

DATE: December 12, 2022

PROJECT: **Lincoln Tech SP – 2022SP-075-001**
BC&A No. 2987-01

TO: Metro Planning Dept
Metro Office Bldg
800 2nd Avenue South
Nashville, TN 37201

FROM: John R. Gore, P.E.
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REMARKS

Specific Plan documents for

LINCOLN TECH

NASHVILLE, TENNESSEE

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SUBMISSION DATE: 28 SEPTEMBER 2022
REV1: 18 OCTOBER 2022
REV2: 07 DECEMBER 2022

CASE No. 2022SP-075-001

SOUTHERN LAND
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in partnership with



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PURPOSE NOTE

The purpose of this SP is to rezone approximately 16.35 acres to provide for a mixed-use development with a maximum 300,000sf commercial, 800 multi-family residential units, 150 single-family or attached multi-family (townhomes) units, and green space. Uses are as defined within this document. Additionally, this SP would abandon the existing Institutional Overlay as established by the Nashville Auto-Diesel College Master Development Plan established on September 21, 2005.

VISION

To Create an Artful Heart of East Nashville

The overarching goal of the Lincoln Tech Specific Plan (SP) is to create a vibrant, mixed-use community that will artfully serve the residents of East Nashville, thoughtfully crafting a place to live, work, gather, shop, and dine in a highly connected, pedestrian friendly urban district.

East Nashville has long developed around various commercial nodes at the intersections of key corridors. Five Points, Walden, Riverside Village have evolved to concentrated points of commercial activity, but most do not include housing and high quality open space in their immediate area.

The Lincoln Tech SP started with the idea of creating a central public space for both the future residents of the development, as well as the surrounding neighborhood and patrons of the retail and restaurant establishments. This space, activated by adjacent retail and regularly programmed events, fills a need in an area that has limited access to high quality open space. In addition to the central public space, pedestrian connectivity has been elevated through the incorporation of sidewalks, mews spaces and enhanced streetscape improvements in an area severely lacking in pedestrian infrastructure.

Multi-modal improvements will help to encourage alternate modes of transportation to and from the site, such as bike sharing and the proximity to the Gallatin Pike BRT transit line immediately adjacent to the site.

Buildings have been thoughtfully configured to transition the scale of the proposed development to the adjacent single family neighborhood. Townhomes buffer the larger buildings and provides a unique single-family oriented product at a scale not provided in the surrounding neighborhoods.



SPECIFIC PLAN ZONING OVERVIEW



Located near the intersection of Gallatin Avenue and Douglas Avenue, the project site is located in the Renraw neighborhood named after the former home of Percy Warner which exists on site and has served administration functions for the college. The Lincoln Tech Mixed-use Project will become an active commercial node in the overall East Nashville community, complementing Five Points to the south, Walden to the East, and Riverside Village to the northeast, as well as support the growth of the Gallatin Avenue multi-modal corridor through increasing adjacent density.

The ±16.35 acre site is currently zoned a mix of ORI, CS, RM20, and RS5 base zoning over multiple parcels. The standards and regulations of MUG-A and R6-A, including specific modifications, implements the vision developed by NashvilleNext and the Community Character Manual.

In addition to the base zoning, the area is governed through an Institutional Overlay guided by the Nashville Auto-Diesel College Master Development Plan. As a condition of this submittal, the Institutional Overlay would be withdrawn and parcels outside of the SP Request would continue to be governed by base zoning. Per the Overlay language, the Institutional Overlay would only come into effect as parcels were acquired by the Nashville Auto Diesel College/ Lincoln Tech.

The proposed project will consist of 300,000 sf Commercial, 800 Multi-family Residential units, and 150 Single-family or attached Multi-family (townhomes) Residential units. Retail is envisioned to activate the streetscape frontages and central open space at Strouse and Trevecca Avenues, serving as a neighborhood amenity both for the proposed development and larger East Nashville community and adjacent neighborhoods.

The project is currently planned to be built in phases.

