

CONTEXT MAP

3699 DICKERSON PIKE REGULATORY SP

3699 DICKERSON PIKE | NASHVILLE | TN | 37207
SP NO. 2019SP-044-001

REVISIONS

| No. | Description | Date |
|-----|----------------|------|
| | DICKERSON ROAD | |

COVER

SD00

10.11.2021
Project # 18014

| SHEET LEGEND | |
|--------------|--------------------------------|
| SD00 | COVER |
| SD01 | EXISTING SITE SURVEY AND NOTES |
| SD02 | SITE PLAN |
| SD03 | IMAGERY |
| SD05 | GRADING & UTILITY PLAN |

| DEVELOPMENT SUMMARY | |
|---------------------|--|
| SP NAME: | 3699 DICKERSON PIKE |
| CASE NUMBER: | 2019SP-044-001 |
| COUNCIL DISTRICT: | 8, NANCY VANREECE |
| OWNER INFO: | |
| NAME: | CORE HOLDINGS, LLC |
| ADDRESS: | P.O. BOX 90048, NASHVILLE, TN 37209 |

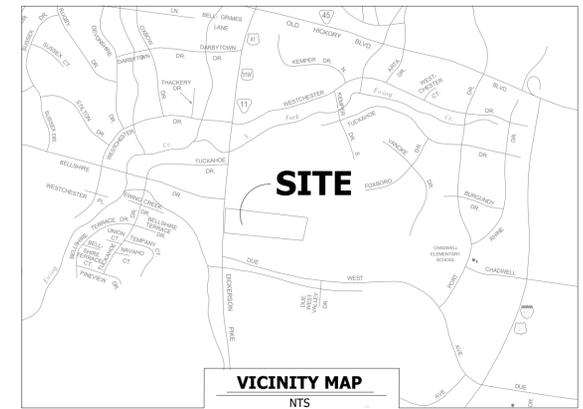
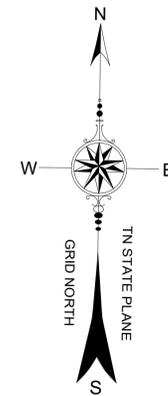
| SITE DATA | |
|------------------|--|
| PARCEL ID: | 0400008000 ;05000013500 |
| ADDRESS: | 3699 DICKERSON PIKE 3671 DICKERSON PIKE |
| EXISTING ZONING: | RS20 |
| PROPOSED ZONING: | SP |
| EXISTING USE: | RESIDENTIAL |
| PROPOSED USE: | RESIDENTIAL |
| ACREAGE: | 13.71 |

| APPLICANT/ARCHITECT | |
|--|--|
| GINA EMMANUEL/JUSTIN LOWE CENTRIC ARCHITECTURE | |
| GEMMANUEL@CENTRICARCHITECTURE.COM JLOWE@CENTRICARCHITECTURE.COM | |
| CIVIL ENGINEER | |
| ANDREW WOLTHERS CALEB PAUL | |
| AWOLTHERS@CATALYST-DG.COM CPAUL@CATALYST-DG.COM | |

| DEVELOPER | |
|---|--|
| CORE DEVELOPMENT/ PARAGON GROUP | |
| BDIAZ@LIVEPARAGON.COM ANDREW@CORENASHVILLE.COM | |

| SYMBOL LEGEND | |
|---------------|-------------------------|
| Symbol | Denotes |
| ○ | IRON ROD (OLD) |
| ⊕ | BENCHMARK |
| □ | CATCH BASIN |
| ⊗ | SEWER MANHOLE |
| ⊕ | WATER VALVE |
| ⊕ | WATER METER |
| ● | IRON ROD (NEW) |
| ○ | UTILITY POLE |
| ○ | STORM MANHOLE |
| ○ | UTILITY POLE with LIGHT |

| OWNERS TABLE | | | | |
|--------------|-----------|------------------|---------------------|---------|
| Parcel ID | Owner | Deed Reference | Address | Lot No. |
| 05000013500 | LVH2, LLC | 20170802-0078478 | 3671 Dickerson Pike | Lot 4 |
| 04100015600 | LVH2, LLC | 20170802-0078478 | 3675 Dickerson Pike | Lot 3 |
| 04100015500 | LVH2, LLC | 20170802-0078478 | 3679 Dickerson Pike | Lot 2 |
| 04100015400 | LVH2, LLC | 20170802-0078478 | 3683 Dickerson Pike | Lot 1 |
| 04100008000 | LVH2, LLC | 20170802-0078478 | 3699 Dickerson Pike | Lot 5 |

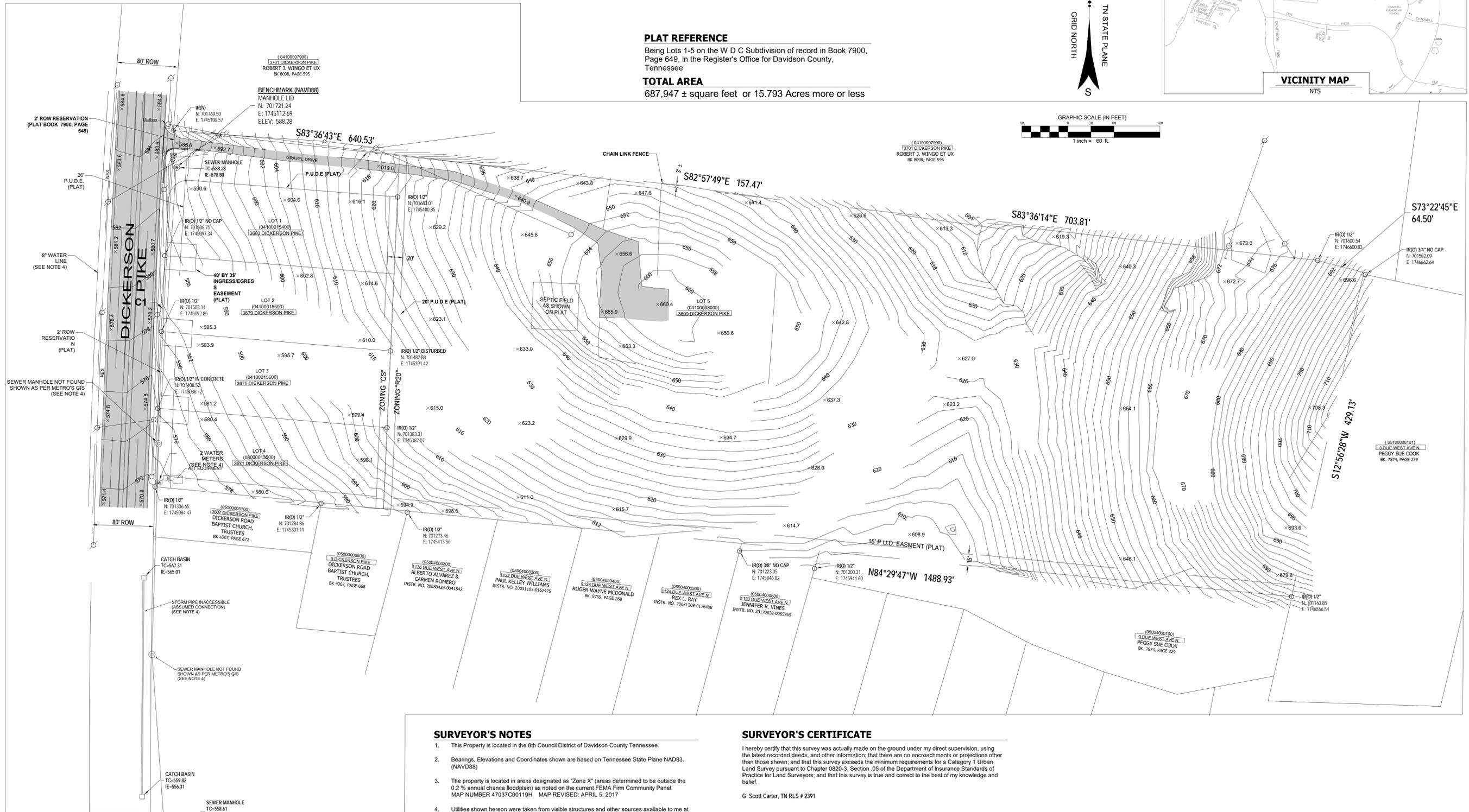
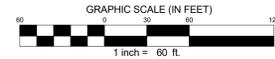


