

STANDARD SP NOTES

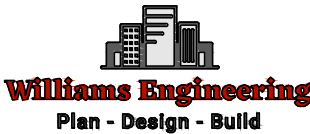
- 1) The purpose of this Preliminary SP is to permit a mixed-use development with a maximum of 225 residential units.
- 2) Any excavation, fill or disturbance of the existing ground elevation must be done in accordance with storm water management ordinance no. 78-840 & approved by the metropolitan department of water services.
- 3) All public sidewalks are to be constructed in conformance with metro public works sidewalk design standards.
- 4) Wheel chair accessible curb ramps, complying with applicable metro public works standards, shall be constructed at street crossings.
- 5) The required fire flow shall be determined by the metropolitan fire marshal's office, prior to the issuance of a building permit.
- 6) Size driveway culverts per the design criteria set forth by the metro stormwater manual (minimum driveway culvert in metro right of way is 15" RCP).
- 7) Stormwater will be discharged through adequate conveyance. Any necessary easements, will be obtained from downstream properties.
- 8) Metro water services shall be provided sufficient & unencumbered ingress & egress at all times in order to maintain, repair, replace & inspect any stormwater facilities within the property.
- 9) Individual water and/or sanitary sewer service lines are required for each unit.
- 10) Solid waste pickup to be provided by a mixture of roll-away trash cans and trash enclosures.
- 11) 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 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, or add vehicular access points not currently present or approved. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
- 12) If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning for District 1, RM40-A-NS zoning for District 2, RM20-A-NS for District 3 as of the date of the applicable request or application.
- 13) Short Term Rentals Property - Owner Occupied and Short Term Rentals Property - Not Owner Occupied are permitted in District 1 (Mixed Use District). Short Term Rental Property (owner occupied or not owner occupied) is not permitted in Districts 2 and 3 (Residential Districts).

FIRE MARSHAL NOTES

1. New commercial developments shall be protected by fire hydrant that complies with the 2006 edition of NFPA 1 Table H. To see Table H go to: (<http://www.nashfire.org/prev/tableH51.htm>)
2. No part of any building shall be more than 500 ft. from a fire hydrant via a ahrd surface road per Metro Ordinance 095-1541 Sec. 1568.020 B.
3. All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.
4. All dead-end roads over 150 feet in length require a 100 feet diameter turnaround, this includes temporary turnarounds.
5. Temporary T-type turnaround that last no more than one year shall be approved by the Fire Marshal's office.
6. If more than three stories above grade, Class 1 standpipe system shall beinstalled.
7. If more than one story below grade, Class 1 standpipe system shall be installed.
8. 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.
9. A fire hydrant shall be procided within 100 feet of the fire department connection.

Applicant & Civil Engineer

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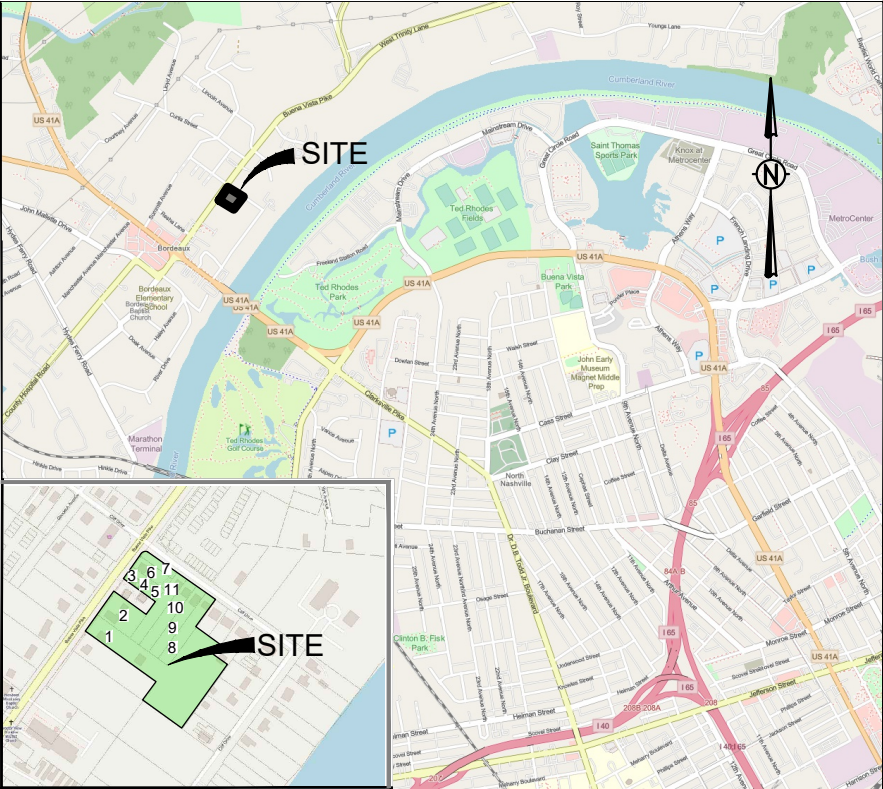
Developer