EXISTING CONDITIONS

COUNCIL DISTRICT

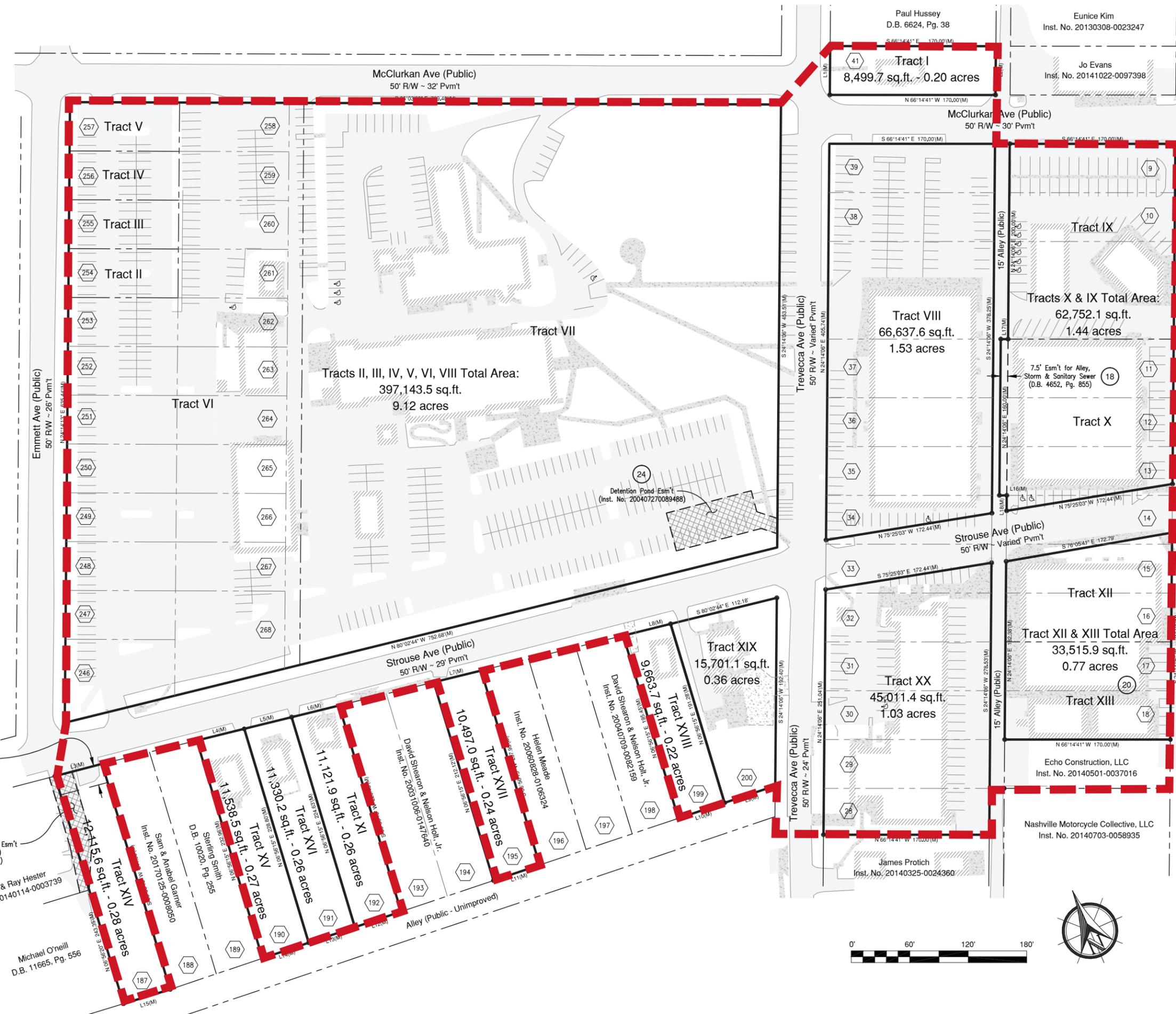
05 SEAN PARKER

SITE PARCELS/ ACREAGE

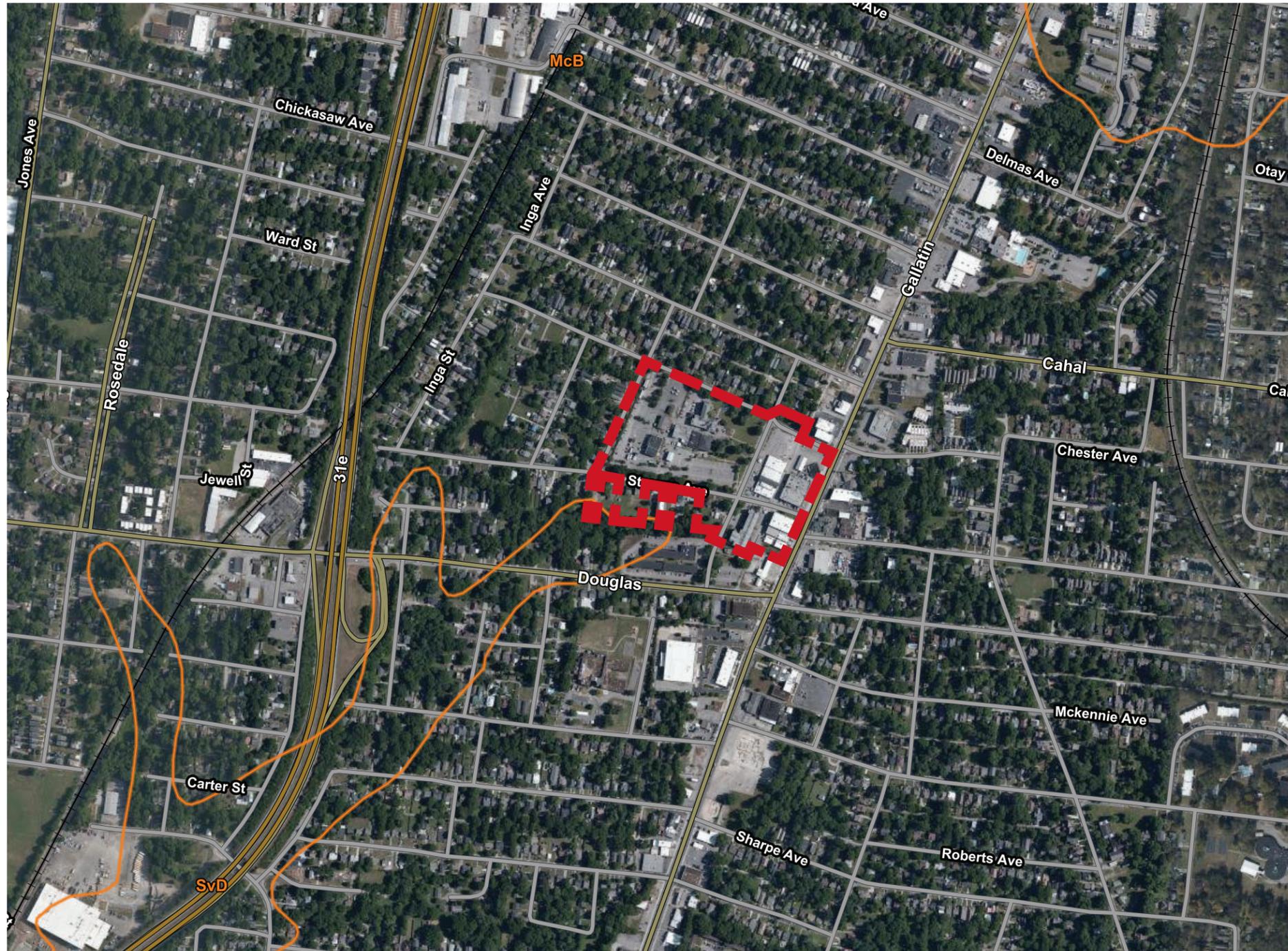
1308 GALLATIN AVE	0.19ac (8,276sf)
1310 GALLATIN AVE	0.37ac (16,117sf)
1324 GALLATIN AVE	0.38ac (16,553sf)
1524 GALLATIN AVE	0.69ac (30,056sf)
1528 GALLATIN AVE	0.84ac (36,590sf)
2310 TREVECCA AVE	1.06ac (46,174sf)
2410 TREVECCA AVE	1.66ac (72,310sf)
1000 MCCLURKAN AVE	0.14ac (6,098sf)
1008 MCCLURKAN AVE	2.70ac (117,612sf)
1016 MCCLURKAN AVE	5.84ac (254,390sf)
2416 EMMETT AVE	0.12ac (5,227sf)
2418 EMMETT AVE	0.12ac (5,227sf)
2420 EMMETT AVE	0.12ac (5,227sf)

2500 TREVECCA AVE	0.18ac (7,841sf)
954 STROUSE AVE	0.28ac (12,197sf)
960 STROUSE AVE	0.27ac (11,761sf)
962 STROUSE AVE	0.28ac (12,197sf)
964 STROUSE AVE	0.27ac (11,761sf)
970 STROUSE AVE	0.23ac (10,019sf)
978 STROUSE AVE	0.22ac (9,583sf)
980 STROUSE AVE	0.39ac (16,988sf)
Total	16.35ac (712,206sf)

HORIZONTAL BEARING REFERENCE
TN STATE PLANE NAD83



SOILS



Soils within the confines of the Lincoln Tech Project are primarily classified as McB - Maury-Urban Land Complex (2-7% Slopes).