PLAT REFERENCE

Being Lots 1-5 on the W D C Subdivision of record in Book 7900, Page 649, in the Register's Office for Davidson County, Tennessee

TOTAL AREA

687,947 ± square feet or 15.793 Acres more or less



SURVEYOR'S NOTES

- This Property is located in the 8th Council District of Davidson County Tennessee.
- Bearings, Elevations and Coordinates shown are based on Tennessee State Plane NAD83. (NAVD88)
- 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 47037C00119H MAP REVISED: APRIL 5, 2017
- 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.
- 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.
- 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.
- 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.
- Property is currently Zoned "CS" and "RS20" with the zoning line shown on this survey. Setbacks to be determined by Metro Codes Administration.

SURVEYOR'S CERTIFICATE

I hereby certify that this survey was actually made on the ground under my direct supervision, using the latest recorded deeds, and other information; that there are no encroachments or projections other than those shown; and that this survey exceeds the minimum requirements for a Category 1 Urban Land Survey pursuant to Chapter 0820-3, Section .05 of the Department of Insurance Standards of Practice for Land Surveyors; and that this survey is true and correct to the best of my knowledge and belief.

G. Scott Carter, TN RLS # 2391

Boundary & Topographic Survey
of
3671, 3675, 3679, 3683 & 3699
Dickerson Pike
Nashville, Davidson County, Tennessee 37207

5/17/2019 12:37:38 PM

3699 DICKERSON PIKE REGULATORY SP

3699 DICKERSON PIKE | NASHVILLE | TN | 37207

SP NO. 2019SP-044-001

REVISIONS

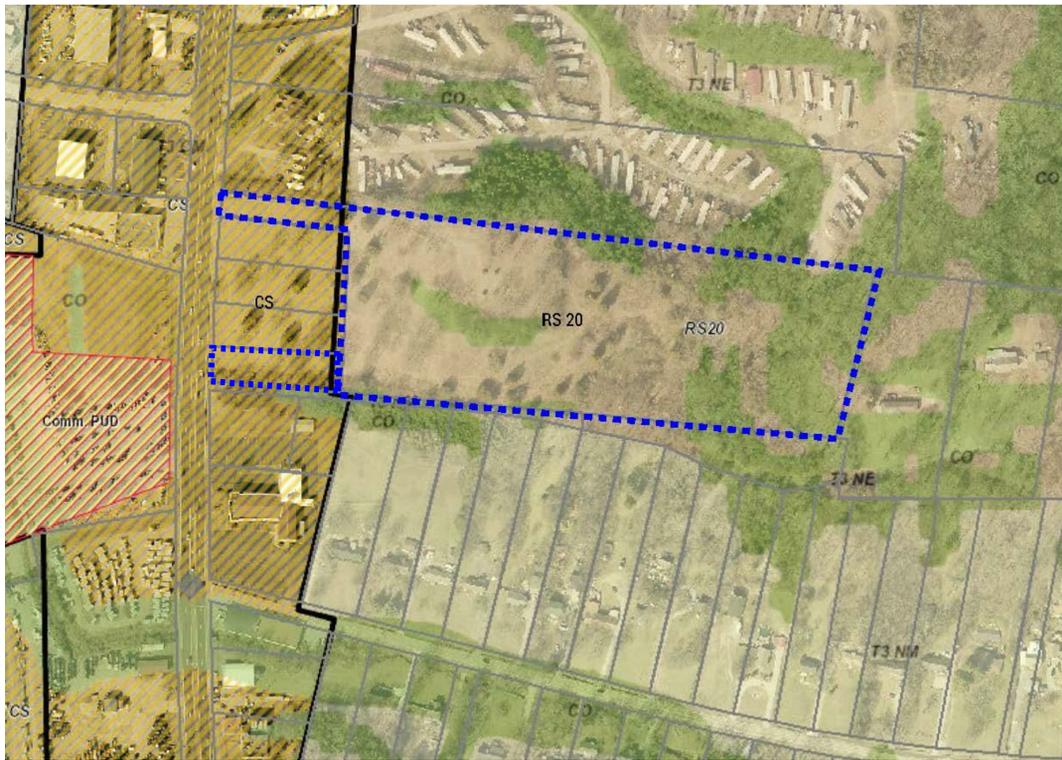
| No. | Description | Date |
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DICKERSON RD