Fed Development, LLC
Edward Fedorovich
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NDOT NOTES

1. All work withing the public right of way requires an excavations permit from the department of public works.
2. Proof-rolling of all street subgrades is required in the presence of the public works inspector. Inspection of the binder course is required prior to final paving in the presence of the public works inspector. These requests are to be made 24 hours in advance.
3. Stop signs are to be 30 inch by 30 inch.
4. Street signs to have six inch white letter on a nice inch green aluminum blade,, high intensity reflective.
5. All pavement markings are to be theromoplastic.



DAVIDSON COUNTY, TENNESSEE
DISTRICT 2 / Kyonzte Toombs

NDOT MMTA REPORT RECOMMENDATIONS

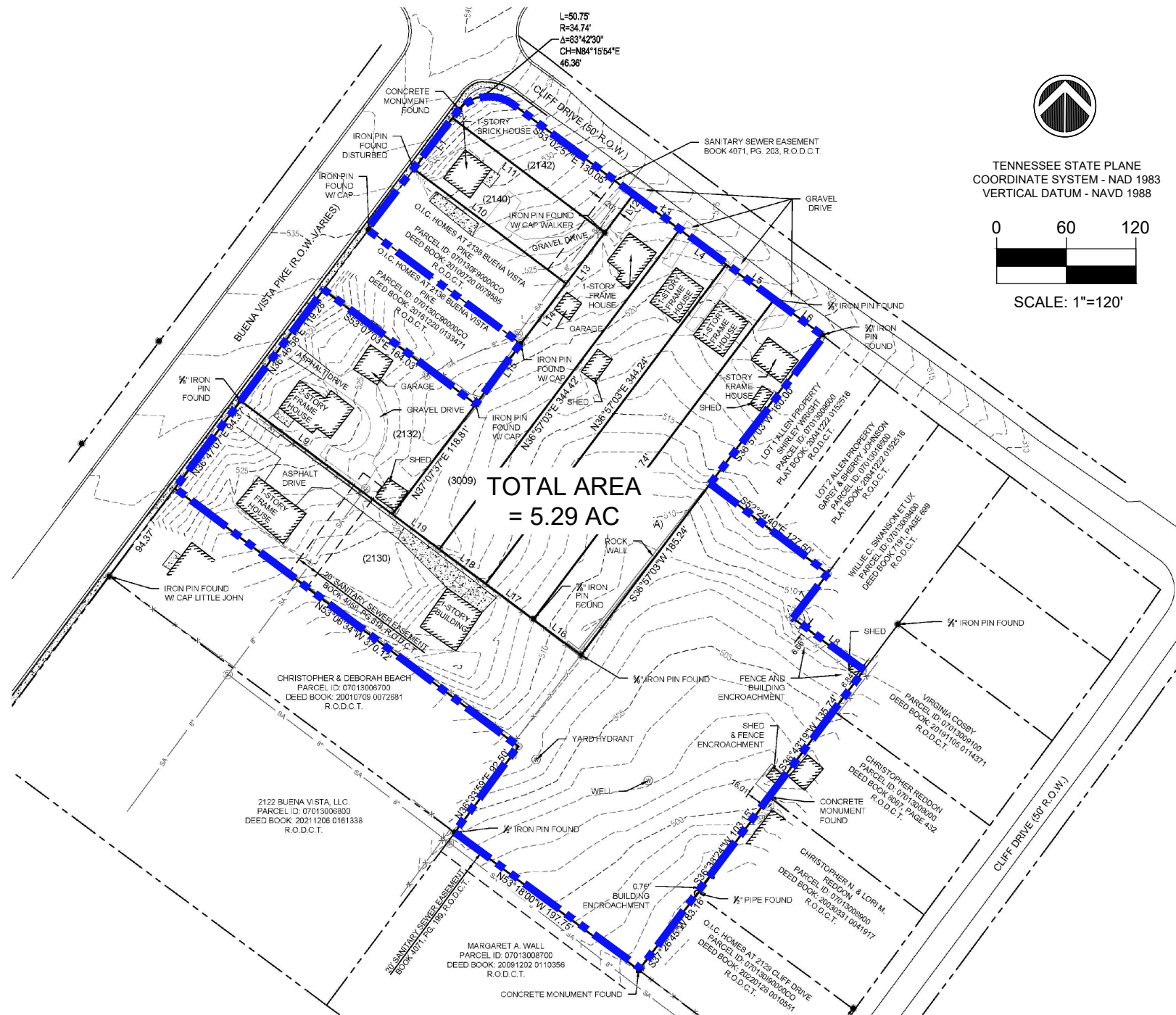
1. The current traffic management infrastructure located at Cliff Drive & Buena Vista is inadequate to meet the needs of the community utilizing the proposed construction, however, a traffic light is being installed at the intersection of Cliff Drive & Buena Vista per the recommendation of a previously completed traffic study. It is recommended that a crosswalk be installed spanning Cliff Drive, and from each side of Cliff Drive, crossing to Buena Vista. No other traffic implementation is necessary to manage traffic at the subject intersection.
2. The proposed Public Road intersecting Buena Vista, illustrated in figure 2.11a of this study, has been evaluated. In consideration of the new timed intersection at Cliff Drive & Buena Vista, it is recommended that a northwest bound right-turn lane, with storage length of 100' (as modeled in Synchro 12), and a southeast bound left turn lane on Buena Vista at the proposed exit is installed. The right and left turn lane should include the appropriate right and left arrow pavement markings, as shown in TDOT Standard Drawing T-M-4. This installation would provide a Level of Service (LOS) of B for AM peak flow, and a LOS of C during PM peak flow. It is recommended that a Stop Sign (R1-1) be installed and a 24" white stop bar be applied to the proposed Public road approach at Buena Vista.
