



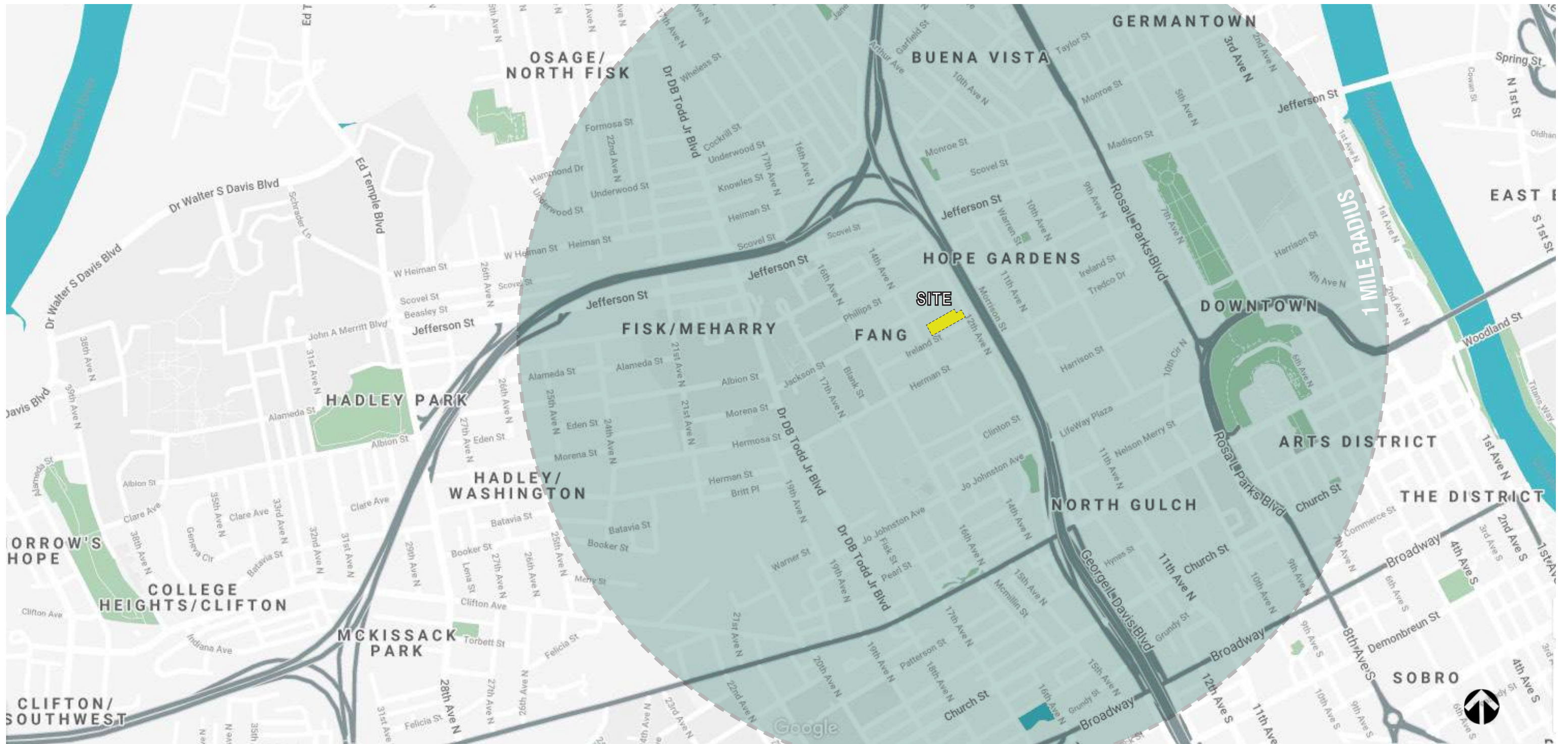
Specific Plan

# 1300 HERMAN ST

Multifamily Development







Developers: *Leftbank Holdings*  
 Address: *1315 N North Branch St  
 Chicago, IL 60642*



# 02

## CONTEXT MAP

Parcel ID: *09204019200*  
 Address: *1304 Herman St  
 Nashville, TN 37208*

Parcel ID: *09204019100*  
 Address: *1302 Herman St  
 Nashville, TN 37208*

Parcel ID: *09204019000*  
 Address: *1300 Herman St  
 Nashville, TN 37208*

Owners: *NASHVILLE TENT & AWNING CO., INC.*  
 Address: *1301 Herman St  
 Nashville, TN 37208*

Parcel ID: *09204018900*  
 Address: *1212 Herman St  
 Nashville, TN 37208*

Parcel ID: *09204018800*  
 Address: *0 Herman St  
 Nashville, TN 37208*

Parcel ID: *09204018700*  
 Address: *907 12th Ave N  
 Nashville, TN 37208*

Civil Engineer:  
 Catalyst Design Group

Applicant / Land Planner:  
 Smith Gee Studio  
 602 Taylor St., Suite 201  
 Nashville, TN 37208  
 ATTN: Scott Morton  
 smorton@smithgeestudio.com

