT control point 0.0.
 - 5) The date of this survey is: 01/27/2019

SYMBOL LEGEND	
Symbol	Denotes
○	IRON ROD (OLD)
⊕	BENCHMARK
□	CATCH BASIN
⊕	FIRE HYDRANT
⊕	GAS VALVE
⊕	WATER VALVE
⊕	WATER METER
●	IRON ROD (NEW)
○	UTILITY POLE
⊕	LIGHT POLE
⊕	UTILITY POLE with LIGHT





04
SITE OVERVIEW

Land Use Policy Map

The purpose of this Specific Plan application is to permit a mixed-use development. The area will be regulated in order to best respond to the intensity planned for on 3rd Avenue North while respecting the context adjacent to the property.

The property lies within the North Nashville community plan. The regulations will remain consistent with the T4 Urban Mixed Use (T4-MU) policy on the property as described in the Nashville Next Community Character Manual.

Current Zoning: Industrial Restrictive (IR)

Current Land Use Policy: The property is located within the North Nashville Community Plan and is within the Urban Zoning Overlay. The current land use policy for the property is T4MU (Urban Mixed Use).

T4 Urban Mixed Use: is applicable to areas that are envisioned to become primarily mixed use with residential and ancillary commercial and light industrial. The building form is generally in character with the existing development pattern of the urban neighborhood in terms of its mass, orientation, and placement. The scale and massing of industrial buildings is designed through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses. The buildings, including the main pedestrian entrances, are oriented to the street. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence and spacing between buildings is generally minimal, except for where the industrial land use requires additional separation from adjacent building types and land uses. Density and intensity are secondary to the form of development; however, T4-MU areas are intended to be high density/intensity. Mixed use, non-residential, and multifamily buildings are generally up to five stories in height but may be taller in limited instances. The appropriate height is based on the building type, surrounding context, architectural elements, and location within the neighborhood. Landscaping is formal and street trees and/or planting strips are appropriate. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as stormwater management devices as well as site amenities. Parking for non-residential and multifamily buildings is provided on-street or on-site, preferably in structured parking located behind, beside, or beneath the primary building, which utilizes a liner so parking structures are not located on the public street. Access to residential, commercial, office, mixed use, and light industrial buildings is provided from alleys and side streets.



Site Photo

05

CONTEXT PLAN

EAST GERMANTOWN

To
MetroCenter

PLANNED
(SP/5 stories)

MODERA
GERMANTOWN
(SP/6 stories
within 85')

River North
(T5MU/MUI-A
15 Stories
within 150')

HAMMERHILL
(SP/7 stories)

T4 MU

GREENWAY

GREENWAY

PEDESTRIAN CONNECTION
TO RIVER NORTH

CUMBERLAND RIVER

Peyton
Stakes
5 stories
in 75 feet

SITE

3rd Ave. North

Neuhoff
(SP/15 stories
within 230')
6 stories
within 85 ft.

2nd Ave. SP
6 stories
within 85 ft.