3. The property located at 550 Cliff Drive, 37218 has installed a WeGo bus transit stop approximately 60' away from Norther corner of plan 2023SP-048-00. This transit stop will be sufficient for residents and community members accessing and utilizing the commercial buildings on the subject property.
4. The current bicycle infrastructure located along Buena Vista is insufficient to meet the needs of district 2. NDOT has designated Buena Vista as an Urban Residential Arterial Boulevard (T4-R-AB5). This type of road will require the installation of a 6' bike lane, 8' grass strip, 6' sidewalk, and 2.5' curb and gutter. It is recommended that the 6' bike lane is constructed at the same elevation as the 6' sidewalk, to provide safety from vehicular traffic, for pedestrians utilizing the bike lane. In addition, it is recommended that off street bicycle parking be provided throughout the subject development per Metro Code requirements.
5. It is not recommended that a bike lane be implemented along the southwestern side of Cliff Drive, however, this street should be improved be improved per NDOT local street cross section ST-252. Sidewalks, grass strips, and curb and gutter should be improved per NDOT ST-251.
6. In consideration of the data provided in Table 3.4a, of which Bus Stop B & Bus Stop C each only have a WeGo sign present, it is recommended that each bus stop be improved per WeGo Sheet No. 4 per WeGo Transit Guidelines, provided in Appendix A of this report. This detail is provided in the WeGo Public Transit Guidelines, which includes a bench, trash receptacle, bike post, and a loading platform (length x width) per Table 1 of Sheet No. 4 standard detail. In addition, due to the lack of sufficient infrastructure for Pedestrian Route A, shown in Figure 3.4b, it is recommended that sidewalks be improved per NDOT ST-210 on the Northeastern side of Cliff Drive from the new development located at 500 Cliff Cricle to the bus stop located in front of Smith Towers (Bus Stop A) for a distance of approximately 359 ft.
7. The pedestrian infrastructure is seen to be inadequate based on the pedestrian incidents occurring near the intersection of Buena Vista and Cliff Drive, as illustrated in figure 4.2b of this study. The implementation of the future traffic light, and the installation of timed crosswalks at this intersection will increase the safety of pedestrians traversing at this intersection.