EXISTING SITE SURVEY AND NOTES

SD01

04.30.2019
Project # 18014



SITE OVERVIEW, EXISTING CONDITIONS, AND VICINITY MAP

GENERAL NOTES

- PURPOSE:**
TO PERMIT THE USE OF A MULTIFAMILY RESIDENTIAL DEVELOPMENT ON 13.02 ACRES WHILE PRESERVING THE CONSERVATION AREAS ON THE SITE. THE TRANSITION ZONE IS PROVIDED TO TEMPER HEIGHTS AT ADJACENT PROPERTIES.
- PHASING:**
ALL CONSTRUCTION IS EXPECTED IN ONE PHASE. DESIGN WILL BEGIN AFTER APPROVAL BY THE METRO PLANNING COMMISSION AND METRO COUNCIL.
- ACCESS AND PARKING:**
1. ALL PARKING TO BE PROVIDED PER UZO STANDARDS.
2. DRIVEWAY ACCESS FOR RESIDENTIAL UNITS TO BE SHOWN FOR FINAL SP SITE PLAN. A SECOND ACES POINT TO A PUBLIC STREET IS REQUIRED AND SHALL BE PROVIDED WITH ANY FINAL SITE PLAN.
3. BICYCLE PARKING TO BE PROVIDED PER METRO ZONING REQUIREMENTS.
4. IF REQUIRED BY THE METRO TRAFFIC ENGINEER, A TRAFFIC IMPACT STUDY (TIS) SHALL BE REQUIRED WITH THE FINAL SITE PLAN. ANY IMPROVEMENTS REQUIRED BY THE METRO TRAFFIC ENGINEER SHALL BE REQUIRED.
- FIRE MARSHAL NOTES:**
1. ANY PORTION OF A BUILDING SHALL BE NO FURTHER THAN 500 FEET FROM A FIRE HYDRANT AS MEASURED VIA HARD SURFACE ROAD- NOT A DIRECT LINE FROM HYDRANT TO BUILDING.
2. CLEARANCE FOR FIRE TRUCK ACCESS: 20' UNOBSTRUCTED AREA MUST BE MAINTAINED ALONG ANY PUBLIC OR PRIVATE STREET, INCLUDING ALLEY FOR FIRE TRUCK ACCESS, UNLESS STREET IS A DIVIDED ROAD.
3. ALL DEAD END ROADS OVER 150' REQUIRE A 100' DIAMETER TURNAROUND INCLUDING TEMPORARY TURNAROUNDS.
4. FIR LANES MUST BE PROVIDED FOR ANY BUILDING LESS THAN 30' IN HEIGHT WITH A SETBACK OF 150 FEET OR MORE FROM A PUBLIC STREET, AND FOR ANY BUILDING 30' OR TALLER WITH A SETBACK OF 50' OR MORE FROM A PUBLIC STREET.
- FEDERAL COMPLIANCE:**
1. ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT.
ADA : HTTP://WWW.ADA.GOV/US JUSTICE DEPARTMENT: HTTP://WWW.JUSTICE.GOV/CRT/HOUSING/FAIRHOUSING/ABOUT_FAIRHOUSING.HTM

CURRENT ZONING: RS 20
CURRENT POLICY: T3NE, SUBURBAN NEIGHBORHOOD EVOLVING, CONSERVATION

T3 SUBURBAN NEIGHBORHOOD EVOLVING:
T3 Suburban Neighborhood Evolving Areas have moderate density development patterns with residential and civic and public benefit land uses. Buildings have moderate setbacks and spacing between buildings. Lots are generally accessed from local suburban streets, but may be accessed by alley. The public realm and streetscape features the consistent use of lighting and both formal and informal landscaping. T3 Suburban Neighborhood Evolving Areas are served by moderate to high levels of connectivity with street networks, sidewalks, bikeways and mass transit. T3 Suburban Neighborhood Evolving Areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers. The edges of T3 Suburban Neighborhood Evolving Areas are firm with clearly distinguishable boundaries identified by lot size, building placement, and environmental features. T3 Suburban Neighborhood Evolving Areas are different from "Infill Areas" in T3 Suburban Neighborhood Maintenance areas. T3 Suburban Neighborhood Evolving areas are generally larger and have a different policy intent – one that places an emphasis on a more diverse housing mix and a higher level of connectivity.

CONSERVATION:
Conservation Policy areas vary widely in the specific constraints they present to development. In Davidson County, the bulk of environmentally constrained land falls under two categories: steep slopes and floodplains. Often, other environmentally sensitive features such as wetlands and unstable or other problem soils are associated with steep slopes and floodplains emphasizing the need for these areas to be excluded from development. T2 Rural Tract areas contain several different kinds of environmentally sensitive features, most notably steep slopes, problem soils, areas of extensive tree cover, and floodplain/floodway areas. In T3 Suburban, these features are also present, but they are less widespread and tend to be at the edges of that Tract area or in isolated areas within it. In T4 Urban Tract, steep slopes are rarer in relation to floodplain areas. This reflects the fact that most T4 Urban development has occurred or is planned to occur on level land. In the T5 Center Tract Category, environmental constraints are almost exclusively confined to floodplains.

Rare plant and animal species and problem soils may be found in all Tract Categories. They are, however, most commonly found in the T2 Rural and T3 Suburban Tract Categories. Because of the highly developed condition, T4 Urban, T5 Center, and T6 Downtown see limited rare plant and animal species. Districts, with their wide variety of locations and development patterns, also exhibit a variety of environmental constraints. Most notably, Industrial Districts are commonly located along the floodplain of the Cumberland River, which as discussed below is treated differently from other floodplain areas of the County in key respects. Although development in the Conservation policy is generally consistent with the character of the Tract Category in which it is located, development may vary in some respects from the character of its surroundings. For example, residential development in Conservation Policy in a T2 Rural Area may take the form of a grouping of homes spaced more closely together relative to other development in T2 Rural Areas and surrounded by a large amount of open space because environmental constraints limit the ability to place the homes in any other way on the property. Another example is found in T4 Urban Areas where development is generally found on a complete street grid without cul-de-sacs. However, if Conservation policy is used to protect a stream or a steep slope, then a cul-de-sac may, in limited cases, be appropriate in T4 Urban Areas.

The following is a list of environmentally sensitive features frequently found in Davidson County. Development on land with these features is regulated by applicable local, state, and federal regulations and may be subject to additional special policies applied during the Community Planning or the Detailed Design Plan process. These features are mapped as Conservation policy unless the features are too small to be displayed on the map or are confidential as noted below. Applicants for development approvals are urged to conduct site surveys and consult with relevant regulatory agencies to identify or confirm the location of any sensitive environmental features that may be on a given site. Those applicable to this site are listed below.

Steep Slopes – Those areas of land with slopes that are 20 percent or greater. This includes areas of steep hillsides, and steeply sloping land leading to ridge tops and bluffs. Policies for treatment of steep slopes apply not only to areas that are large and contiguous enough to be mapped on the Community Character Policy Plan, but also on areas of steep slopes that are too small to be so mapped. These will be identified during the site planning process and generally can also be found through the Metro geographic information system database. Areas of human-made steep slopes, such as berms and retaining walls, are not considered steep slopes for the purposes of this section. The development of these is guided rather by following principles regarding stormwater management presented in the General Principles section of this document as well as Metro's grading and building regulations.

Tree Canopy – Extensive areas of tree canopy are formed by mature tree crowns in the upper layers of forested areas. Preserving the tree canopy is important for maintaining and improving air quality, managing stormwater, protecting water quality, and mitigating the urban heat island effect. These areas are not mapped as Conservation policy but may instead be identified using the aerial photography data maintained by the Planning Department.