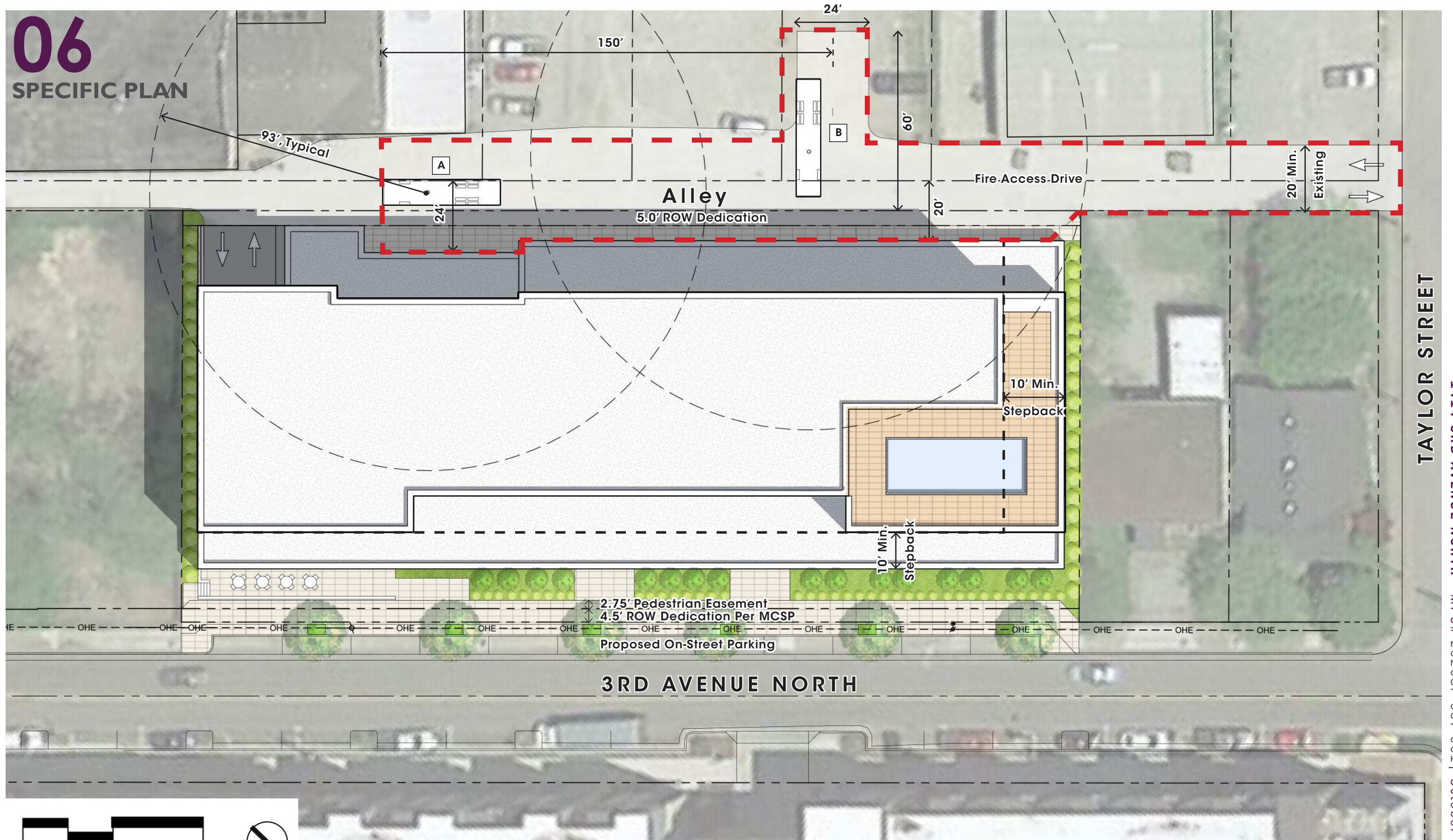
GERMANTOWN
NATIONAL REGISTER
DISTRICT

Monroe LC
7 stories 5 stories

To
Downtown

T5 MU

06 SPECIFIC PLAN



TAYLOR STREET

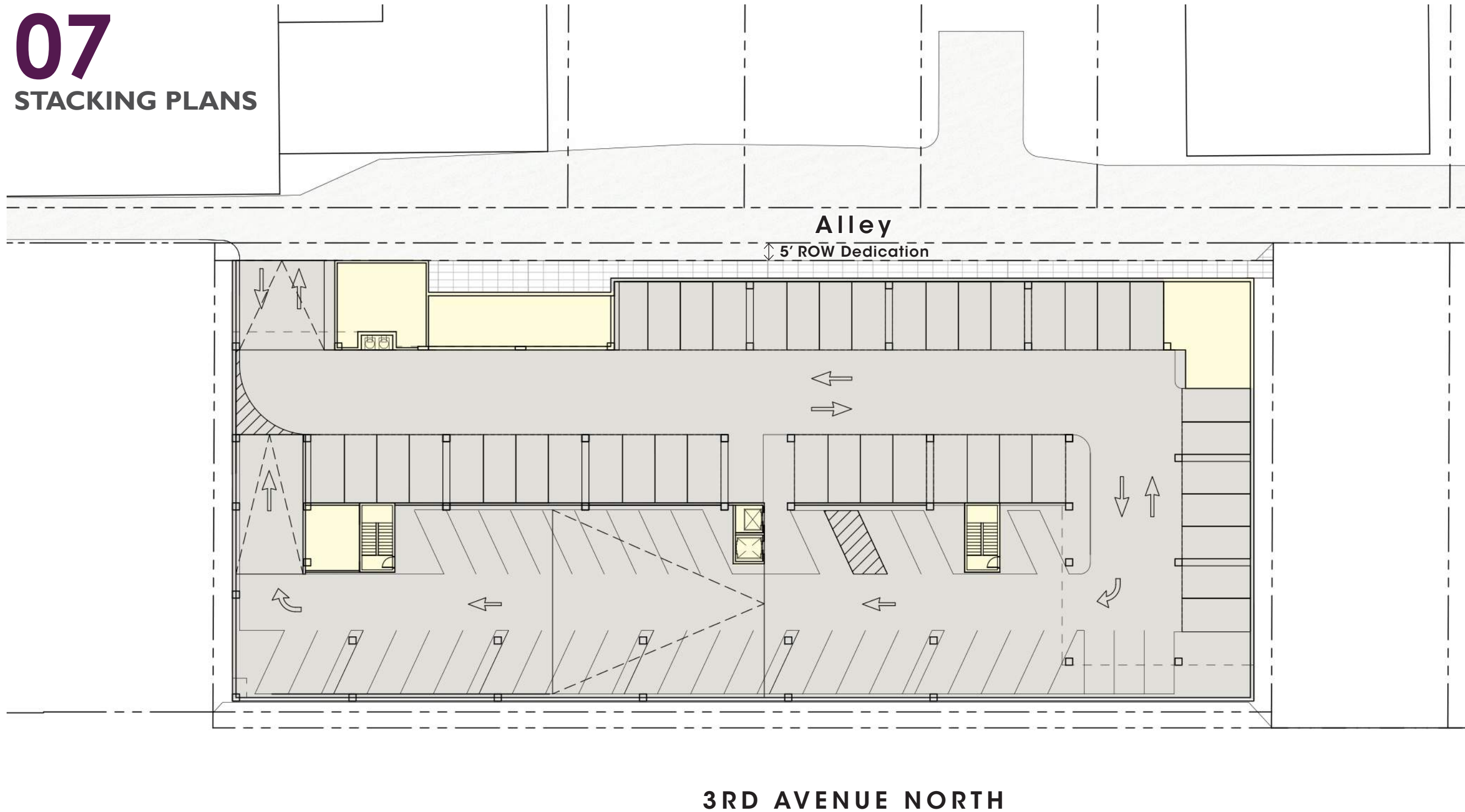
1414 3RD AVENUE NORTH MPC# 2020SP-037-001 | October 22, 2020

Site Plan

*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.