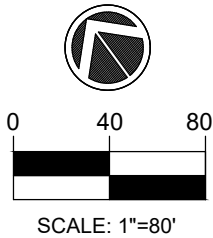
NES NOTES

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

PROPERTY INFORMATION AND SITE DATA							
Location	ADDRESS	PARCEL ID	DEED REF	OWNER	AREA	EX ZONING	Community Character
1	2130 Buena Vista Pike, 37218	07013006600	QC-20220902 0099147	Fed Development, LLC	2.53 AC	R8	T4 NE
2	2132 A Buena Vista Pike, 37218	07013006500	DB-20220222 0019924	Fed Development, LLC	0.47 AC	R8	T4 NE
3	2138 A Buena Vista Pike, 37218	070130F00100CO	MA-20200720 0079585	AGAPE Properties	0.13 AC	R8	T4 NC
4	2138 B Buena Vista Pike, 37218	070130F00200CO	MA-20200720 0079585	AGAPE Properties	0.13 AC	R8	T4 NC
5	2138 C Buena Vista Pike, 37218	070130F90000CO	MA-20200720 0079585	HOMES AT 2138 BUENA VISTA PIKE	0.26 AC	R8	T4 NC
6	2140 Buena Vista Pike, 37218	07013006100	DB-20140602 0047448	Fed Development, LLC	0.21 AC	R8	T4 NC
7	2142 Buena Vista Pike, 37218	07013006000	DB-20140602 0047448	Fed Development, LLC	0.18 AC	R8	T4 NC
8	3005 A Cliff Drive, 37218	07013016300	DB-20140602 0047448	Fed Development, LLC	0.41 AC	R8	T4 NE
9	3005 B Cliff Drive, 37218	07013009600	DB-20140602 0047448	Fed Development, LLC	0.41 AC	R8	T4 NC & T4 NE
10	3007 Cliff Drive, 37218	07013009700	DB-20140602 0047448	Fed Development, LLC	0.41 AC	R8	T4 NC & T4 NE
11	3009 Cliff Drive, 37218	07013009800	DB-20140602 0047448	Fed Development, LLC	0.41 AC	R8	T4 NC & T4 NE

Sheet List Table	
Sheet Number	Sheet Title
C1.0	COVER
C2.0	SURVEY
C3.0	DISTRICT PLAN
C3.1	GENERAL PLAN
C4.0	MIXED-USE ARCHITECTURE
C4.1	RESIDENTIAL ARCHITECTURE
C5.0	UTILITY & GRADING





LEGEND

- DISTRICT 1
- DISTRICT 2
- DISTRICT 3

- BUILD-TO-ZONE
- TRANSITION ZONE
- PUBLIC ROAD



TYPICAL TOWNHOME CHARACTER



TYPICAL MIXED-USE CHARACTER

PERMITTED LAND USES - DISTRICT 1
Multi-family, Home Occupation, Day Care Center, Financial Institution, General Office, Leasing/ Sales Office, Medical Office, Veterinarian, Bar or Nightclub, Business Service, Grocery Store, Restaurant, Retail, STRP (Not Owner Occupied), & Artisan Distillery.

DISTRICT 1: SITE DATA

District 1	Uses	See Permitted Land Use List
Area	51,836 SF / 1.19 AC	
Max FAR	3.0	
Max ISR	0.90	
Max Height	5 Stories / 75 FT Note: The fifth floor shall be recessed at least 15' from the outer edge of the fourth floor.	
Glazing	50% Ground / 30% Upper Floors	
Foundation	36 in. Max	

DISTRICT 2: SITE DATA

District 2	Uses	Multi-Family
Area	93,654 SF / 2.15 AC	
Max ISR	0.75	
Max Height	5 Stories / 75 FT Note: The fifth floor shall be recessed at least 15' from the outer edge of the fourth floor.	
Glazing	20% Min	
Foundation	18 in. Min to 36 in. Max	

DISTRICT 3: SITE DATA

District 3	Uses	Multi-Family
Area	84,942 SF / 1.95 AC	
Max Height	3 stories / 45 FT	
Max Height (Transition Zone)	3 Stories / 42 FT	
Glazing	20% Min	
Foundation	18 in. Min to 36 in. Max	

SETBACK REQUIREMENTS

Street Setbacks	0' to 15' Build-To-Zone
Side Setback	5 FT
Rear Setback	5 FT

Note 1: All ROW dedication & street improvement requirements to be per NDOT Major and Collector Street Plan.
Note 2: Height shall be measured from the average elevation (average of four most exterior corners) at the finished grade (Final ground elevation) to the midpoint of the primary roof pitch (vertical distance from the eve to th emidpoint) or to the top of the parapet for a flat roof. An additional "basement" level may be provided internally to the development where topography allows for the additional sub-surface development including parking and conditioned residential. Basement level shall not be visible from any public right of way.