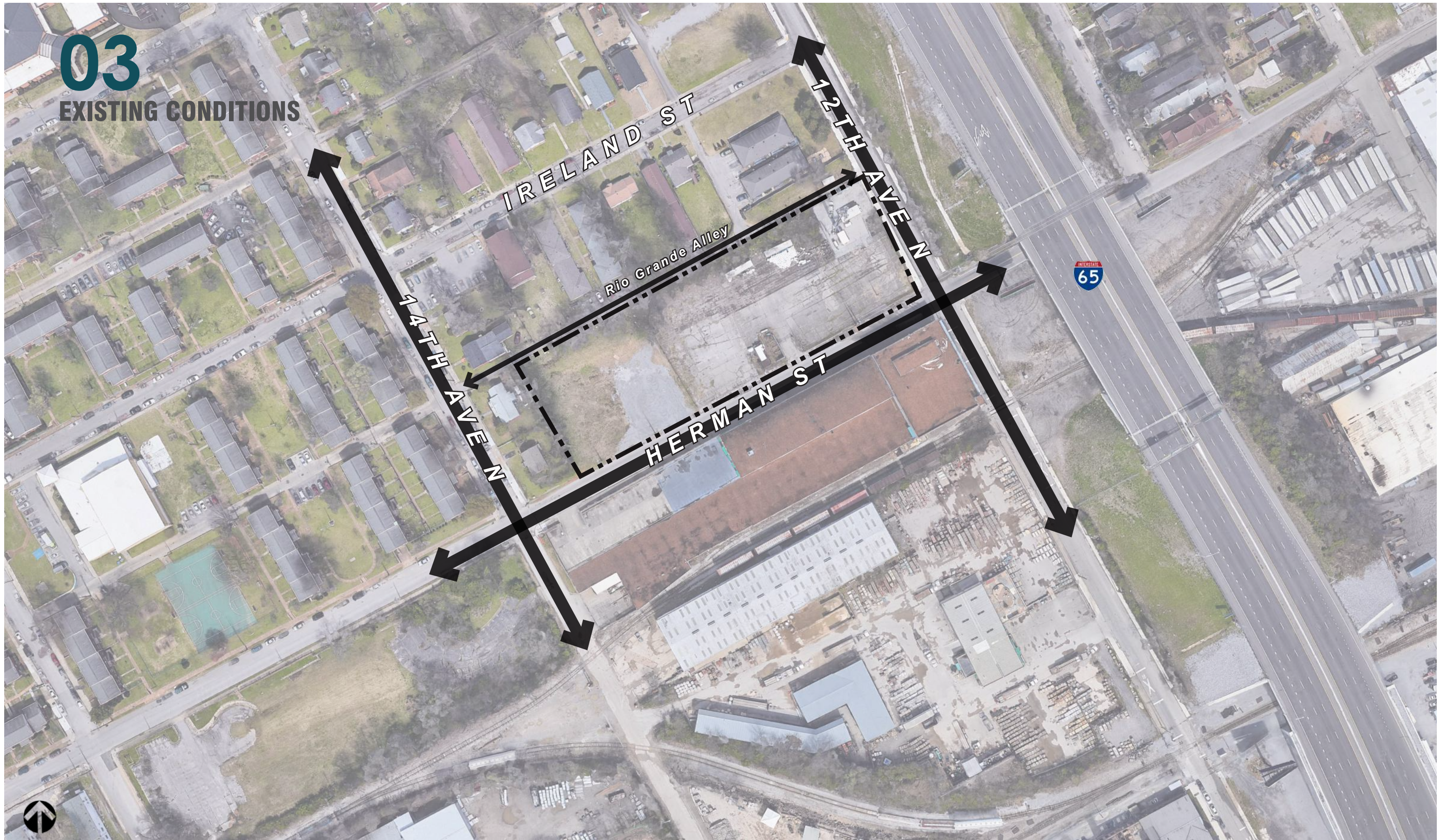


Council District: (19) Freddie O'Connell



# 03

## EXISTING CONDITIONS





# 04

## SITE SURVEY

### NOTES

1. THIS SURVEY MEETS THE REQUIREMENTS OF AN URBAN LAND SURVEY (CATEGORY 1), WITH A RATIO OF PRECISION OF THE UNADJUSTED SURVEY GREATER THAN 1:10,000 AS PER STANDARDS OF PRACTICE ADOPTED BY THE BOARD OF EXAMINERS FOR LAND SURVEYORS, STATE OF TENNESSEE.
2. BEARINGS SHOWN ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983 (NAD-1983).
3. PROPERTY IS ZONED "IR" (INDUSTRIAL RESTRICTED) WITHIN THE OV-UZO OVERLAY DISTRICT. ZONING INFORMATION SHOWN HEREON WAS TAKEN FROM METROPOLITAN PLANNING DEPARTMENT ONLINE MAPPING. PARCEL REPORT, NO ZONING LETTER, OR ZONING REPORT WAS PROVIDED TO THIS SURVEYOR.
4. THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 470040, PANEL NO. 0241 H, DATED APRIL 5, 2017, ZONE "X".
5. 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. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. 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.
6. TITLE COMMITMENT NO. 20210101CTN DATED 2/04/2021 AT 8:00 AM PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY WAS FURNISHED TO THIS SURVEYOR.
7. THESE PARCELS CONTAIN NO MARKED PARKING SPACES.
8. THE BUILDING AREA SHOWN HEREON IS THE APPROXIMATE AREA OF THE BUILDING FOOTPRINT AS CALCULATED FROM FIELD LOCATED BUILDING CORNERS. NO ATTEMPT WAS MADE TO DETERMINE THE LEASABLE AREA.
9. BEARINGS AND DISTANCES INDICATED THUS ( ) ARE DEED CALLS, AND [ ] ARE PLAT CALLS.
10. NO EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK FOR THIS SURVEY.
11. POSSIBLE CHANGES IN STREET RIGHT-OF-WAY PER METRO NASHVILLE MAJOR AND COLLECTOR STREET PLAN, HERMAN STREET AS T4-M-CA2 (CONSTRAINED STREET - ROW SET, 12TH AVENUE NORTH AND 14TH AVENUE NORTH ARE LOCAL STREETS AND HAVE NO LISTED PROPOSED CHANGE IN STREET RIGHT-OF-WAY AVAILABLE FROM THE CONTROLLING JURISDICTION.
13. NO WETLAND DELINEATION BY OTHERS WAS APPARENT IN THE FIELD, HOWEVER THIS DOES NOT CERTIFY THE EXISTENCE OR ABSENCE OF WETLANDS, ONLY THE ABSENCE OF A DELINEATION.

### DEED REFERENCE

PARCEL NOS. 187, 188 & 322  
BEING PROPERTY CONVEYED TO NASHVILLE TENT & AWNING COMPANY, INC. BY DEED OF RECORD IN BOOK 6751, PAGE 930, R.O.D.C.

PARCEL NOS. 189, 190, 191 & 192  
BEING PROPERTY CONVEYED TO NASHVILLE TENT & AWNING COMPANY BY DEED OF RECORD IN BOOK 7336, PAGE 600, R.O.D.C.

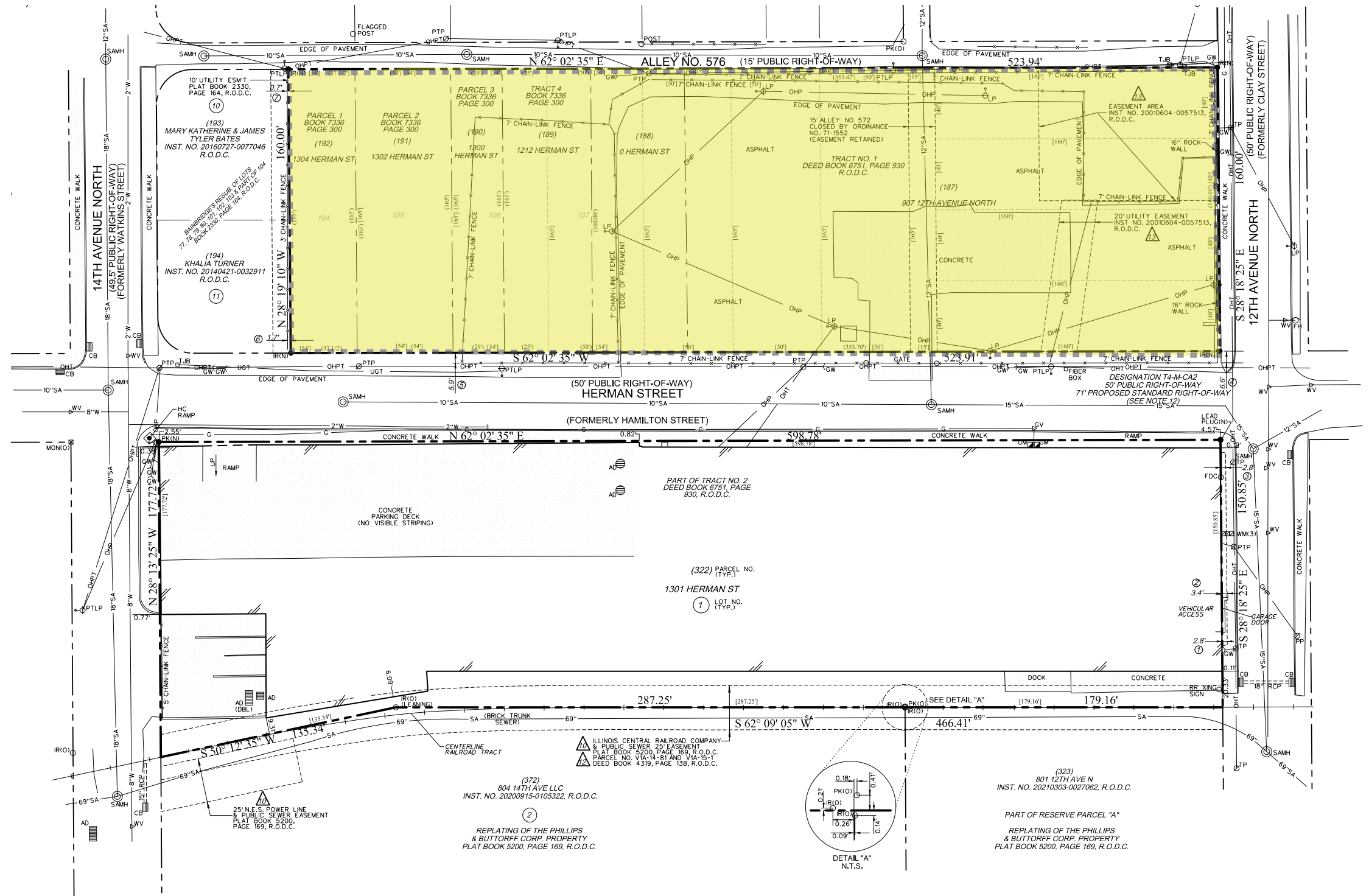
### PROPERTY MAP REFERENCE

BEING PARCEL NOS. 187, 188, 189, 190, 191, 192 AND 322 AS SHOWN ON DAVIDSON COUNTY PROPERTY MAP NO. 92-04.