07

STACKING PLANS

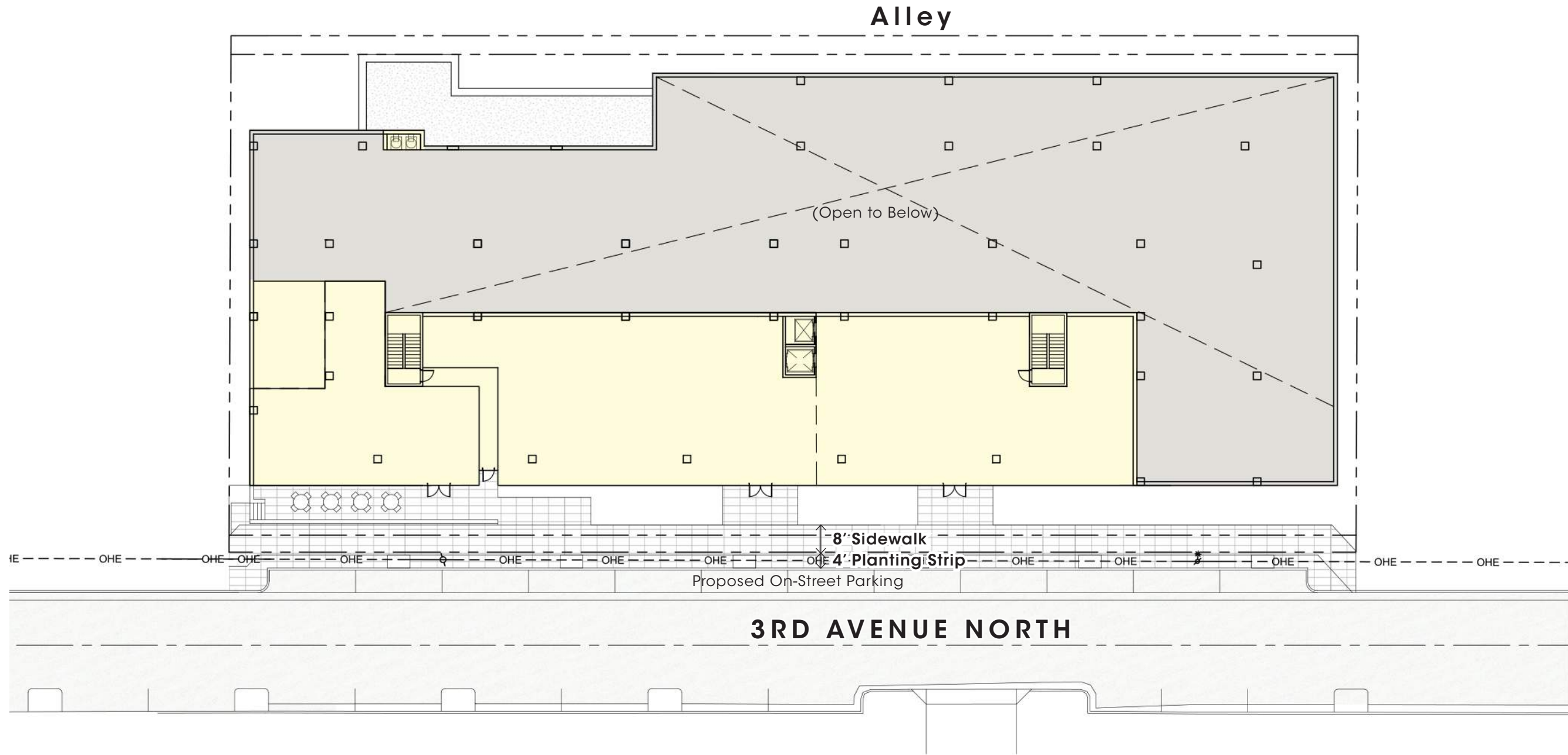


Alley Level Plan

*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.