GENERAL PLAN CONSISTENCY

The proposed Specific Plan is located within the Parkwood Union Hill Community Plan. The intent of the T3 Suburban Neighborhood evolving policy is to create and enhance neighborhoods with suburban character. The resulting development pattern creates suburban neighborhoods with the best qualities of classic suburban neighborhoods - greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. T3 NE areas are undeveloped, underdeveloped or suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than suburban neighborhoods. The housing types being explored would be varied, ranging from detached residential units, townhomes, or small multifamily units.

This property in particular has great proximity to a main transit corridor and is less than 3 miles away from the commercial center of Madison. The proximity to a local center makes the site ideal for new residential development in a growing community while still maintaining conservation character on the property. The conservation areas will be preserved and used for passive functions such as walking trails. No development will occur on the conservation areas but development will instead be clustered or grouped on the site to avoid these to prioritize the preservation of sensitive site features. In addition the area on the hilltop will be reserved for active and passive functions for the community (even though not in the conservation zone) to keep development on the lower areas of the site.

SITE STANDARDS

| | |
|--------------------------|--|
| USES: | PER RM-9 |
| DENSITY: | 117 UNITS |
| ISR: | 0.3 |
| MAXIMUM BUILDING HEIGHT: | MAIN ZONE: 48' IN 3 STORIES TRANSITION ZONE: 40' IN 3 STORIES |
| SIDE AND REAR SETBACK: | 10' |
| PARKING REQS: | PER UZO PARKING STANDARDS BICYCLE PARKING PER METRO ZONING CODE |
| GLAZING: | 15% ON STREETS |
| FOUNDATIONS: | 18 - 36" ON STREETS |

- NOTES:**
- OVERALL BUILDING HEIGHT TO BE MEASURED FROM FINISHED FLOOR.
 - TOPOGRAPHY MAY REQUIRE SOME FOUNDATIONS TO EXCEED 36". RAISED FOUNDATIONS THAT ARE MORE THAN 6" IN HEIGHT SHALL BE SCREENED WITH LANDSCAPING. LANDSCAPING SHALL INCLUDE VEGETATION THAT CAN GROW TO THE HEIGHT OF THE FINISHED FLOOR ELEVATION (FFE). UNITS REQUIRING OR DESIRED TO BE ACCESSIBLE WILL HAVE LESS THAN 18" AS A MINIMUM FOUNDATION.
 - DUE TO STEEP GRADES, PARKING IS PERMITTED ON DRIVEWAYS OR PARKING PADS IN FRONT OF STRUCTURES. PARKING PADS TO BE CONSTRUCTED PER ST-322.
 - ALL ACCESS DRIVES ON THE PROPERTY TO BE PRIVATE DRIVES EXCEPT AS NOTED ON PLANS.
 - ALL PARKING TO BE PER UZO STANDARDS
 - ALL AREAS NOTED AS CO ON THE SITE PLAN, WILL BE UNDISTURBED AND PROTECTED DURING CONSTRUCTION. THESE AREAS
 - REQUEST TO PROVIDE SIDEWALK ON ONE SIDE ONLY OF THE PROPOSED PRIVATE DRIVE. THE DEVELOPMENT IS TO HAVE A LESS FORMAL AESTHETIC AS WE ARE TRYING TO NESTLE HOMES ON THE HILLSIDE FOR A MORE NATURAL FEEL. A PEDESTRIAN NETWORK OF PATHWAYS AND TRAILS WILL BE CREATED THROUGHOUT THE PROPERTY.
 - THE INTENT OF THE ROAD IS TO HUG THE GRADES OF THE HILL WHERE POSSIBLE TO REDUCE THE AMOUNT OF GRADING AROUND THE HILLSIDE.
 - GRADING NECESSARY TO PROVIDE LEVEL BUILDING PADS SHALL BE PROHIBITED AND ALL BUILDINGS SHALL BE DESIGNED TO WORK WITH EXISTING GRADE.
 - GRADING SHALL NOT RESULT IN SHEER ROCK WALLS

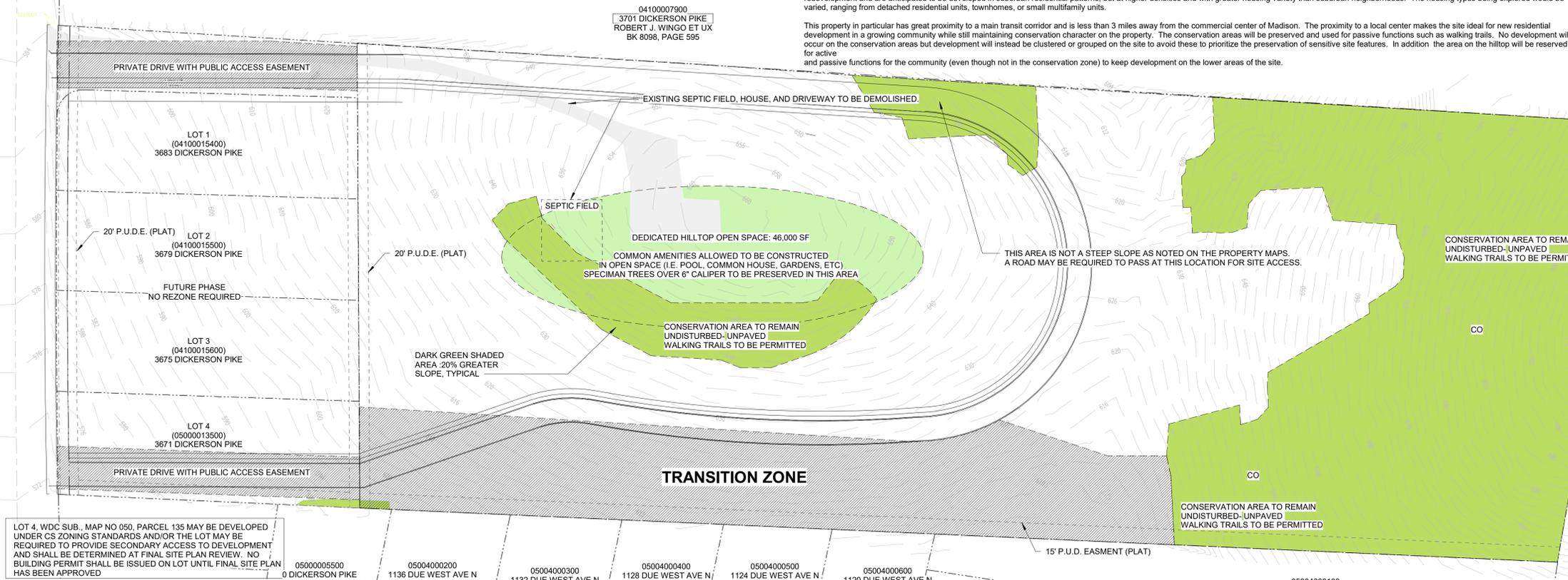
ARCHITECTURAL STANDARDS

- HEIGHTS OR PORTIONS OF BUILDINGS LOCATED IN THE TRANSITION ZONE SHALL STEP DOWN IN HEIGHT AS NOTED.
- VINYL SIDING, EIFS AND UNTREATED WOOD ARE PROHIBITED.
- WINDOWS SHALL BE ORIENTED AT 1.5:1 OR GREATER. EXCEPTIONS TO BE ALLOWED FOR ARCHITECTURAL FEATURE WINDOWS AS APPROVED BY METRO PLANNING DEPARTMENT.
- IF PROVIDED, PORCHES TO BE MINIMUM OF 6' IN DEPTH.