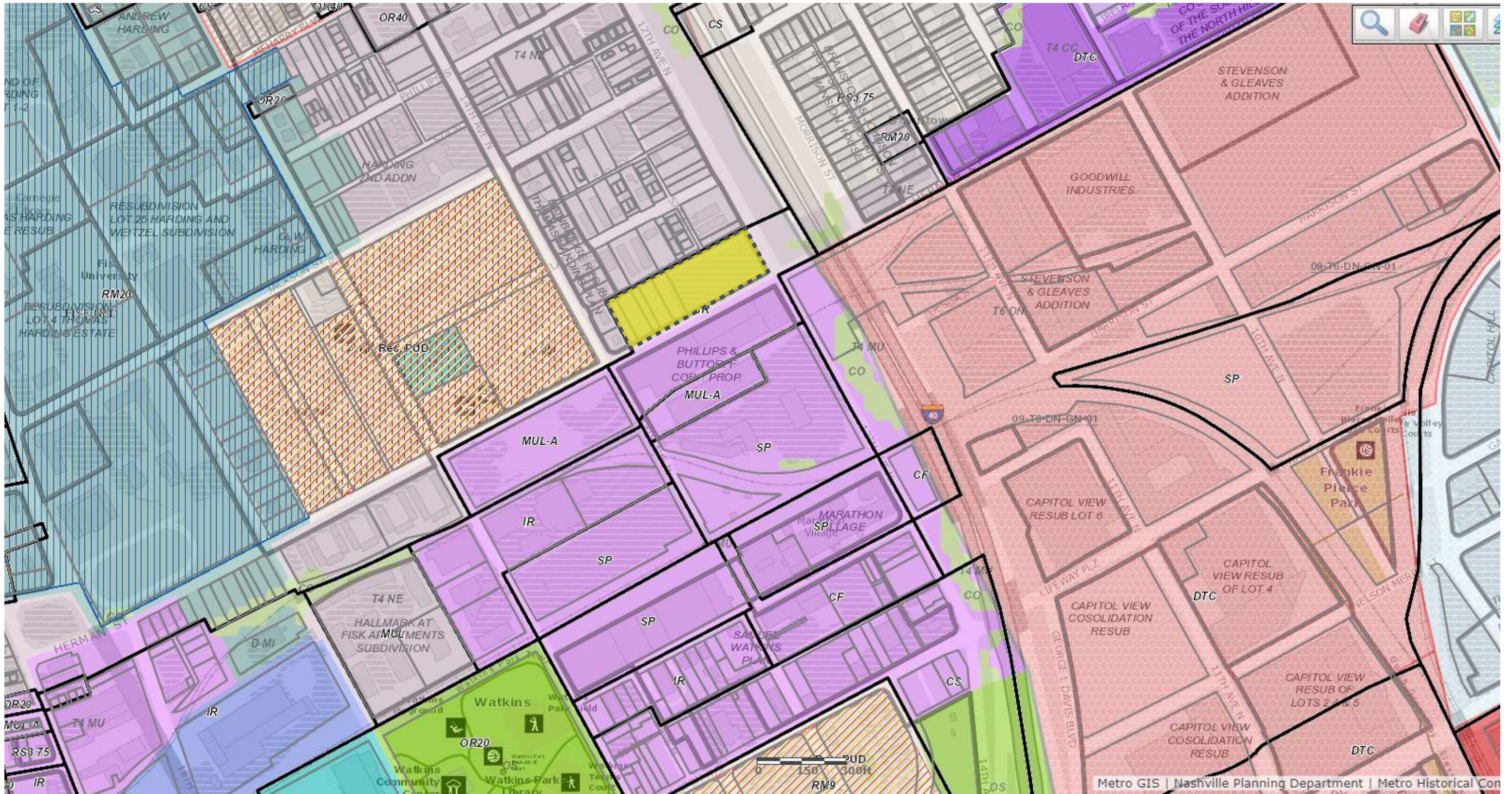
### PLAT REFERENCE

PARCEL NO. 322  
BEING LOT NO. 1 AS SHOWN ON THE SUBDIVISION PLAT OF REPLATING OF THE PHILLIPS & BUTTORFF CORP. PROPERTY OF RECORD IN PLAT BOOK 5200, PAGE 169, R.O.D.C.

PARCEL NOS. 187, 188, 189, 190, 191 & 192  
BEING A PORTION OF LOT NO. 104 AND ALL OF LOT NOS. 105-114 AS SHOWN ON THE PLAT OF THOMAS HARDING'S PLAN OF RECORD IN BOOK 19, PAGE 243, R.O.D.C.