08

STACKING PLANS

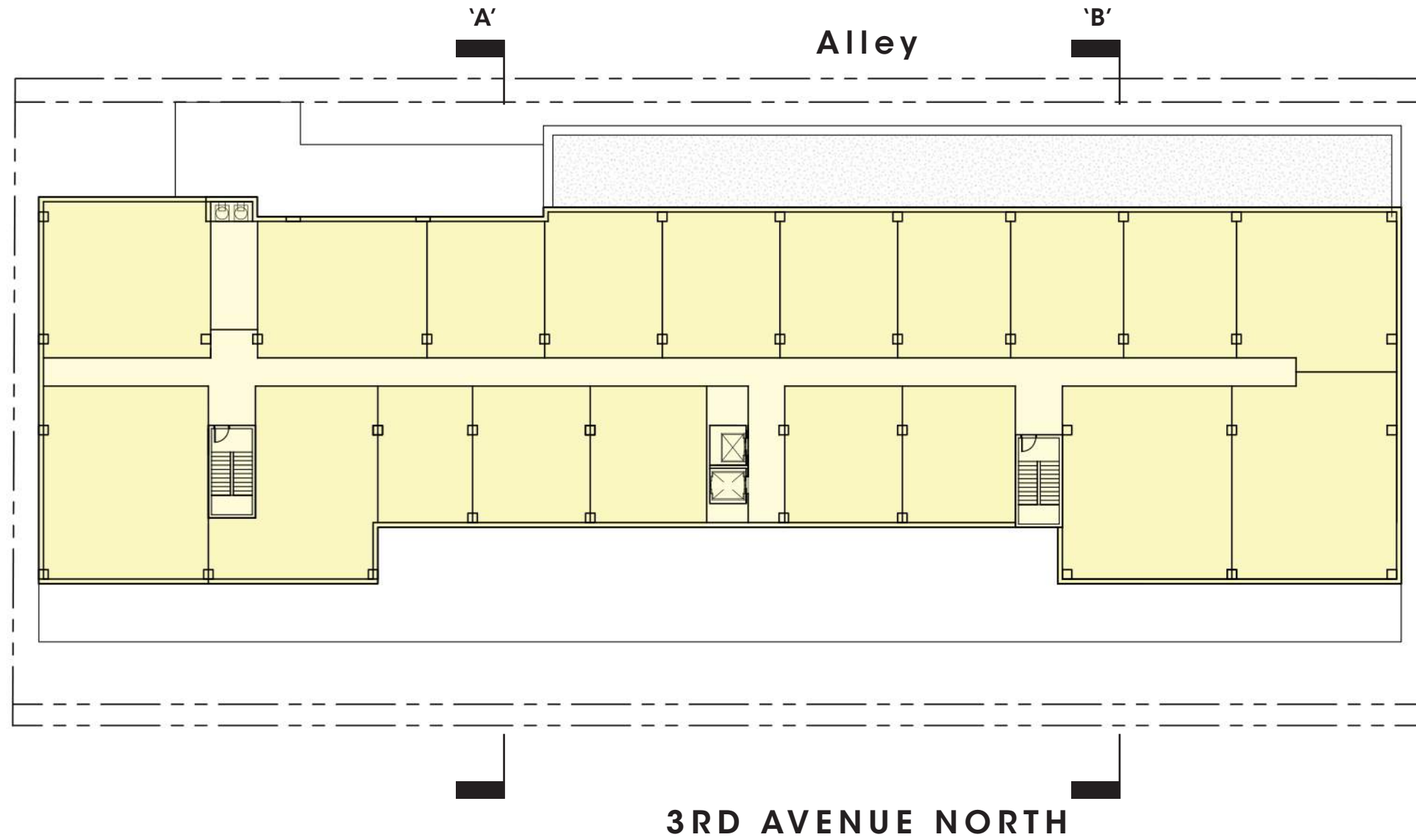


Street Level Plan

*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.

09

STACKING PLANS

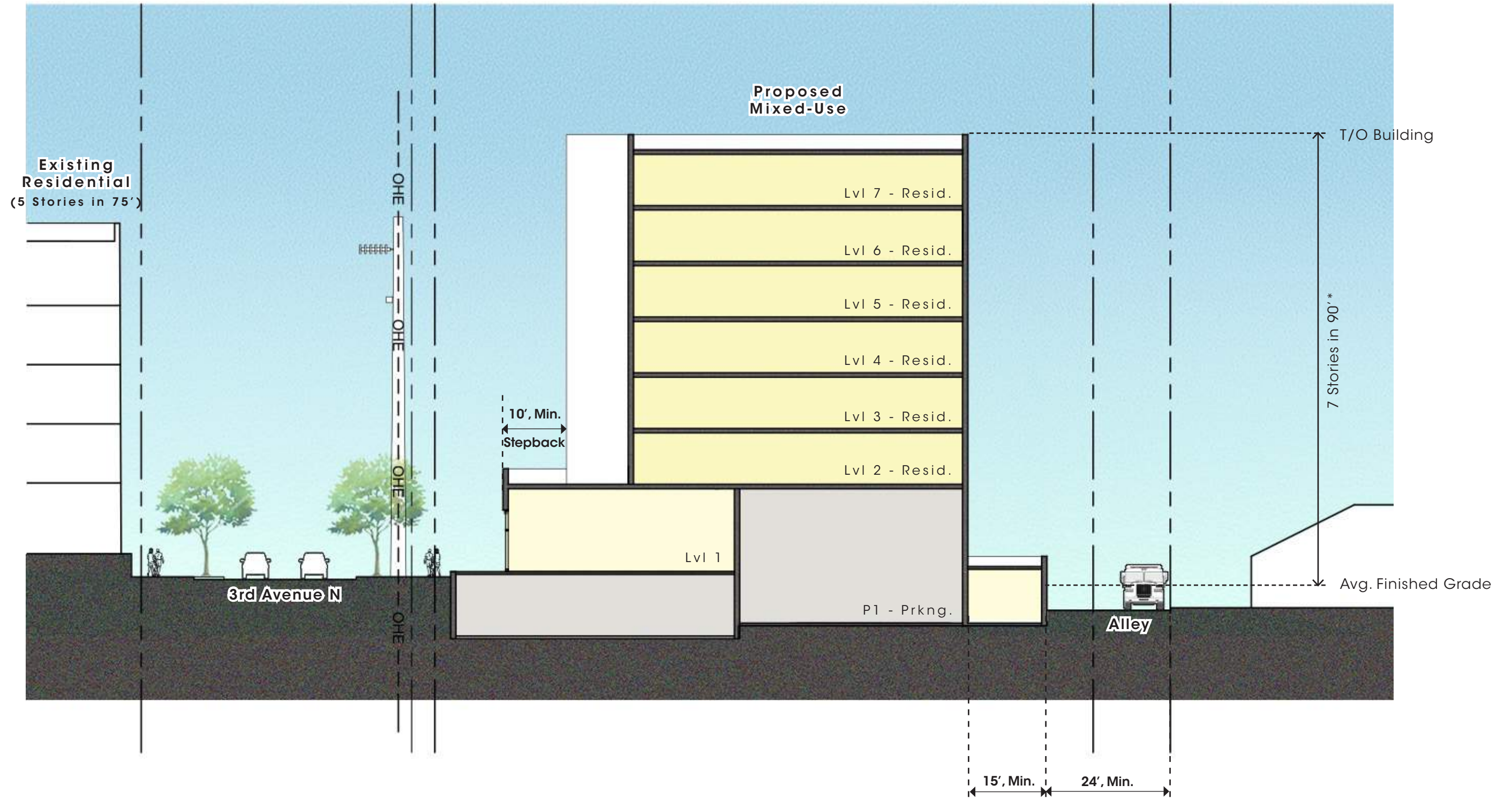


Typical Residential Floor Plan

*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.