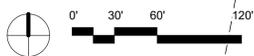
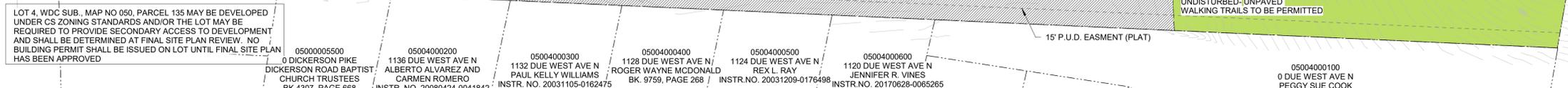
LANDSCAPE STANDARDS

- UNLESS OTHERWISE NOTED, TREE DENSITY AND LANDSCAPING PER METRO ZONING CODE.
- ALL AREAS NOTED AS CONSERVATION TO BE UNDISTURBED WITH THE EXCEPTION OF WALKING TRAILS AND OUTDOOR AMENITIES.
- SCREENING DETAILS FOR ALL TRASH AND REFUSE TO BE PROVIDED PER 17.24.080 OF ZONING CODE.
- TREES 6" OR GREATER IN CALIPER SHALL BE PRESERVED. TREE PROTECTION FENCING SHALL EXTEND OUTWARD AT LEAST 10' FROM THE DRIPLINE OF ANY TREE THAT IS TO BE PRESERVED. DAMAGED OR UNHEALTHY TREES OF 6" OR GREATER IN CALIPER MAY BE REMOVED WITH THE APPROVAL OF THE METRO URBAN FORESTER. A CERTIFIED TREE ARBORIST SHALL PROVIDE AN ASSESSMENT REPORT OF ANY TREE 6" OR GREATER IN CALIPER THAT IS PROPOSED TO BE REMOVED TO THE METRO URBAN FORESTER FOR REVIEW. A TREE SURVEY, PROTECTION PLAN AND REMOVAL PLAN SHALL BE REQUIRED WITH THE FINAL SITE PLAN.

SITE SECTION A



REGULATORY PLAN



3699 DICKERSON PIKE REGULATORY SP

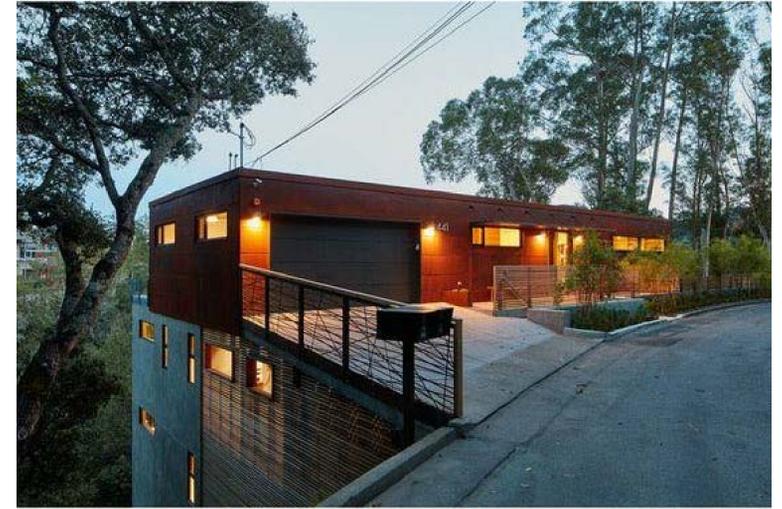
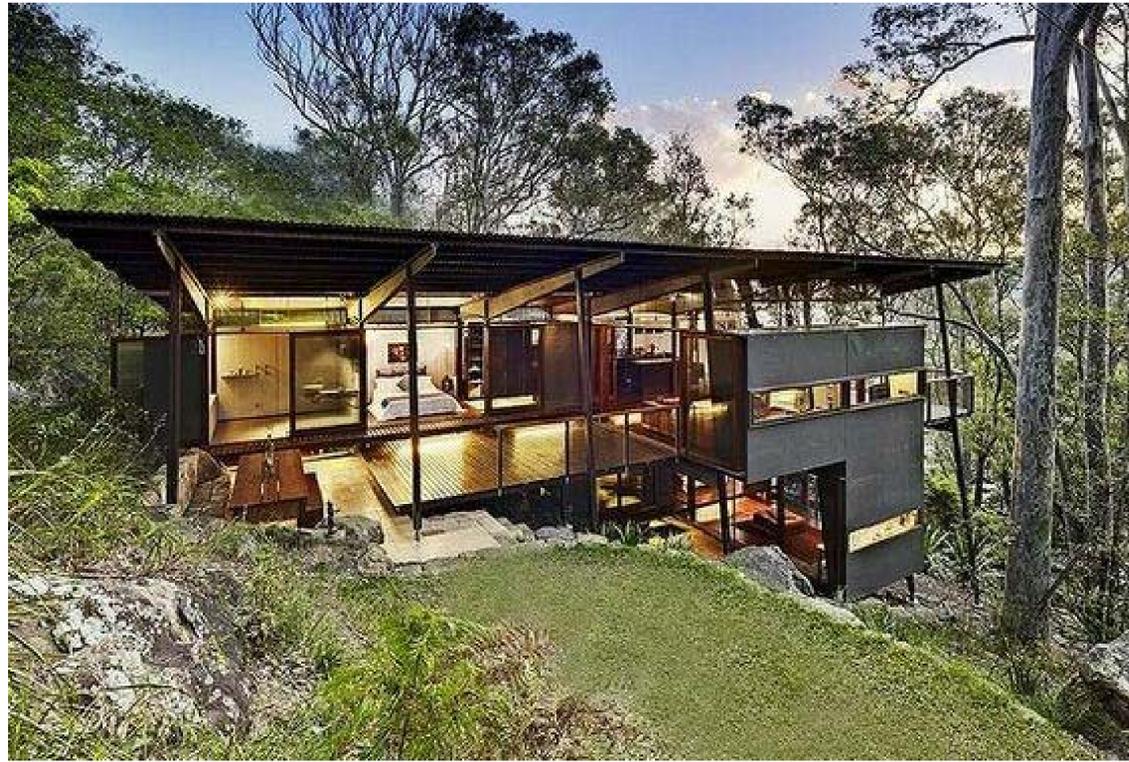
3699 DICKERSON PIKE | NASHVILLE | TN | 37207
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REVISIONS

| No. | Description | Date |
|-----|----------------|------|
| | DICKERSON ROAD | |