LEGEND

	PUBLIC ROAD (ASPHALT)		GRASS / OPEN SPACE
	PRIVATE ROAD (ASPHALT)		SIDEWALKS (CONCRETE)
	PRIVATE ROAD (PAVERS)		PROPOSED BUILDING

GENERAL PLAN - UNIT DATA

MIXED-USE (BLD A, B, & C)	
Commercial	12,082 SF
Condos	64 Units
RESIDENTIAL (BLD 1, 2, 3, 4, & D and Units 1-44)	
Townhomes	44 Units
Apartments	80 Units
Condos	5 Units

PARKING REQUIREMENTS (SP)

PARKING REQUIRED	
Commercial 1 Space per 250 SF (Per SP)	12,082 SF / 250 = 48 Spaces
Residential - 1 Br 0.75 Space per Unit (Per SP)	149 Units * 0.75 = 112 Spaces
Residential - 3 Br 1.5 Space per Unit (Per SP)	44 Units * 1.5 = 66 Spaces

TOTAL PARKING REQUIRED = 226 SPACES

PARKING PROVIDED (SP)

PARKING REQUIRED	
Parking Stalls	150 Spaces
Garage Parking	76 Spaces

TOTAL PARKING PROVIDED = 226 SPACES

ARCHITECTURAL STANDARDS

- 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.
- Windows shall be vertically oriented at a ratio 1.5:1 or greater; planning staff may allow modifications to this standard for formers, 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.
- Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, and glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.

ACCESS & PARKING

- Parking requirements to be per UZO requirements.
- Surface Parking shall be located towards the interior of the site.
- Bicycle parking will be provided per the Metro Zoning Code. Bicycle parking locations to be identified in Final SP.
- Parking regulations shown in site data table.
- Final Parking count will be determined with Final Site Plan approval.