10

BUILDING SECTIONS

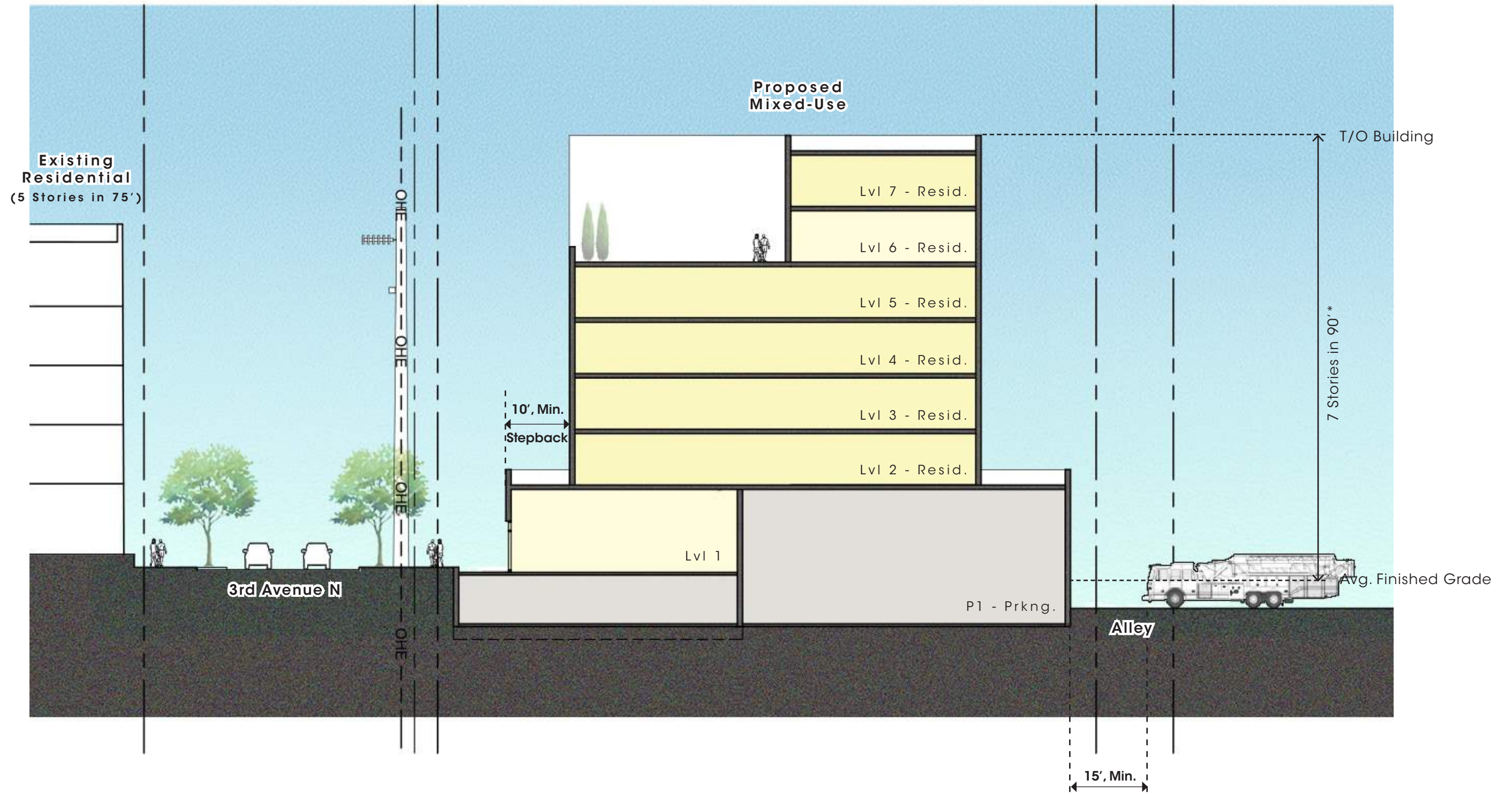


* A 'Basement' level maybe provided to the development where topo allows for additional sub-surface development including parking and conditioned residential

Building Section 'A'

11

BUILDING SECTIONS



Building Section 'B'

* A 'Basement' level maybe provided to the development where topo allows for additional sub-surface development including parking and conditioned residential



12

ARCHITECTURAL IMAGERY



13

STREETSCAPE IMAGERY

Current Land Policy
T4-MU Urban Mixed-Use Neighborhood

Building Height - Mixed use, non-residential, and multifamily buildings are generally up to five stories in height **but may be taller in limited instances.** The appropriate height is based on the building type, surrounding context, architectural elements, and location within the neighborhood.

Consideration of taller heights is based on the following factors:



01. Proximity to other policy areas and the role of the building in transitioning between policies

Peyton Stakes helps create a buffer and shields the view of the proposed building from the Historic Germantown Neighborhood. Neuhoff is located in a Special Policy Area that allows up to 15 stories in height and is located only 1 block away from the subject property. Many projects are under construction in the area along 2nd and 3rd Avenue of a similar overall height as what is being proposed. We believe the proposed development will serve as a transition between the high intensity developments starting around the Cumberland River and the Historic Germantown Neighborhood. 3rd Avenue has evolved into a transitional street within the community for high density development adjacent to the river to the moderate scale of development internal to the Germantown community.



02. Planned height of surrounding buildings and the impact on adjacent historic structures

See Note 01.



03. Contribution that the building makes to the overall fabric of the Mixed Use Neighborhood in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.

The proposed development provides ground-level active uses along 3rd Ave N. A raised promenade with soft landscaping will help access commercial along the NW portion of the site while mitigating the challenging grade change. In addition, outdoor plazas will be provided as an extension of the public sidewalk and a new transit shelter and new sidewalks will be constructed to accommodate transit riders on this busy corridor.



04. Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights

The MCSP currently requires a ROW dedication of 4.5 ft. The proposed development is dedicating an additional 8 ft. along 3rd Ave N to provide for expanded sidewalks, planting strips, street trees, convenient on-street parking and a 6 ft. bike lane for the community. This additional area significantly increases the buildings setback from the existing street edge. This essentially acts as a 'building setback' by placing the building 8 ft. further back from the street than is required by the MCSP. A 10 ft. minimum vertical stepback from the build-to-zone is also proposed (Max. Height in Build-to-Zone is 5 stories) to help open up the street corridor even further and create a more pedestrian scaled environment. The building stepback is currently proposed at the 5th story but the development team is open to the stepback occurring at any level from Floor 1 to Floor 5 depending on what is considered the best urban design solution from the Metro Planning staff's perspective.