SITE PLAN

SD02



3699 DICKERSON PIKE REGULATORY SP

3699 DICKERSON PIKE | NASHVILLE | TN | 37207
SP NO. 2018SP-044-001

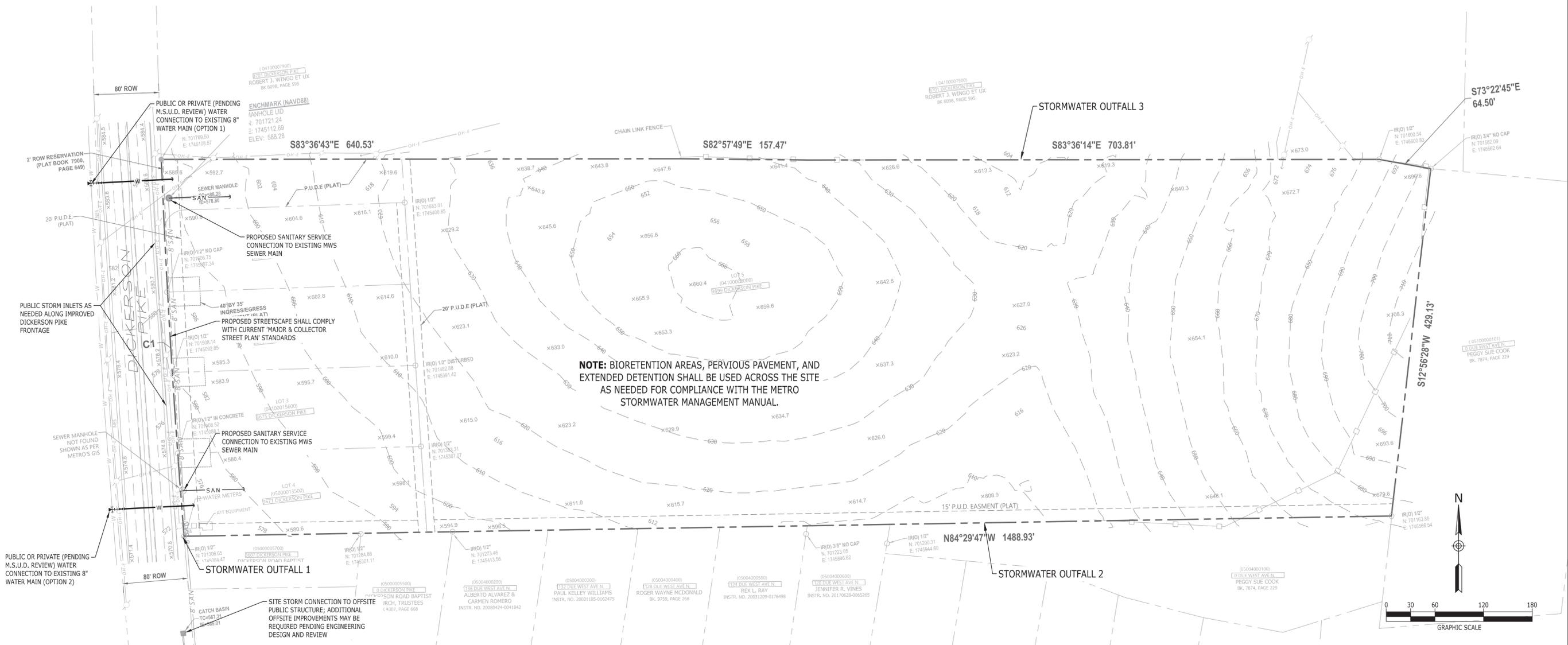
REVISIONS

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| | DICKERSON RD | |

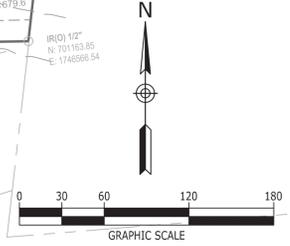
IMAGERY

SD03

04.30.2019
Project # 18014



NOTE: BIORETENTION AREAS, PERVIOUS PAVEMENT, AND EXTENDED DETENTION SHALL BE USED ACROSS THE SITE AS NEEDED FOR COMPLIANCE WITH THE METRO STORMWATER MANAGEMENT MANUAL.



MSUD WATER NOTES:

- ALL WATER LINE CONSTRUCTION AND MATERIALS WILL BE IN STRICT COMPLIANCE WITH THE CURRENT APPROVED SPECIFICATIONS FOR THE MADISON SUBURBAN UTILITY DISTRICT (MSUD) AS ON FILE WITH THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION, DIVISION OF WATER QUALITY CONTROL.
- BEFORE ANY WATER LINE WORK IS INITIATED ON THIS PROJECT, THE CONTRACTOR SHOULD CONTACT MSUD AND SATISFY ALL REQUIREMENTS OF MSUD. UPON COMPLETION OF THE WATER LINE INSTALLATION, THE CONTRACTOR WILL PERFORM A PRESSURE TEST AND DISINFECT THE LINE UNDER THE INSPECTION OF MSUD. THE OWNER / DEVELOPER SHALL BE RESPONSIBLE FOR THE COST OF REASONABLE INSPECTION FEES OF MSUD.
- ANY AND ALL FEES, LICENSES, AND PERMITS NECESSARY FOR THIS CONSTRUCTION AND ARE TO BE OBTAINED AND PAID PRIOR TO THE INITIATION OF CONSTRUCTION AND THE COST THEREFORE WILL BE BORNE BY THE CONTRACTOR.
- MSUD WILL SUPPLY THE APPROPRIATE WATER METER(S) AND SHALL BE REIMBURSED BY THE CONTRACTOR FOR MATERIAL COSTS.
- WATER LINE CONSTRUCTION IS TO BE COMPLETED BY THE CONTRACTOR EXCEPT FOR THE ACTUAL CONNECTIONS TO EXISTING WATER LINE. AT LEAST 72 HOURS PRIOR TO CONNECTING PROPOSED WATER LINE TO THE SYSTEM, THE CONTRACTOR WILL NOTIFY MSUD AND COORDINATE METHOD OF CONNECTION AND TIME TO SHUT DOWN EXISTING WATER LINE IF REQUIRED.
- THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL EXISTING UTILITIES (INCLUDING STORM DRAINAGE PIPES OR STRUCTURES) BEFORE COMMENCEMENT OF CONSTRUCTION.
- WATER LINE MATERIAL WILL BE DUCTILE IRON PIPE, CLASS #52 WITH DUCTILE IRON FITTINGS AND DUCTILE IRON OR BRASS TAPS AS APPROPRIATE.
- THE CONTRACTOR IS REQUIRED TO LOCATE ALL NEW TIE-INS, FITTINGS, VALVES, VAULTS, PRESSURE REDUCING VALVES, WATER UTILITY CROSSINGS OF OTHER UTILITIES OR STREAMS, CASING PIPE ENDS, CONCRETE ENCASMENT ENDS, AND FIRE HYDRANTS UTILIZING THE GLOBAL POSITIONING SYSTEM (GPS). POINTS ON THE WATER MAIN EVERY 50 FEET BETWEEN THESE ITEMS SHALL ALSO BE LOCATED. ELEVATIONS AND COORDINATES (NORTHING AND EASTING BASED UPON THE TENNESSEE RECTANGULAR GRID SYSTEM, 1983 NORTH AMERICA DATUM OR UPDATED VERSION) OF EACH OF THESE ITEMS SHALL BE OBTAINED AND PROVIDED TO THE MADISON SUBURBAN UTILITY DISTRICT. THIS GPS INFORMATION SHALL INCLUDE REAL TIME SIGNAL CORRECTION. THE CONTRACTOR SHALL COORDINATE THE DEVELOPMENT OF THIS DATA WITH THE M.S.U.D. PROJECT INSPECTOR. FINAL ACCEPTANCE OF THE NEW FACILITIES BY M.S.U.D. IS CONTINGENT UPON RECEIPT OF THIS INFORMATION. TWO (2) 24" X 36" HARD COPIES AND ONE (1) ELECTRONIC COPY (MICROSTATION OR AUTOCAD) OF THE AS-BUILT PLANS, INCLUDING THIS GPS DATA, ARE TO BE PROVIDED TO M.S.U.D., ONCE CONSTRUCTION IS COMPLETED. THE ELECTRONIC COPY SHALL BE UTILIZED SOLELY FOR THE PURPOSE OF TRANSFERRING AS-BUILT INFORMATION TO M.S.U.D.'S WATER SYSTEM DISTRIBUTION MAPS.

- ALL BENDS, TEES, CROSSES, PLUGS, AND PRESSURE CONNECTIONS, ETC., SHALL BE BACKED UP AND ANCHORED WITH CONCRETE BLOCKING.
- BACKFLOW PREVENTERS ARE TO BE INSTALLED BY TENNESSEE CERTIFIED INSTALLERS WHO SPECIALIZE IN BACKFLOW PREVENTION. ALL INSTALLATIONS ARE TO MEET M.S.U.D.'S REQUIREMENTS. ALSO, THE CONTRACTOR MUST SCHEDULE A TIME FOR TESTING OF THE DEVICE WITH THE DISTRICTS INSPECTOR BEFORE COMPLETION OF THE PROJECT. IT IS NECESSARY FOR THE CONTRACTOR TO BE PRESENT DURING THIS TEST IN ORDER TO CORRECT ANY POTENTIAL PROBLEMS PRIOR TO OCCUPANCY OF THE PROPERTY.
- BE SURE TO NOTIFY THE STATE, WHEN REQUIRED BY STATE REGULATIONS, BEFORE YOU BEGIN ANY WATER LINE CONSTRUCTION.
- ALL VALVES SHALL OPEN BY TURNING TO THE LEFT AND BE SECURED USING MEGA-LUGS. ALL PIPE FITTINGS SHALL BE SECURED USING MEGA-LUGS.
- IF STATE REVIEW AND APPROVAL REQUIRED, OWNER/DEVELOPER SHALL SUBMIT A STATE APPROVED SET OF PLANS TO M.S.U.D. A MINIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL MAINTAIN A SET OF STATE APPROVED PLANS AND SPECIFICATIONS ON THE PROJECT SITE AT ALL TIMES.
- UNLESS WRITTEN AUTHORIZATION FROM MSUD PROVIDES OTHERWISE, ALL WATER METERS SHALL BE PLACED IN AN ALIGNMENT THAT IS PERPENDICULAR TO THE ROAD FRONTING THE STRUCTURE BEING SERVED; THEY SHALL BE PLACED A MINIMUM OF 2'-0" FROM ANY STRUCTURE, INCLUDING, BUT NOT LIMITED TO SIDEWALKS, DRIVEWAYS, MAILBOXES, TREES, ETC.; AND THEY SHALL BE LOCATED AT THE FRONT OF THE STRUCTURE.
- UNLESS WRITTEN AUTHORIZATION FROM MSUD PROVIDES OTHERWISE, NO FIRE HYDRANTS SHALL BE PLACED BETWEEN A SIDEWALK AND THE ROAD OR CURBING.
- UNLESS WRITTEN AUTHORIZATION FROM MSUD PROVIDES OTHERWISE, NO WATER MAINS SHALL BE PLACED UNDER A SIDEWALK, EXTENDING PARALLEL TO THE SIDEWALK.
- ANY WATER MAINS INSTALLED CROSSING UNDER PAVEMENT CARRYING VEHICULAR TRAFFIC SHALL BE BACKFILLED WITH STONE, PER MSUD TRENCH DETAIL - TYPE B. ANY PAVEMENT CARRYING VEHICULAR TRAFFIC, PLACED OVER EXISTING WATER MAINS, SHALL REQUIRE THE MAIN TO BE BEDDED WITH STONE, PER MSUD TRENCH DETAIL-TYPE B.
- UNLESS WRITTEN AUTHORIZATION FROM MSUD PROVIDES OTHERWISE, NO WATER VALVES SHALL BE PLACED IN SIDEWALKS OR RESIDENTIAL DRIVEWAYS.
- UNLESS WRITTEN AUTHORIZATION FROM MSUD PROVIDES OTHERWISE, WATER MAINS IN RESIDENTIAL DEVELOPMENTS SHALL BE PLACED IN THE MIDDLE OF ONE LANE OF A STREET.