ADDITIONAL STANDARDS

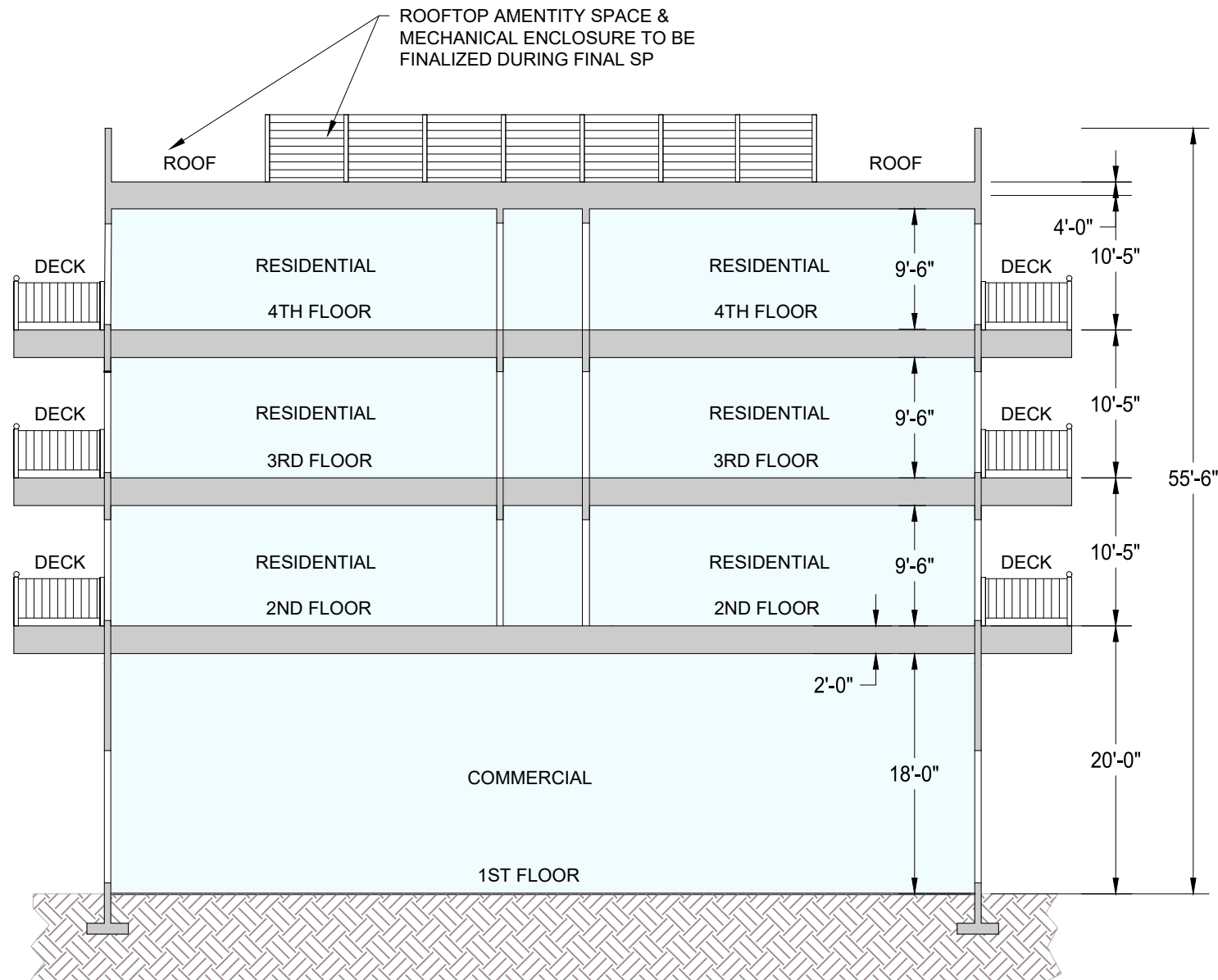
- Maximum FAR shall not apply to residential uses.
- An additional "basement" level may be provided internally to the development where topography allows for the additional sub-surface development including parking and conditioned residential. Basement level shall not be visible from any public right of way.
- With the exception of accessible units, visible 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 and open spaces.

TREE DENSITY NOTES

- Landscaping and tree density requirements per Metro Zoning Ordinance.

FIRE APPARATUS NOTES

- Units designed in Final SP that exceed 30' in height, must have driveway min width of 24', and must be setback from drive 15' in order to meet Fire Marshal Aerial Access requirements.