05. Prominence of the intersection or street segment on which the building is located, with locations along or at intersections of arterial-boulevard streets being favored for taller buildings.

The proposed development is located along 3rd Avenue North. This street is a major transit corridor that connects Downtown to MetroCenter. We believe this street can support taller building heights and higher intensity development.



06. Capacity of the block structure and rights-of-way to accommodate development intensity

The proposed development is located in the UZO, within close proximity to downtown, and along a major transit corridor with rear alley access.



07. Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station

Wego Nashville Bus Route #9 is located on 3rd Ave North, with available bus stops within close walking distance. In addition, outdoor plazas will be provided as an extension of the public sidewalk and a new transit shelter will be constructed to accommodate transit riders on this busy corridor. As requested by WEGO, the development team is willing to coordinate with the agency on the installation of a new improved transit shelter and crosswalks for the site to increase the mobility of transit rider on the corridor.



08. Use of increased building setbacks and/or building stepbacks to mitigate increased building heights

The proposed development proposes an additional 8 ft. of ROW dedication than what is required by the MCSP along 3rd Ave N. The proposed development provides a 10 ft. min. horizontal stepback from the build-to-zone (Max. Height in Build-to-Zone is 5 stories) along 3rd Ave N and along the eastern boundary line to provide a height transition to the existing adjacent building. Currently, that is proposed at the 5th story but the development team is open to the stepback occurring at any level from Floor 1 to Floor 5 depending on what is considered the best urban design solution from the Metro Planning staff's perspective.

(cont'd)



09. Topography and other unique site and locational characteristics

The proposed development has significant changes in grade along the 3rd Ave N street frontage and from 3rd Ave N to the rear alley. Existing overhead power lines along 3rd Ave N make it challenging to position the building closer to the street.



10. Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces

See Note 04 and Note 08.

OTHER CONSIDERATIONS

Over the last year we have had many community meetings and conversations with the Historic Germantown Neighborhood Association (HGNA), neighborhood groups, residents, stakeholders and the council member. It was universally understood that this site is unique and important to the community. From the community’s perspective, they are comfortable with additional height for this project based on it’s unique location within the neighborhood, it’s unique design features, proposed uses and commitment to high quality materials. Additionally, the following factors further support the unique design features of the project:

- **High Quality Building Materials**
- **Commitment to Type 1 Construction (High quality concrete and steel / not wood framing)**
- **Commitment to Transit Improvements and infrastructure**
- **Proposed public realm improvements (sidewalks / plazas / streetscape)**
- **Active Uses**
- **Commitment to meet and exceed the Neighborhood Design Guidelines**
- **Commitment to providing brick sidewalks**
- **For Sale Condos - with universal design features for all aged residents**
- **Home ownership promotes stability within the community**
- **Building Stepback and Form**
- **Support from the Council member and multiple neighborhood groups (see HGNA support letter on next page).**

November 8, 2019

Dear Members of the Planning Commission:

At its November 4, 2019 meeting, the Historic Germantown Neighborhood Association (HGN) voted (5-2) to support Derek Lisle's preliminary plans for the condominium project at 1414 3rd Avenue N. The HGN Board, Development Committee, and a Citizen Advisory group carefully reviewed and offered input on building plans at numerous stages of completion.

Here is what we found to be pertinent facts concerning this site. Some were gleaned from Metro Planning Commission documents; others from information offered by the developer; still more from direct observations by HGN:

- The property is subject to guidelines found in *Nashville Next's* North Nashville Community Plan transect for a **T4 Mixed Use (MU) Urban** area;
- The site lies beyond Germantown's Historic Zoning Overlay District boundaries;
- This property and most others in the general area east of 3rd Avenue are zoned IR (Industrial Restrictive);
- Abutting this property on the 1400 block are:
 1. North: a planned four story commercial development
 2. South: two single story structures, the farthest of which lies within the historic district
 3. East: an alley and then a private parking lot
 4. West: Peyton Stakes apartment complex;
- Third Avenue is designated as an Arterial Boulevard with medium to high user volumes;
- Parking is not currently allowed on the east side of 3rd Avenue from Jefferson to Van Buren Streets;
- The 1300 block of 3rd Avenue consists of residential units on the east side and a mix of residential, commercial, and a high rise apartment on the west side.
- The 1200 and 1100 blocks of 3rd Avenue contain a mix of commercial, industrial, and residential (apartment) uses.
- A **zoning change** from IR to SP (Specific Project) is needed for this project to proceed.
- The section of Germantown east of 3rd Avenue is likely to experience the greatest amount of development during the next five years;

What is known about the proposed plan is that it is generally consistent with the T4 MU Design Principles in terms of massing, orientation, setback, landscaping and parking. The same does not hold true for either building height or transition to adjacent structures.

1

With respect to **Building Height**, the Community Character Policy states that, "Mixed use, non-residential, and multifamily buildings are **generally up to five stories in height but may be taller in limited instances**. Consideration of taller heights is based on the following factors: (we have omitted non-relevant factors)

- ... building type, surrounding context, architectural elements, and location within the neighborhood;
- Planned height of surrounding buildings and impact on adjacent historic structures;
- Contribution the building makes to the overall fabric of the Mixed Use Neighborhood in terms of creating a pedestrian-friendly streetscape...
- Prominence of the ... street segment..., with locations along...arterial-boulevard streets being favored for taller buildings;
- Use of increased building setbacks and/or building setbacks to mitigate increased building heights..."

With respect to **Transitioning (Adjacent Historic Structures)**, the Community Character Policy states that: "New structures are designed to **provide a transition in scale and massing to adjacent historic structures**. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure..."