# 05

PARCELS

Parcel ID: 09204019200

Parcel ID: 09204018900

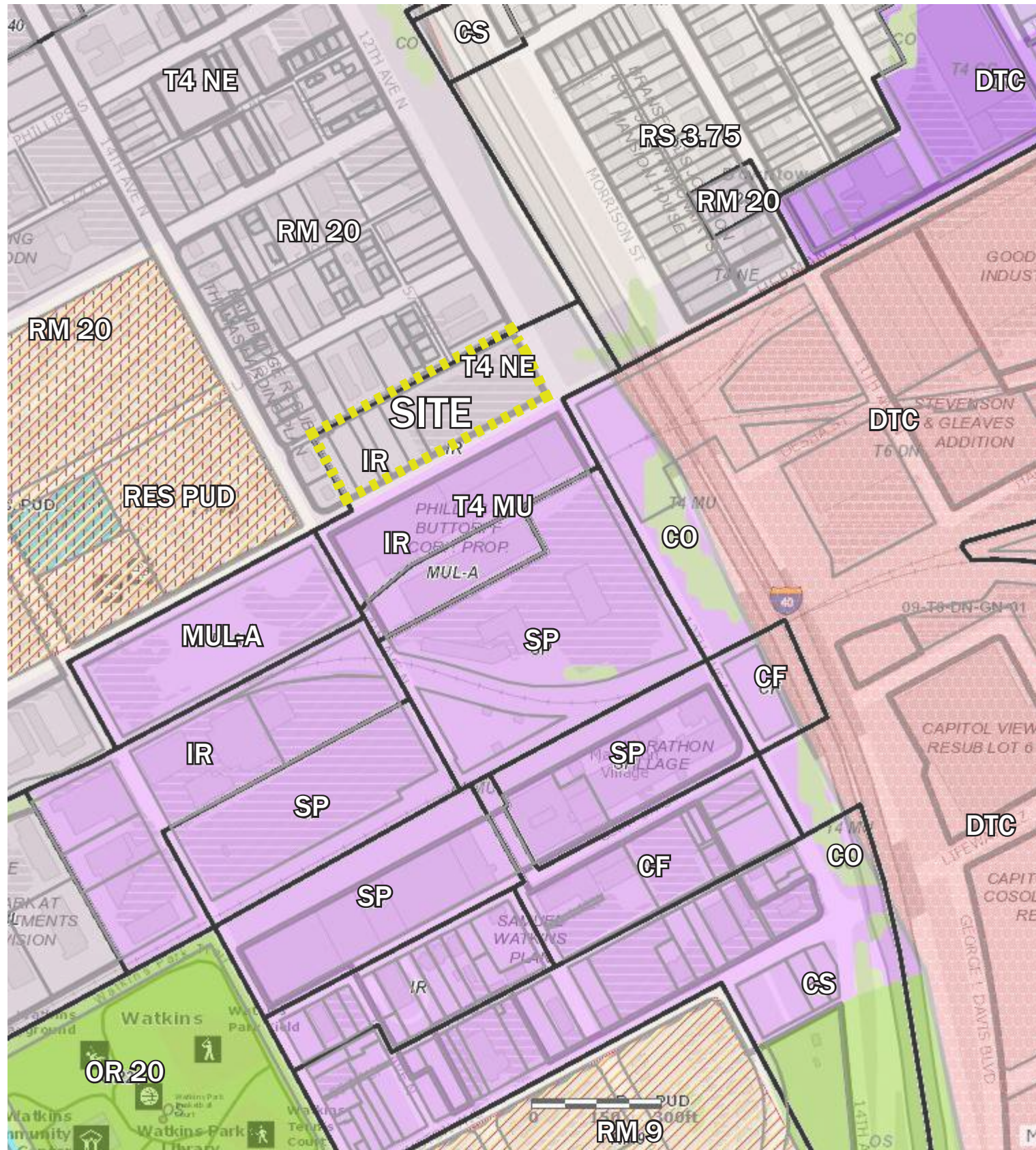
Parcel ID: 09204019100

Parcel ID: 09204018800

Parcel ID: 09204019000

Parcel ID: 09204018700





Current Zoning: IR

Current Land Use Policy: The property is located within the North Nashville Community Plan Area and is within the UZO. The current land use policy for the property is Urban Neighborhood Evolving (T4-NE).

**T4-NE Neighborhood Evolving:** Generally located in areas where the primary land use is residential. These areas will have higher densities and a more integrated mixture of housing types and high levels of connectivity with complete streets networks, sidewalks, bikeways and existing or planned mass transit. Building massing results in a footprint with moderate to high lot coverage and buildings oriented to the street or an open space.

Buildings are regularly spaced with shallow setbacks and minimal spacing between buildings. Within this setback, stoops and porches are common for some interaction between the public and private realm to create a pedestrian friendly environment. Buildings are generally one to three stories in height. Buildings up to four, possibly five, stories may be supported in appropriate locations such as abutting or adjacent to a major corridor and to support affordable and workforce housing.

Parking is accessed by alley and is provided on street or on surface or structured parking. Parking is located behind or beside the building and is screened from view. Landscaping is generally formal with consistent use of lighting and open spaces, such as rain gardens that serve as storm water management as well as site amenities.

**This development respects and adheres to the T4-NE Land Use policy area by:**

1. The development incorporates a medium-high density residential use.
2. The building addresses the street edges and sidewalks, incorporating stoops to residential facades.
3. The building incorporates articulation along facades to break up massing and includes generous glazing facing public streets.
4. Building height respects contextual development precedents and adjacent neighborhood with a lower height limit than paired development block across Herman Street.
5. Design encourages increased connectivity to future bikeways, greenways and public transit.
6. Parking structure is screened and lined by active uses and accessed from the alley.
7. The development includes consistent and formal landscaping strategies for stormwater management.

Furthermore, the project meets the policy criteria for consideration of more height beyond the general recommendation based on the proposed uses, building type, surrounding context, architectural elements, and location within the neighborhood. The collective sites are uniquely positioned at the edge of the DTC and the Marathon Village communities. The site's prominent location at the intersection of Herman Streets and I-40 afford the opportunity to create a "gateway" entrance into the community from the DTC Capitol View district. The site's proximity to the T6DN policy and it's location make it a natural place to support appropriate density /form in establishing a prominent urban experience at this intersection / location. Herman Street is the dividing line between the T4MU policy and the T4NE policy. The southern site (1301 Herman) is proposed as a similar height of the adjacent project (Union Brickyard). The Northern site (1300 Herman) will serve as a transition to the T4NE policy and further north. Per the provided site section, there is a significant grade change as you go from the site northward within the T4NE policy area. There is significant new construction of multi-family and du-plex development within this northern zone within the policy area. Collectively, the projects will help transition development form from Herman Street to the Northern T4NE policy area.

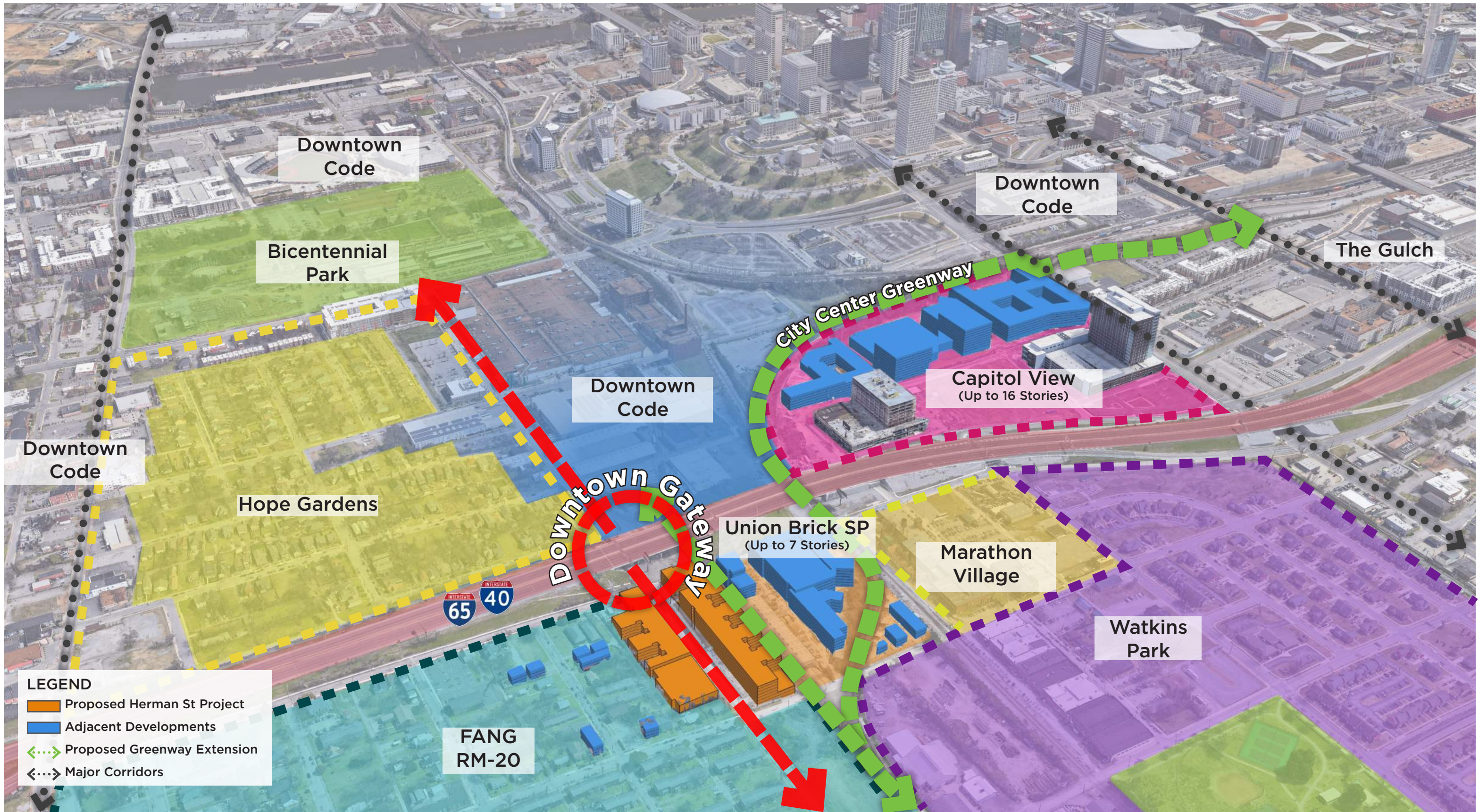
The proposed development provides ground level activation with residential stoops that engage the streetscape along the entire Herman frontage with stoops, entries and landscaping. In addition, significant R.O.W. dedication is provided to widen Herman street for travelway improvements and new planting strips and sidewalks. The site also is well connected with existing transit service and abuts the proposed "City Center Greenway". Wego Nashville Bus Route #19 is located on Herman Street between the 2 development sites, with available bus stops within close walking distance. The combinations of these factors create a condition where the policy can support additional height.