TYPICAL MIXED USE BUILDING

36" Max Foundation Height

1st Floor

- 18-20 Feet Height

2nd - 5th Floors

- 9-10 Feet Height



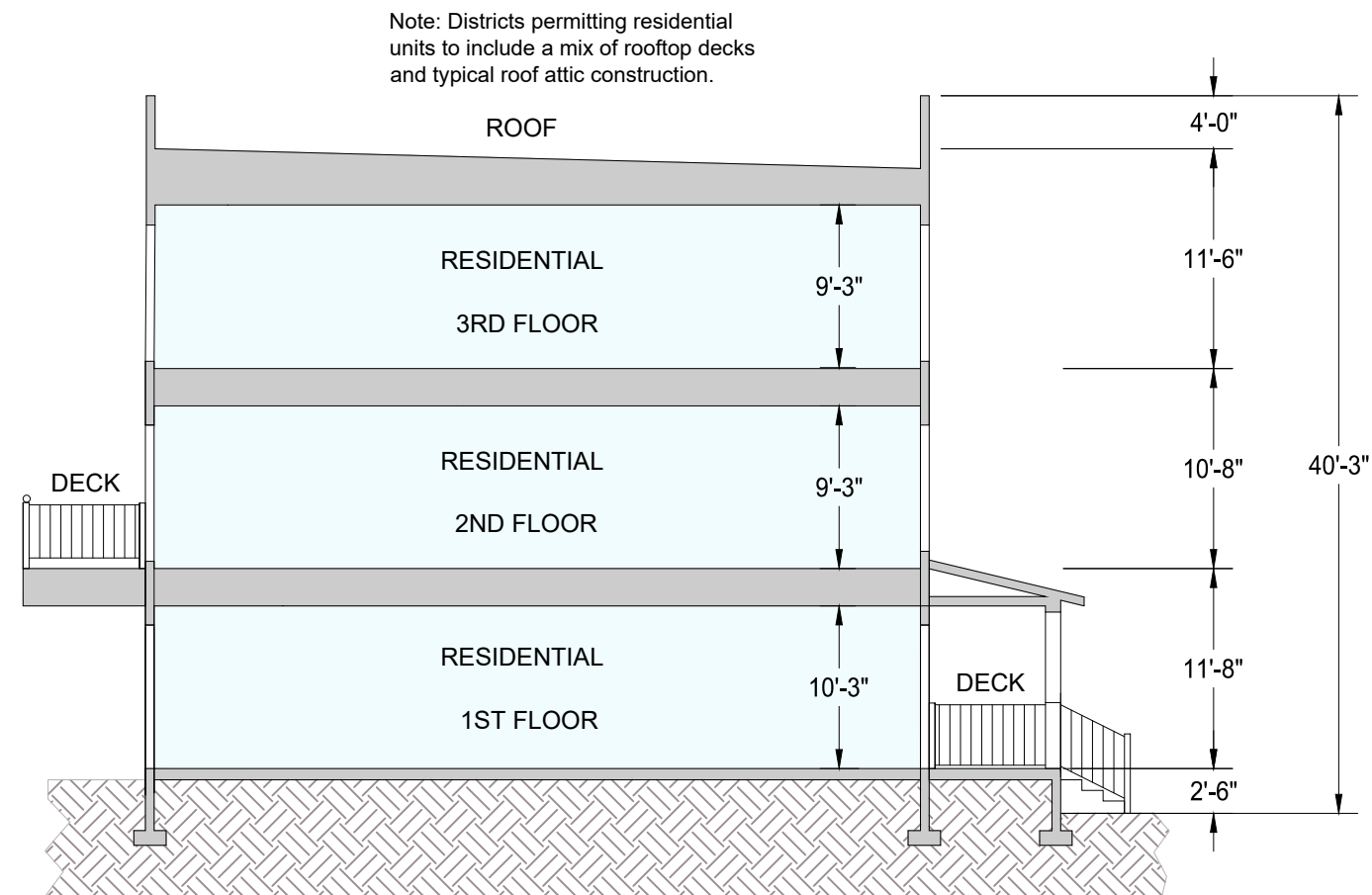
CHARACTER RENDERING

1st Floor

- 50% Min Glazing
- Brick Veneer

2nd - 5th Floors

- 30% Min Glazing
- Mix of Vertical & Horizontal Hardie Panel



TYPICAL 3-STORY TOWNHOME

18" to 36" Raised Foundation

1st Floor

- 9-10 Feet Height

2nd & 3rd Floor

- 9-10 Feet Height



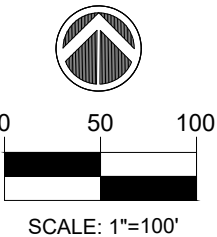
CHARACTER RENDERING

1st Floor

- 20% Min Glazing
- Mix of Vertical & Horizontal Hardie Panel
- Brick Veneer

2nd & 3rd Floors

- 20% Min Glazing
- Mix of Vertical & Horizontal Hardie Panel
- Brick Veneer



LEGEND	
— 6" W —	WATER MAIN
WV	WATER VALVE
— 8" S —	SEWER MAIN
\$	SEWER MH

EROSION PREVENTION & SEDIMENT CONTROL NOTES

1. All control measures must be properly installed and maintained in accordance with the manufacturer's specifications, tdec and local standards.
2. Contractors shall verify location, depth, and size of existing utilities prior to beginning construction, and shall be responsible for making the necessary arrangements with the governing utility company for utilities requiring relocation.
3. Bmp capacity [sediment traps, silt fences, sedimentation ponds, and other sediment control] shall not be reduced by more than 50% at any given time. If periodic inspections or other information indicates a control has been used inappropriately or incorrectly, the contractor must replace or modify the control for relevant site situations.
4. Where permanent or temporary vegetation cover is used as a control measure, the timing of the planting is critical. Planning for planting of vegetation cover during winter or dry months should be avoided.
5. If sediment escapes the permitted area, off-site accumulations of sediment that have not reached a stream must be removed at a frequency sufficient to minimize offsite impacts. The contractor shall not initiate remediation/restoration of a stream without consulting the division first. The noi general permit does not authorize access to private property. Arrangements concerning removal of sediment on adjoining property must be settled by the contractor and adjoining landowner.
6. Litter, construction debris, and construction chemicals exposed to storm water shall be picked up prior to anticipated storm events or before being carried off of the site by wind or otherwise prevented from becoming a pollutant source for storm water discharges. After use, materials used for epsc should be removed or otherwise prevented from becoming a pollutant source for storm water discharge.
7. Erodeable material storage areas (including overburden and stockpiles of soil) and borrow pits are considered part of the site and should be addressed with appropriate bmp's accordingly.
8. The following records shall be maintained on or near site: the dates when major grading activities occur; the dates when construction activities temporarily or permanently cease or a portion of the site; the dates when stabilization measures are initiated; inspection records and rainfall records. Contractor shall maintain a rain gauge and daily rainfall records at the site, or use a reference site for a record of daily amount of precipitation.
9. A copy of the swppp shall be retained on-site and should be accessible to the director and the public. Once site is inactive or does not have an onsite location adequate to store the swppp, the location of the swppp, along with a contact phone number, shall be posted on-site. If the swppp is located off-site, reasonable local access to the plan, during normal working hours, must be provided.