The HGN Board believes that an exception to the Building Height and Transitioning issues identified above is warranted on this particular project for the reasons stated below. Some are directly relevant to the Community Character guidelines; others relate to our neighborhood's core values:

1. During our evaluation, the HGN Board focused primarily on height and not the number of stories. At 84 feet and seven stories, the building exceeds the 75' height typically allowed for five story structures. During our deliberations, the developer lowered the overall building height from its original design. His decisions about using concrete framing and dropping the southwest corner below street level decreased the overall height and allowed for additional stories;
2. A high quality building is proposed both in terms of its architectural design and selection of construction materials;
3. The 3rd Avenue and south facing façades have setbacks and setbacks that reduce the mass and height impacts to adjacent structures;
4. Plans for the streetscape are consistent with HGN's core values related to quality of life issues such as walkability and access to public transportation;
5. HGN will have the opportunity to review all revised plans prior to their submission to the Planning Commission;
6. The plan submitted for the Preliminary SP zoning request will be the developer's final plan and only be subject to changes required by Metro Planning;
7. The building's HOA Agreement will preclude Short Term Rentals;

2

8. The plan calls for constructing for-sale condos which will increase the level of property ownership in Germantown. Recent years have seen a significant decline in the percentage of residents who own and live in Germantown. This commitment from the developer was critical in gaining the HGN Board's support for the project.

We emphasize that the quality of the building's design and choice of materials, and the developer's willingness to engage with the Board and neighborhood residents were the principal factors behind our Board's willingness to support additional building height. The concrete and steel construction allowed the developer to design a building that the community will be proud to have as a recognizable landmark.

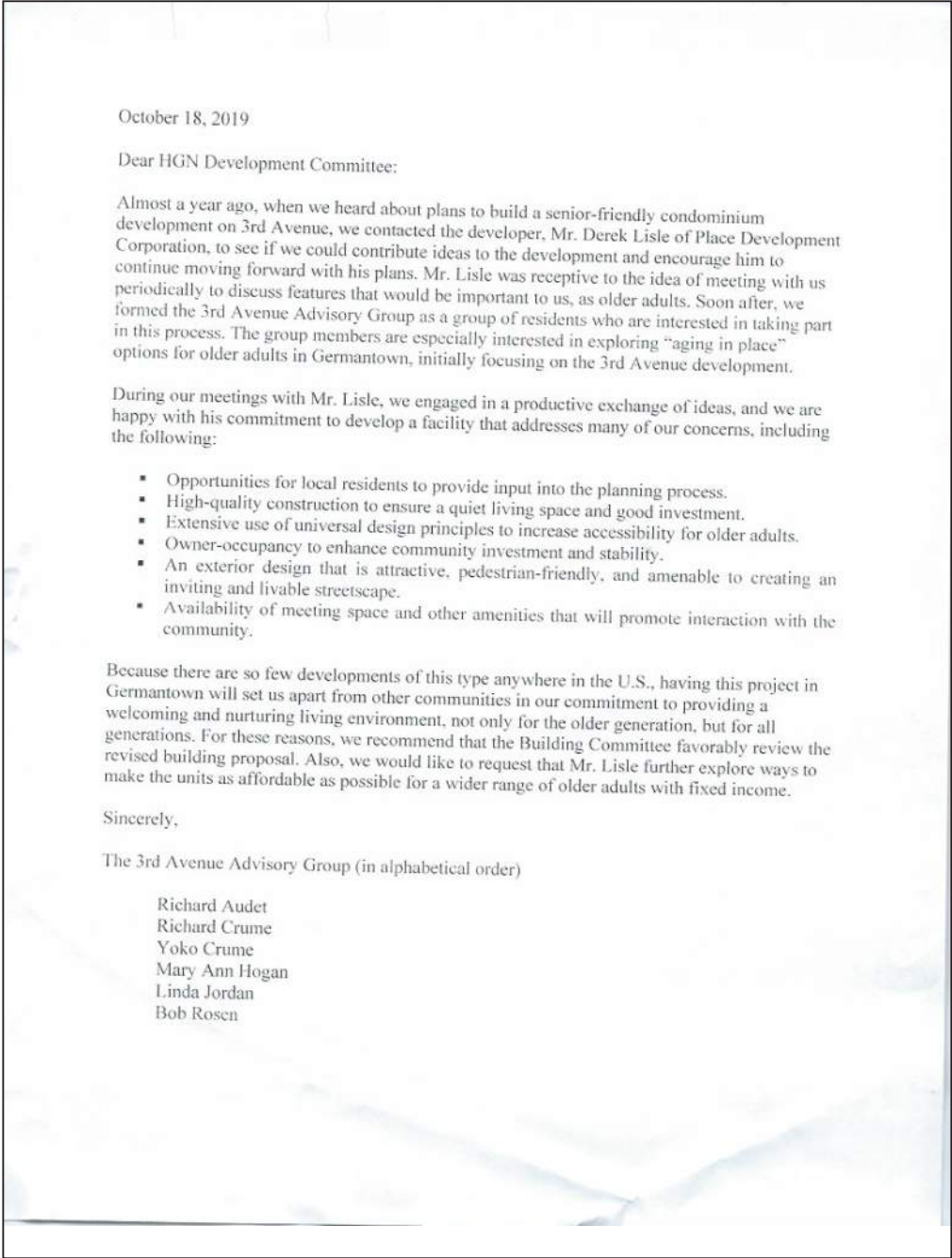
HGN's backing of this project should not viewed by either Metro Planning or current and future developers as indicative of general support for additional building height across Germantown. If indeed HGN has set precedent here, then let this instance be seen as an exception that was based on the building's high quality, intensive neighborhood engagement, and careful attention to our community's quality of life concerns.