# 06

## SITE OVERVIEW



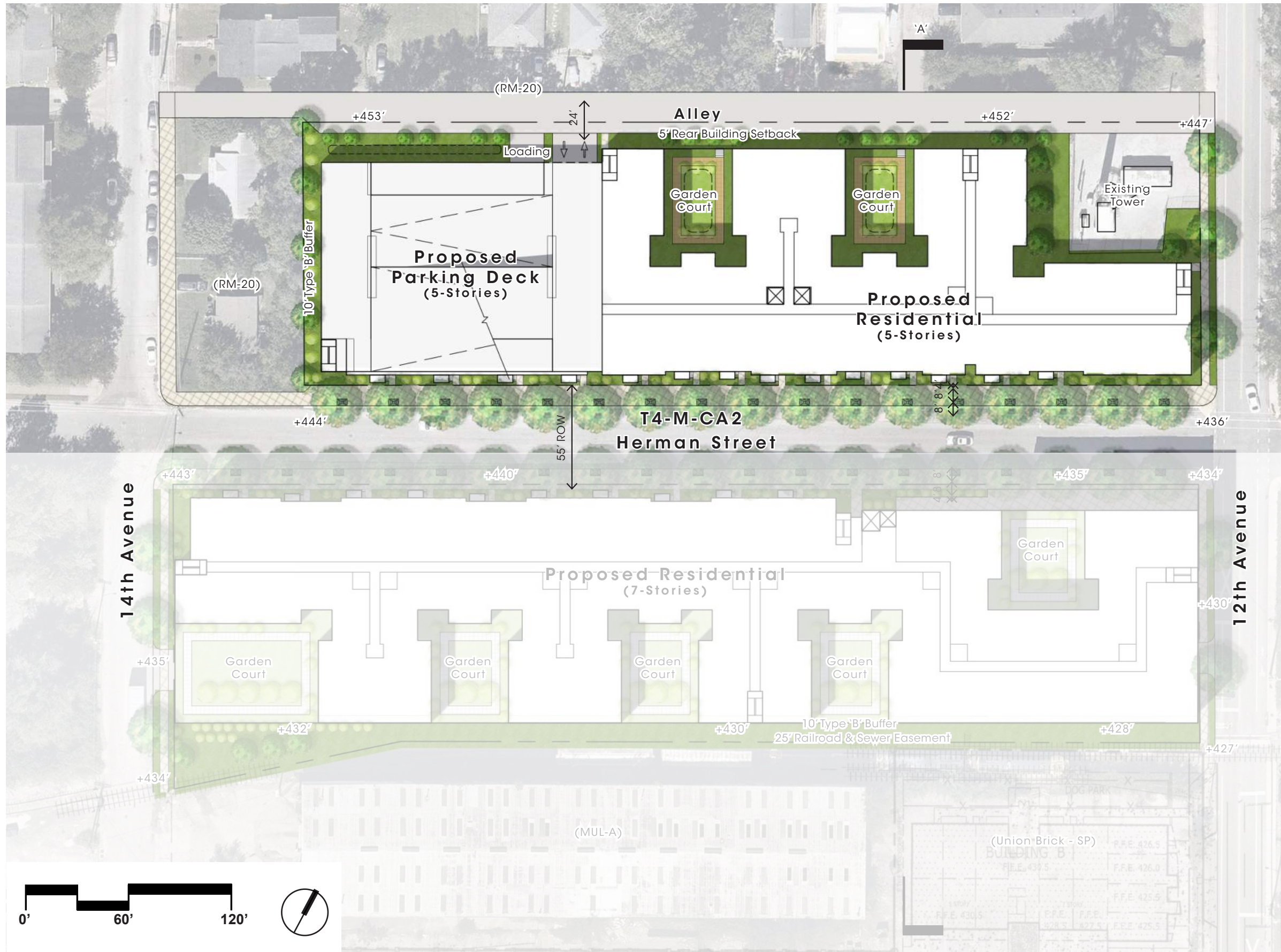




# 07

CONTEXT HEIGHT





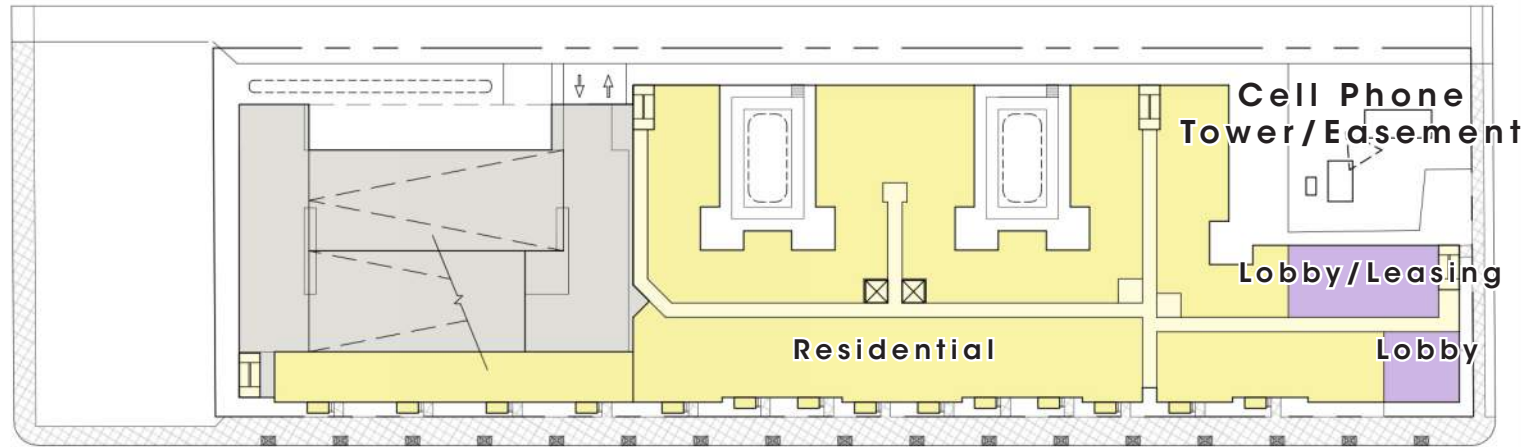
# 08

## SITE PLAN

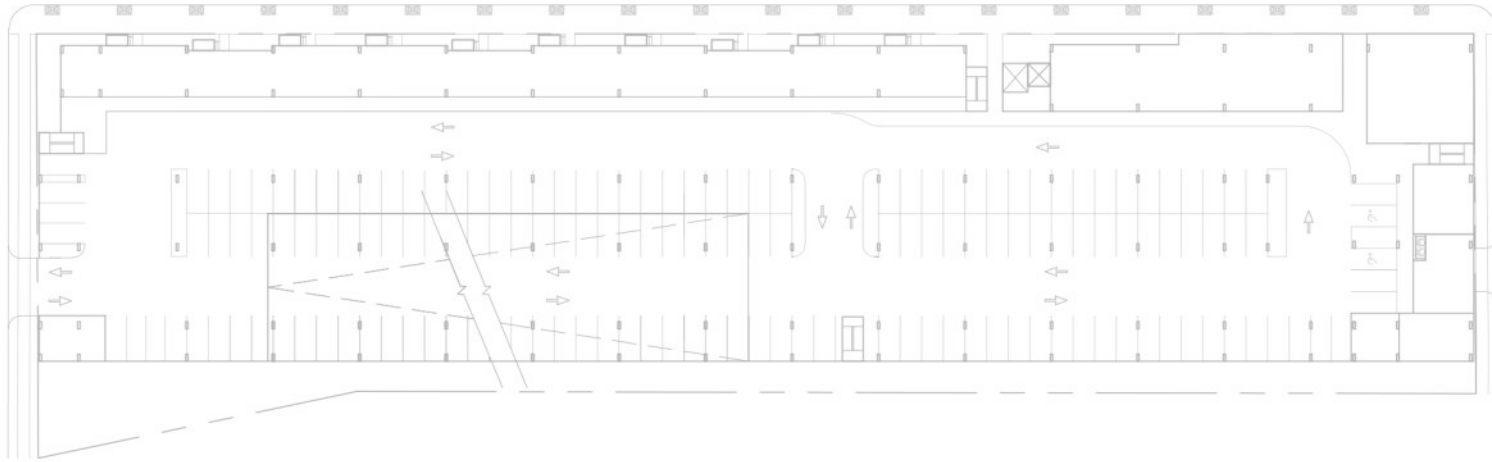
The purpose of this SP application is to permit a multifamily residential development. The area will be regulated in one (1) district in order to best respond to the intensity planned for North Nashville, while respecting the zoning adjacent to the property.

The property lies within the North Nashville community plan. The regulations will remain consistent with the Urban Neighborhood Evolving (T4 NE) policy area on the property as described in the Nashville Next Community Character Manual.





Herman Street



GROUND FLOOR PLAN

<b>Permitted Uses<sup>1</sup></b>	250 multi-family residential units. Owner occupied and Non-owner occupied short term rentals shall be prohibited.	
<b>Prohibited Uses</b>	Owner occupied and non-owner occupied STRP	
<b>Residential uses</b>	250 dwelling units Max.	
<b>Maximum FAR</b>	N/A	
<b>ISR</b>	1.0	
<b>Maximum Building Height<sup>1</sup></b>	Max. Building Height: 5 Stories within 75 feet. No stepback required.	
<b>Build-to-zone<sup>2</sup>:</b>	0 to 15 feet	
<b>Side Setback</b>	5 feet	
<b>Rear Setback</b>	0 feet	
<b>Parking Requirements</b>	Per Metro Parking Requirements	
<b>Glazing<sup>3</sup></b>	Residential	20% min.
<b>Raised Foundations<sup>4</sup></b>	Residential	18 in. Min. to 36 in. Max.
<b>1</b>	Overall max. building height in feet shall be measured from finished floor elevation to roof deck or eave; modifications may be approved for unique architectural features, rooftop mechanical equipment, stair bulkheads and rooftop amenities. Mezzanines shall not be considered a story for the purposes of calculating overall # of stories (must remain within the overall building height of 75 feet).	
<b>2</b>	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.	
<b>3</b>	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.	
<b>4</b>	With the exception of accessible units, visitable units, and topographically challenged units; challenging site topography may result in raised/lowered foundations at strategic locations. Screening is required when raised foundations exceed 36" along public streets, easements and open spaces.	
<b>5</b>	If existing communications tower easement is relocated/removed in the future, modifications to the proposed building footprint shall be permitted provided that they meet the bulk standard requirements.	

**ARCHITECTURAL STANDARDS**

- 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.
- Any portion of the parking garage facade visible from public streets, shall complement the architectural character of the primary structure. This may be accomplished through one or a combination of the following design strategies: vertical and/or horizontal articulation, opening design and rhythm, architectural cladding, screening, materiality or color.
- Vinyl siding, EIFS and untreated wood shall not be permitted;
- Refuse collection, recycling, and mechanical equipment shall be fully screened from public view by the combination of fences, walls, or landscaping.
- Windows shall be vertically oriented at a ratio 1.5:1 or greater; planning staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows, storefront windows, curtain walls and other special conditions.