STORMWATER NOTES

1. Any excavation, fill, or disturbance of existing ground elevation must be done in accordance with the Metro Stormwater Management Ordinance.
2. Metro Water Services shall be provided sufficient and unencumbered ingress and egress at all times in order to main, repair, replace, and inspect any stormwater facilities within the property.
3. Side driveway culverts per the design criteria set for by the Metro Stormwater Magement Manual. (Minimum driveway culvert in Metro ROW is 15").
4. 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 due to LID implementation.
10. Off-site vehicle tracking of sediments and the generation of dust shall be minimized. A stabilized construction access (a point of entrance/exit to a construction site) shall be constructed as needed to reduce the tracking of mud and dirt onto public roads by construction vehicles.
11. Inspections must be performed at least twice every calendar week. Inspections shall be performed at least 72 hours apart. Where sites or portions of construction sites have been temporarily stabilized, or runoff is unlikely due to winter conditions or due to extreme drought, such inspection has to be conducted once per month until thawing or precipitation results in runoff or construction activities resumes. Inspection requirement do not apply to definable areas that have been finally stabilized, as designed by the engineer. Written notification of the intent to change the inspection frequency and the justification for such request must be submitted to the local environmental field office, or the division's nashville central office for projects of tdot or tva. Should the division discover that monthly inspection of the division discover that monthly inspections of the site are not appropriate due to insufficient stabilization measures or otherwise, twice weekly inspections shall resume. The division may inspect the site to confirm or deny the notification to conduct monthly inspections.
12. Inspectors performing the required twice weekly inspections must have an active certification and a record of certification must be kept on site. Based on the results of the inspection, any inadequate control measures or control measures in despair shall be replaced or modified, or repaired as necessary, before the next rain event, but in no case more than 7 days after the need identified.
13. Outfall points shall be inspected to determine whether epsc measures are effective in preventing significant impacts to receiving waters. Where discharge locations are inaccessible, nearby downstream locations shall be inspected. Locations where vehicles enter or exit the site shall be inspected for evidence of offsite sediment tracking.
14. Contractor shall provide an area for concrete wash down and equipment fueling in accordance with Metro CP-10 and CP-13, respectively. Contractor to coordinate exact location with NPDES department during preconstruction meeting. Control of other site wastes such as discarded building materials, chemicals, litter, and sanitary wastes that may cause adverse impacts to water quality is also required by the Grading Permittee
15. Exposed areas to be stabilized with 14 days after construction activities in the areas that have temporarily or permanently ceased. Areas with a slope of 3:1 or steeper shall be stabilized within 7 days.
16. All slopes 3:1 or steeper to be stabilized with erosion control blankets or matting.

REVISIONS	DATE
URBAN NEIGHBORHOOD CENTER (T4-NC) COMMUNITY PLAN AMENDMENT	6/13/2024
PUBLIC ROADS & SPECIFIC PLAN	8/27/2024
METRO PLANNING, NDOT, FIRE MARSHAL, & WATER SERVICES	10/22/2024
METRO PLANNING & NDOT	10/31/2024