Sincerely,

Richard H. Audet
HGN President

3

Letter of Support for additional building height from HGNA.



Letter of Support from Germantown Village / 3rd Avenue Advisory Group.



18

ADDITIONAL REGULATIONS + NOTES

Standard SP Notes:

- The purpose of this SP is to receive preliminary approval to permit a mixed use development as shown.
- 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.
- 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.
- 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.

ARCHITECTURAL STANDARDS

- Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers, decorative windows, clerestory windows, and egress windows; Planning staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows and other special conditions.
- Elevations for all units will be required with the submittal of the final SP site plan.
- 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.
- 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.
- Refuse collection, recycling, and mechanical equipment shall be fully screened from public view by the combination of fences, walls, or landscaping.
- Proposed building materials shall reflect the quality of materials found within the traditional Germantown context. Vinyl siding products, fiber cement lap siding, and untreated wood are prohibited. Primary building materials shall consist of masonry and glass. A maximum of 15% of the solid facade area may be fiber cement panels and a maximum of 15% of the solid facade area may be architectural metal.
- Building facades fronting a street shall provide a public pedestrian entrance.
- Landscape Standards:**
- The developer of this project shall comply with Metro Zoning Code Chapter 17.24

- Street trees shall be provided, irrigated and maintained by Owner along all street frontages at a minimum spacing average of 50 linear feet. All street trees placed within ROW shall count toward tree density unit credit outlined in Metro Zoning Code 17.24.
- Streetscapes along 3rd avenue north shall include brick sidewalks and decorative street lights. Installed street trees of a higher quality canopy shall be a minimum of 4 caliper inches, unless dictated otherwise by urban forester or other metro agencies.

FEMA Note:

- 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 47037C0241H, dated April 5, 2017.

Metro Public Works 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.
- 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.
- 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.
- The design of the public infrastructure is to be coordinated with the Final SP. The roads, pedestrian infrastructure, bicycle routes, etc. are to be designed and constructed per MPW standards and specifications.
- All construction within the right of way shall comply with ADA and Metro Public Works Standards and Specifications.
- Trash and recycling service is to be contracted between the developer/owner and a private hauler.
- Bicycle parking shall be provided in accordance with section 17.20.135 of the Metro Zoning Code.
- A Traffic Impact Study shall be completed and approved prior to FINAL SP site plan approval. Roadway Improvements that are a direct result of this specific project or as determined by an approved Traffic Impact Study and the Department of Public Works shall be constructed.
- Primary vehicular access to the site shall be provided from the existing alley.
- Parking bulb-outs shall be permitted as necessary within the proposed on-street parking area located on 3rd Ave N.
- Temporary loading and rideshare shall be provided/permited within the proposed on-street parking area located on 3rd Ave N.
- The developer shall contribute \$50,000 towards off-site transportation improvements in the immediate vicinity of the project site. The developer's contribution may be used by MPW towards future intersection traffic

control projects, sidewalk projects, or bikeway projects.

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.
- If more than three stories above grade, Class I standpipe system shall be installed.
- 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.
- Fire department access roads shall comply with the current adopted fire code. Buildings greater than 30' in height shall meet aerial apparatus access requirements. Any building/unit that is unable to meet the aerial apparatus access requirements shall be limited to a maximum of 30' in height. Required fire flow shall be determined using IFC Appendix B and any local amendment, based on gross square footage of each structure. Fire department access roads shall comply with the current adopted fire code at the time of construction. Fire Department access roads shall have an unobstructed clear width of 20'. Where a fire hydrant is located on a fire apparatus access road the minimum width shall be 26' exclusive of shoulders. Aerial Fire Apparatus access shall be provided for any structure 30 feet or greater in height. Fire lane signage shall be provided in accordance with the adopted fire codes. Limited building detail, and/or building construction information provided. Construction must meet all applicable building and fire codes. Any additional fire code or access issues will be addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes. - JLA Overhead lines on 3rd. Aerial apparatus access is proposed from the alley. Alley must meet fire apparatus access road requirements.

NES Notes:

- Where feasible, this development will be served with underground power and pad-mounted transformers.
- NES 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:

- 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
- 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.
- Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual. (Minimum driveway culvert in Metro ROW is 15" CMP.)
- 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.

Water Services:

- Approved as a Preliminary SP only. Public and/or private water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

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.

Site Acreage	0.947 acres	
Permitted Uses	All uses per MUG-A	
Max. Number of Residential Units Permitted	103 units	
Non-Residential SF Permitted	2,000 SF Min. - 10,000 SF Max.	
FAR	5.0	
ISR	1.0	
Height Standards ¹	Ground Floor	14 feet Floor to Floor Min.
	Build-To-Zone	5 Stories within 70 feet
	Min. Step-back	10 feet
	Max. Height	7 Stories within 90 feet
Street Build-To-Zone ²	0 feet - 15 feet	
Side / Rear Setback	0 feet	
Parking Requirements	Per Chapter 17.20 - Parking, Loading and Access of Metro Zoning Code	
Glazing ³	Residential	25% min.
	Non-Residential	50% Ground Floor 40% Upper Floor
Raised Foundations ⁴	Residential	18 in. min. to 36 in. max
	Non-Residential	36 in. max.
1	Overall building height in feet to be measured consistent with the Metro Zoning Code; no building or other structure shall penetrate the top of building except as permitted by title 17.12.060 - Building Height Controls; Mezzanines shall not be considered a story for the purposes of calculating overall # of stories. Minimum building setback shall be measured from 3rd Avenue North and as a transition to the adjacent structure at 1402 3rd Avenue North.	
2	Build-To-Zone to be measured from back of proposed sidewalks on public streets, private drives and garden courtyards.	
3	Minimum glazing requirements shall be required on building facades facing public easements. 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.	
4	With the exception of commercial uses, accessible units, visitable units, residential amenities, 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.	