- If provided, porches shall have a minimum depth of 6 feet; stoops shall have a minimum depth of 4 feet.

**ACCESS & PARKING**

- Site Access shall be from Alley.
- Bicycle parking will be provided per the Metro Zoning Code. Bicycle parking locations to be identified in Final SP.
- All parking to meet Metro parking requirements and standards.
- If deemed necessary by WeGo Public Transit, a bus stop/shelter shall be provided along Herman Street. The design and location shall be determined with the final site plan.

**LANDSCAPE STANDARDS**

- Street trees shall be provided, irrigated and maintained along all street frontages at a minimum spacing average of 40 linear feet. All street trees placed within ROW shall count toward tree density unit credit outlined in Metro Zoning Code 17.24. No landscape buffer requirements of Title 17.24 shall apply.





## 10 ADDITIONAL REGULATIONS + NOTES

*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.*

### Standard SP Notes:

1. The purpose of this Regulatory SP is to receive preliminary approval to permit the development of a 1.98 acre multifamily development.
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 RM40-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 47037C0241H, dated April 5, 2017.

### Metro Public Works Notes:

6. 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.
7. 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.
8. Developer will ensure bike lanes are continuous through intersections.
9. 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.
10. All construction within the right of way shall comply with ADA and Metro Public Works Standards and Specifications.

11. If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
12. Submit copy of ROW dedications prior to bldg. permit sign off.
13. Primary access to the site shall be from Alley #576.
14. An appropriately sized dumpster and recycling container(s), shall be provided on site by a private hauler.

### Fire Marshal Notes:

15. New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H.
16. 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
17. All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.
18. All dead-end roads over 150 ft. in length require a 100-ft. diameter turnaround, this includes temporary turnarounds.
19. Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.
20. If more than three stories above grade, Class I standpipe system shall be installed.
21. If more than one story below grade, Class I standpipe system shall be installed.
22. 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.
23. A fire hydrant shall be provided within 100 ft. of the fire department connection.
24. Fire hydrants shall be in-service before any combustible material is brought on site.

### NES Notes:

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

### Stormwater Notes:

27. 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
28. 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.
29. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual. (Minimum driveway culvert in Metro ROW is 15" CMP.)
30. 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 pre-developed runoff due to LID implementation.