- ON-SITE MSUD APPROVAL OF A PART OF A PROJECT'S WATER SYSTEM M INSTALLATION DOES NOT CONSTITUTE THE DISTRICTS APPROVAL OF ALL OF THE PROJECT'S WATER SYSTEM INSTALLATION. FINAL ON-SITE APPROVAL OF THE PROJECT'S TOTAL WATER SYSTEM INSTALLATION MUST BE OBTAINED BEFORE THE MSUD WILL RECEIVE OWNERSHIP OF THAT WATER SYSTEM. FROM THE TIME OF THE ON-SITE INSPECTION AND FINAL APPROVAL OF THE TOTAL WATER SYSTEM INSTALLATION BY A REPRESENTATIVE OF THE MSUD, FURTHER CHANGES IMPACTING THE CONDITIONS OF OR THE ACCESSIBILITY TO THE WATER SYSTEM FACILITIES ARE STRICTLY FORBIDDEN, WITHOUT THE PRIOR APPROVAL OF THE MSUD. THESE INCLUDE, BUT ARE NOT LIMITED TO, CHANGES IN OVERBURDEN SLOPE OR DEPTH ON THE WATER MAIN, CHANGES THAT ADVERSELY EFFECT, IN THE OPINION OF THE MSUD, VEHICULAR OR EQUIPMENT ACCESS TO THE WATER MAINS, THE PLANTING OF TREES, SHRUBS, ETC. IN THE WATER UTILITIES EASEMENT OR THE LATER CONSTRUCTION OR PLACEMENT OF STRUCTURES CONSTRICTING THE WIDTH OF THE WATER UTILITIES EASEMENT. SHOULD THESE OR OTHER TYPES OF CHANGES BE MADE WITHOUT PRIOR APPROVAL OF THE MSUD, THEY SHALL BE RETURNED BACK TO THE ORIGINAL CONDITIONS AT THE TIME OF FINAL APPROVAL, AT THE COST OF THE PROPERTY OWNER DURING THOSE CHANGES.
- THE ENGINEER OR ARCHITECT OF THE PROJECT PLANS BEING SUBMITTED TO THE MSUD FOR APPROVAL OF THE WATER SYSTEM INSTALLATION SHALL BE RESPONSIBLE FOR INSURING THAT THOSE PLANS INCLUDE ALL ASPECTS OF THE PROJECT IMPACTING THE WATER SYSTEM ADDITIONS OR MODIFICATIONS. ANY SUBSEQUENT CHANGES IN PLANS, ADVERSELY IMPACTING THE WATER SYSTEM INSTALLATION, IN THE OPINION OF THE MSUD, AFTER APPROVAL OF THE ORIGINAL PLANS SUBMITTED TO THE MSUD, SHALL NEGATE THE PRIOR APPROVAL AND GIVE CAUSE FOR A RESUBMITTAL OF THE REVISED PLANS TO THE MSUD FOR APPROVAL. THE PLAN SHEETS OF THE WATER SYSTEM ADDITIONS OR MODIFICATIONS SHALL BE THE CONTROL SHEETS FOR THE REVIEW OF THE MSUD FOR APPROVAL AND SHALL INCLUDE ALL PROPER CROSS-REFERENCE NOTES TO ANY OTHER SHEETS SHOWING INFORMATION RELATED TO PIPE DEPTH, GROUND SLOPE, ETC. THE WATER MAIN DEPTH, AT ALL TIMES, SHALL BE THREE (3) FEET FROM THE GROUND ELEVATION TO THE TOP OF THE PIPE, UNLESS OTHER PROJECT ISSUES, SUCH AS EXISTING UTILITIES, ETC., REQUIRE A GREATER DEPTH FOR THE WATER MAIN. UNLESS APPROVAL HAS BEEN PROVIDED BY THE MSUD, NO WATER MAIN DEPTH SHALL BE GREATER THAN SIX (6) FEET UPON FINAL CONSTRUCTION OF THE PROJECT.

GRADING NOTES

- ANY EXCAVATION, FILL OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO.78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICE.
- DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT, AS IT PERTAINS TO STORM WATER APPROVAL/COMMENTS ONLY. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE STORM WATER REGULATIONS AT THE TIME OF THE 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 STORM WATER FACILITIES WITHIN THE PROPERTY.
- SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORM WATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO ROW IS 15" CMP).
- FINAL WATER QUALITY AND DETENTION SYSTEMS WILL BE DETERMINED DURING FINAL SITE PLAN REVIEW.

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.

METRO SEWER NOTES:

- ALL SEWER SERVICES, ALONG WITH APPURTENANCES, SHALL BE INSTALLED IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF THE METRO WATER SERVICES.
- ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT CONNECTOR METHOD.
- THE MINIMUM FEES OUTLINED IN THE CAPACITY LETTER MUST BE PAID BEFORE COMMERCIAL CONSTRUCTION PLANS CAN BE REVIEWED.
- ALL SEWER SERVICES SHALL BE 6 INCHES IN DIAMETER, FROM CONNECTION AT THE MAIN UNTIL THE FIRST CLEAN OUT ASSEMBLY.
- PLAN SIZE SHALL BE 24" X 36", AND SHALL SHOW CONTOURS AROUND METER BOXES.

GENERAL NOTES

- SITE WATER SERVICE SHALL BE PROVIDED BY MADISON SUBURBAN UTILITY DISTRICT (MSUD). SEWER SERVICE SHALL BE PROVIDED BY METRO WATER SERVICES.
- WATER AND SEWER CONNECTIONS ARE SCHEMATIC, AND SHOULD BE USED FOR REFERENCE ONLY. FINAL UTILITY LAYOUT SHALL BE DEPICTED IN FINAL SITE PLANS.
- THIS SITE SHALL PROVIDE SUFFICIENT WATER QUALITY AND DETENTION MEASURES TO SATISFY THE PROVISIONS OF THE METRO STORMWATER MANAGEMENT MANUAL. FINAL GRADING AND DRAINAGE DESIGN SHALL BE DEPICTED IN THE FINAL SITE PLANS.
- THE SUBJECT PROPERTY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD ZONE ACCORDING TO FEMA PANEL 47037C0119H, DATED APRIL 5, 2017. COMMUNITY NAME: METROPOLITAN NASHVILLE AND DAVIDSON COUNTY.
- THIS PROPERTY IS COMPRISED PRINCIPALLY OF MIMOSA-ROCK OUTCROP COMPLEX SOILS, WHICH ARE DEFINED BY NRCS AS BELONGING TO HYDROLOGIC SOIL GROUP 'C'.

3699 DICKERSON PIKE REGULATORY SP
 3699 DICKERSON PIKE | NASHVILLE | TN | 37207 SP No. 2019SP-044-001

REVISIONS

| No. | Description | Date |
|--------------|-------------|------|
| DICKERSON RD | | |

NOT FOR CONSTRUCTION

WATER UTILITY:
 MADISON SUBURBAN UTILITY DISTRICT (MSUD)
 MS. CINDY ELLIS, GM
 615-868-3201, EXT. 211

MWS DEVELOPMENT SERVICES
 800 SECOND AVENUE SOUTH
 P.O. BOX 196300
 NASHVILLE, TENNESSEE 37219
 (615) 877-7292

GRADING & UTILITY PLAN

SD05