### Soils:

31. Soils on the site are in the "Maury Urban Land Complex (McB)", which are a soil Group "B".

### Federal Compliance:

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





1300 Herman Street

1301 Herman Street



**Major and Collector Street Plan of Metropolitan Nashville  
Implementing Complete Streets  
A Component of NashvilleNext and Access Nashville 2040  
Adopted August 24, 2017**

**Right-of-Way Departmental Modification**

**Street:** Herman Street **Segment:** 1

**Termini:** 14<sup>th</sup> Ave N to 12<sup>th</sup> Ave N **Direction:** East

**Classification:** T4-M-CA2 (70' Standard)

**Constrained/Updated ROW: 55'**

\*2-foot gutter pan included on parking lane and 12 foot-sharrow.

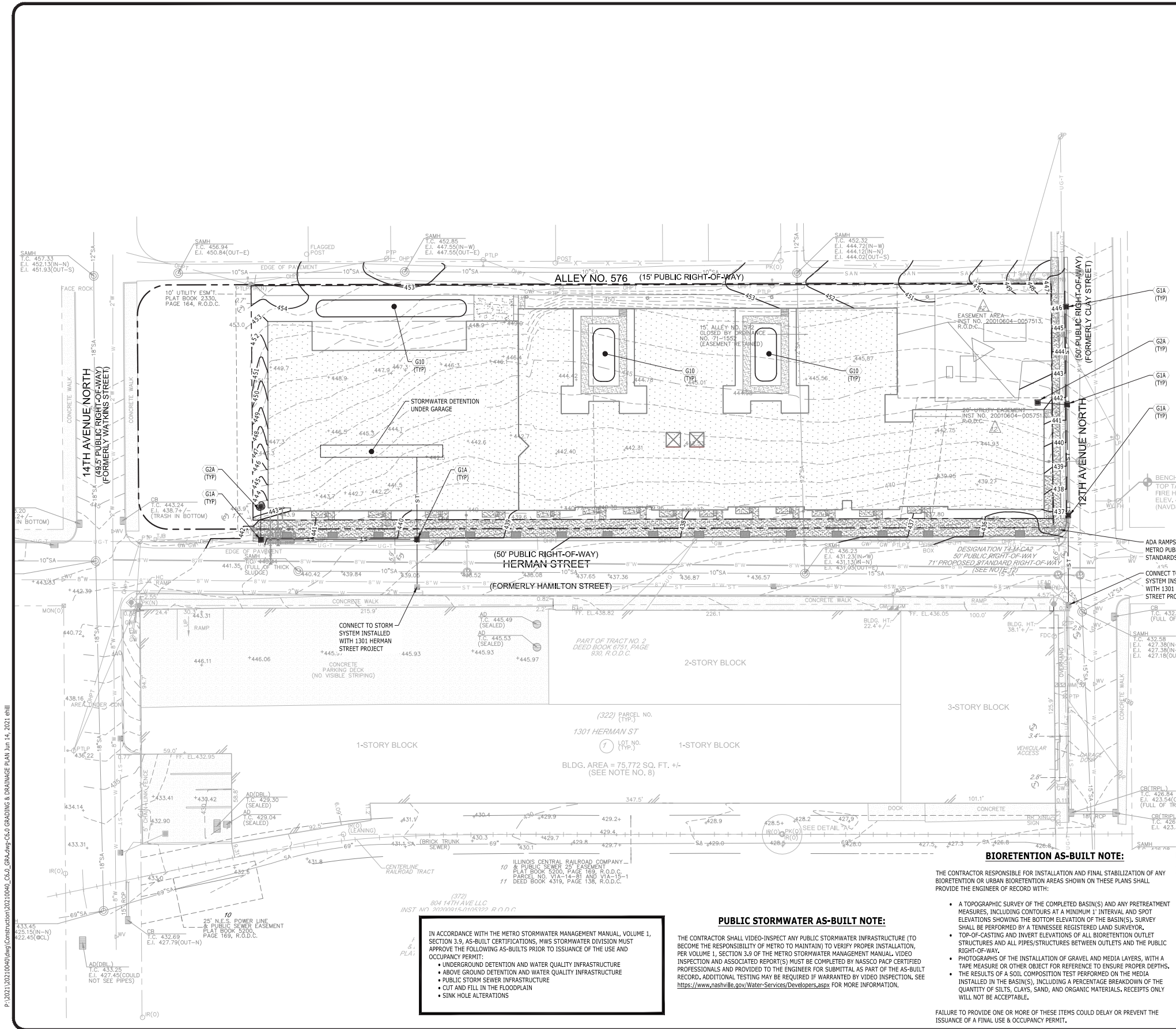
See page 25 of the Major and Collector Street Plan: "In most cases the ultimate right-of-way that most fully implements the MCSP will be established as the "Standard" right-of-way for a given facility. In some instances, a particular street or street segment may be deemed "Constrained" by the Planning Department and Public Works Department Directors following a study by Planning and Public Works staff. The rights-of-way along Constrained Facilities are established as the particular street segment is studied."

The Vehicle Zone can fluctuate between termini because of turn lanes and bulb-outs to accommodate on-street parking. In most instances, the Green Zone, Pedestrian Zone, and Frontage Zone are intended to remain constant between termini with varying pavement conditions. Therefore, with final building placement, the total ROW can be more than indicated above at specific sites.

Department of Transportation Date **6/22/21**

Planning Department Director \_\_\_\_\_ Date \_\_\_\_\_





GRADING & DRAINAGE KEYNOTES		
CODE	DESCRIPTION	DET #/SHT #
G1A	CURB INLET	
G2A	CATCH BASIN	
G10	BIORETENTION AREA	

- NOTES**
- \*SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANUAL. (MINIMUM DRIVEWAY CULVERT IN THE METRO ROW IS 15' CMP).
  - THIS DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF FINAL APPLICATION.
  - 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.
  - ADEQUATE SPACE IS TO BE PROVIDED TO ACCOMMODATE WATER QUALITY TREATMENT FACILITIES. TREATMENT MEASURES INTENDED TO COMPLY WITH COMBINED SEWER ELIMINATION PROGRAM (CSEP) GUIDELINES WILL BE PRESENTED DURING PERMIT REVIEW AFTER ALL ENVIRONMENTAL STUDIES HAVE BEEN COMPLETED.
  - ADDITIONAL ON-SITE/OFF-SITE REQUIREMENTS MAY BE REQUIRED AS THIS PROPERTY LIES WITHIN THE COMBINED SEWER SYSTEM. FURTHER COORDINATION IS REQUIRED THROUGH CSEP.
  - 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 SERVICES.

LEGEND	
STORM PIPE & INLET	
SPOT ELEVATION	
PROPOSED CONTOUR ELEV.	
DRAINAGE STRUCTURE	

**BIORETENTION AS-BUILT NOTE:**

THE CONTRACTOR RESPONSIBLE FOR INSTALLATION AND FINAL STABILIZATION OF ANY BIORETENTION OR URBAN BIORETENTION AREAS SHOWN ON THESE PLANS SHALL PROVIDE THE ENGINEER OF RECORD WITH:

- A TOPOGRAPHIC SURVEY OF THE COMPLETED BASIN(S) AND ANY PRETREATMENT MEASURES, INCLUDING CONTOURS AT A MINIMUM 1' INTERVAL AND SPOT ELEVATIONS SHOWING THE BOTTOM ELEVATION OF THE BASIN(S). SURVEY SHALL BE PERFORMED BY A TENNESSEE REGISTERED LAND SURVEYOR.
- TOP-OF-CASTING AND INVERT ELEVATIONS OF ALL BIORETENTION OUTLET STRUCTURES AND ALL PIPES/STRUCTURES BETWEEN OUTLETS AND THE PUBLIC RIGHT-OF-WAY.
- PHOTOGRAPHS OF THE INSTALLATION OF GRAVEL AND MEDIA LAYERS, WITH A TAPE MEASURE OR OTHER OBJECT FOR REFERENCE TO ENSURE PROPER DEPTHS.
- THE RESULTS OF A SOIL COMPOSITION TEST PERFORMED ON THE MEDIA INSTALLED IN THE BASIN(S), INCLUDING A PERCENTAGE BREAKDOWN OF THE QUANTITY OF SILTS, CLAYS, SAND, AND ORGANIC MATERIALS. RECEIPTS ONLY WILL NOT BE ACCEPTABLE.

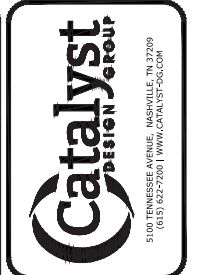
FAILURE TO PROVIDE ONE OR MORE OF THESE ITEMS COULD DELAY OR PREVENT THE ISSUANCE OF A FINAL USE & OCCUPANCY PERMIT.

**PUBLIC STORMWATER AS-BUILT NOTE:**

THE CONTRACTOR SHALL VIDEO-INSPECT ANY PUBLIC STORMWATER INFRASTRUCTURE (TO BECOME THE RESPONSIBILITY OF METRO TO MAINTAIN) TO VERIFY PROPER INSTALLATION, PER VOLUME 1, SECTION 3.9 OF THE METRO STORMWATER MANAGEMENT MANUAL. VIDEO INSPECTION AND ASSOCIATED REPORT(S) MUST BE COMPLETED BY MASSCO PACF CERTIFIED PROFESSIONALS AND PROVIDED TO THE ENGINEER FOR SUBMITTAL AS PART OF THE AS-BUILT RECORD. ADDITIONAL TESTING MAY BE REQUIRED IF WARRANTED BY VIDEO INSPECTION. SEE <https://www.nashville.gov/Water-Services/Developers.aspx> FOR MORE INFORMATION.

IN ACCORDANCE WITH THE METRO STORMWATER MANAGEMENT MANUAL, VOLUME 1, SECTION 3.9, AS-BUILT CERTIFICATIONS, MWS STORMWATER DIVISION MUST APPROVE THE FOLLOWING AS-BUILTS PRIOR TO ISSUANCE OF THE USE AND OCCUPANCY PERMIT:

- UNDERGROUND DETENTION AND WATER QUALITY INFRASTRUCTURE
- ABOVE GROUND DETENTION AND WATER QUALITY INFRASTRUCTURE
- PUBLIC STORM SEWER INFRASTRUCTURE
- CUT AND FILL IN THE FLOODPLAIN
- SINK HOLE ALTERATIONS



LEFTBANK HOLDINGS  
1315 N. NORTH BRANCH ST,  
SUITE D  
CHICAGO, IL 60642  
847-644-4202



PRELIMINARY SP  
**1300 HERMAN STREET**  
1300 HERMAN STREET  
NASHVILLE, TENNESSEE 37208  
DAVIDSON COUNTY

NO.	DATE	DESCRIPTION

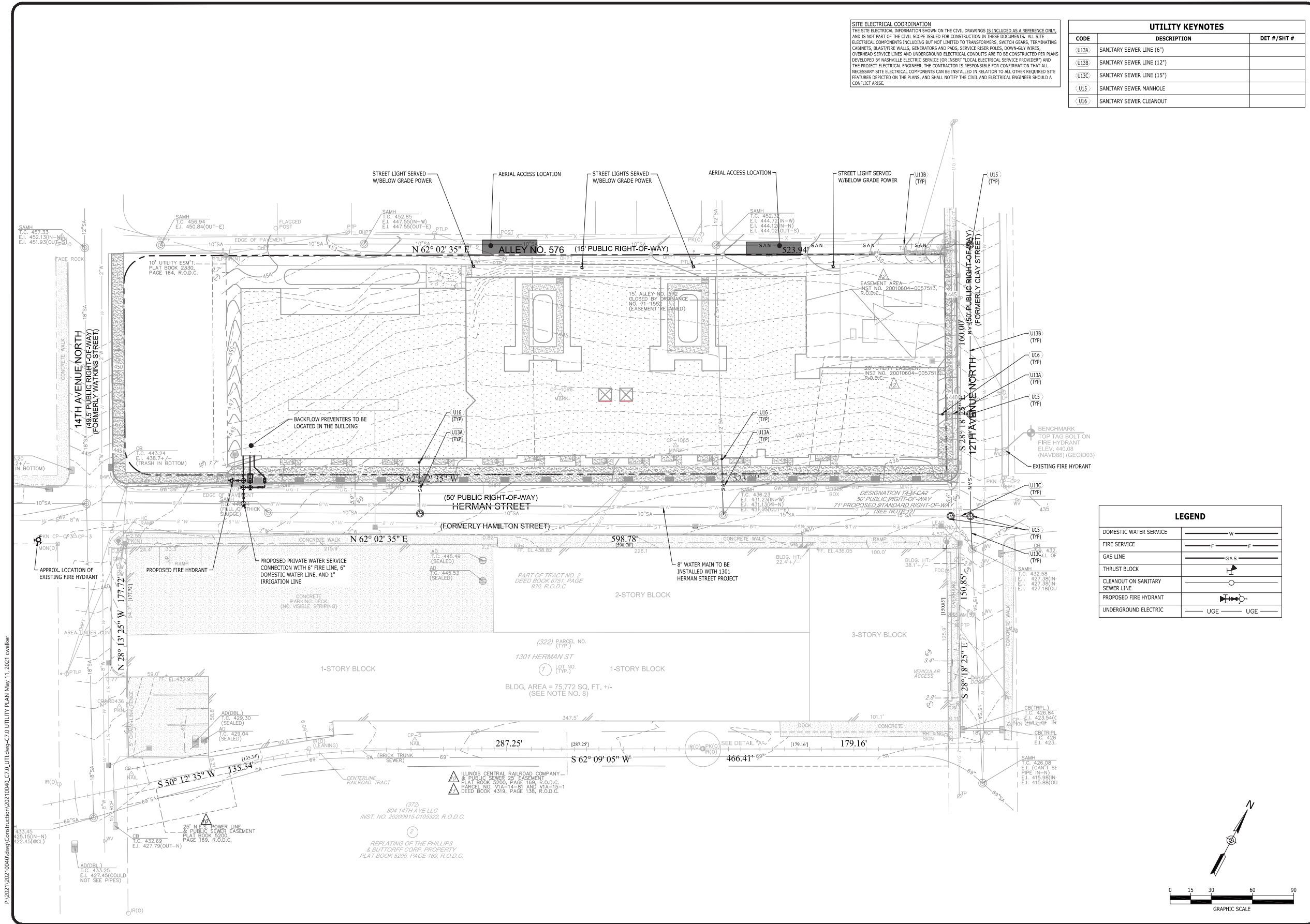
DRAWING TITLE  
**GRADING & DRAINAGE PLAN**

PROJECT NUMBER  
20210040  
DRAWING NUMBER  
**C6.0**

# 12

## CIVIL EXHIBIT: GRADING + DRAINAGE PLAN





**LEFTBANK HOLDINGS**  
 1315 N. NORTH BRANCH ST,  
 SUITE D  
 CHICAGO, IL 60642  
 847-644-4202



PRELIMINARY SP  
**1300 HERMAN STREET**  
 1300 HERMAN STREET  
 NASHVILLE, TENNESSEE 37208  
 DAVIDSON COUNTY

NO.	DATE	DESCRIPTION

DRAWING TITLE  
**UTILITY PLAN**

PROJECT NUMBER  
 20210040

DRAWING NUMBER  
**C7.0**

# 13

## CIVIL EXHIBIT: UTILITY PLAN