There are generally no naturally occurring slopes in excess of 15% on the site.

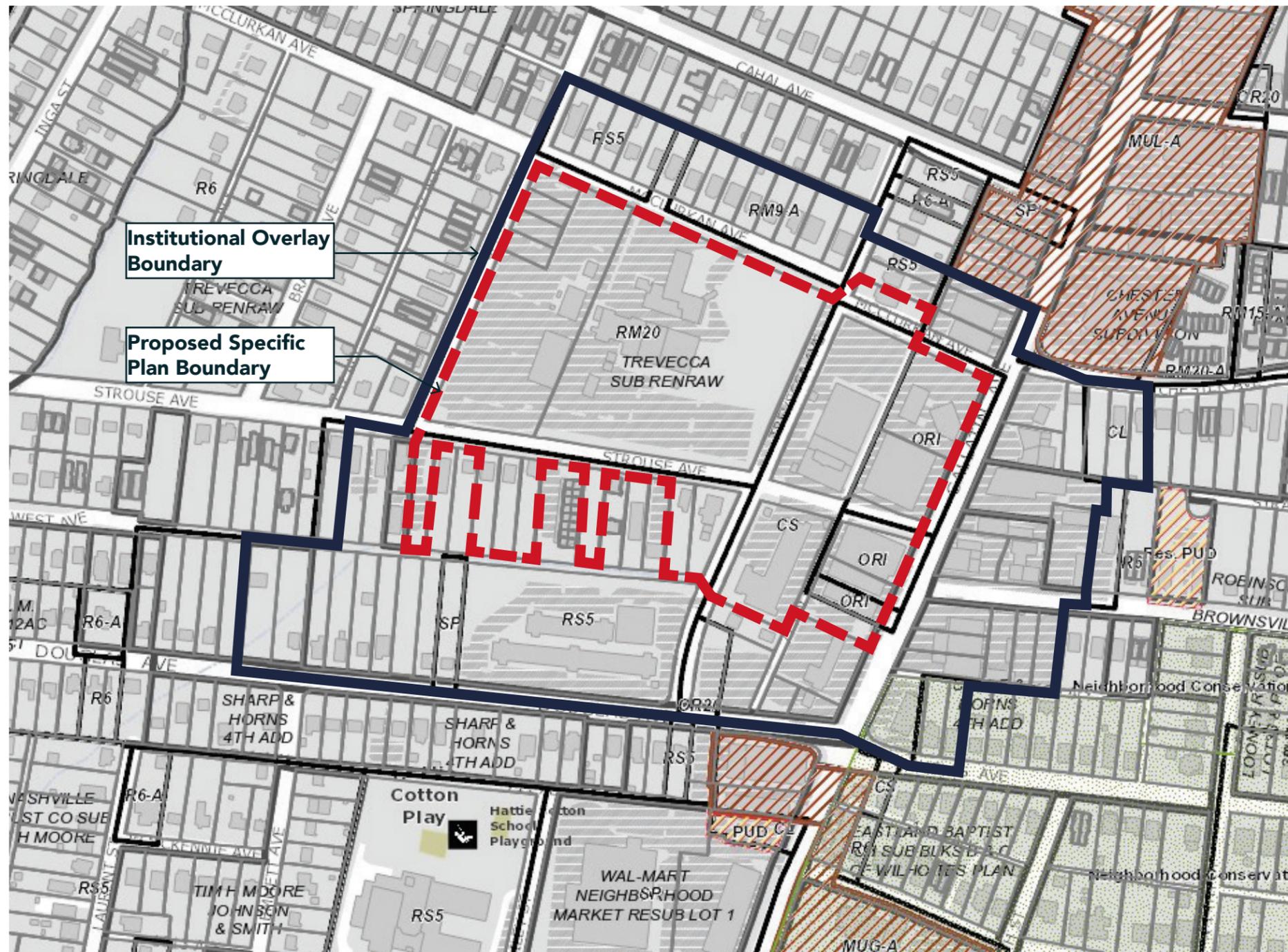


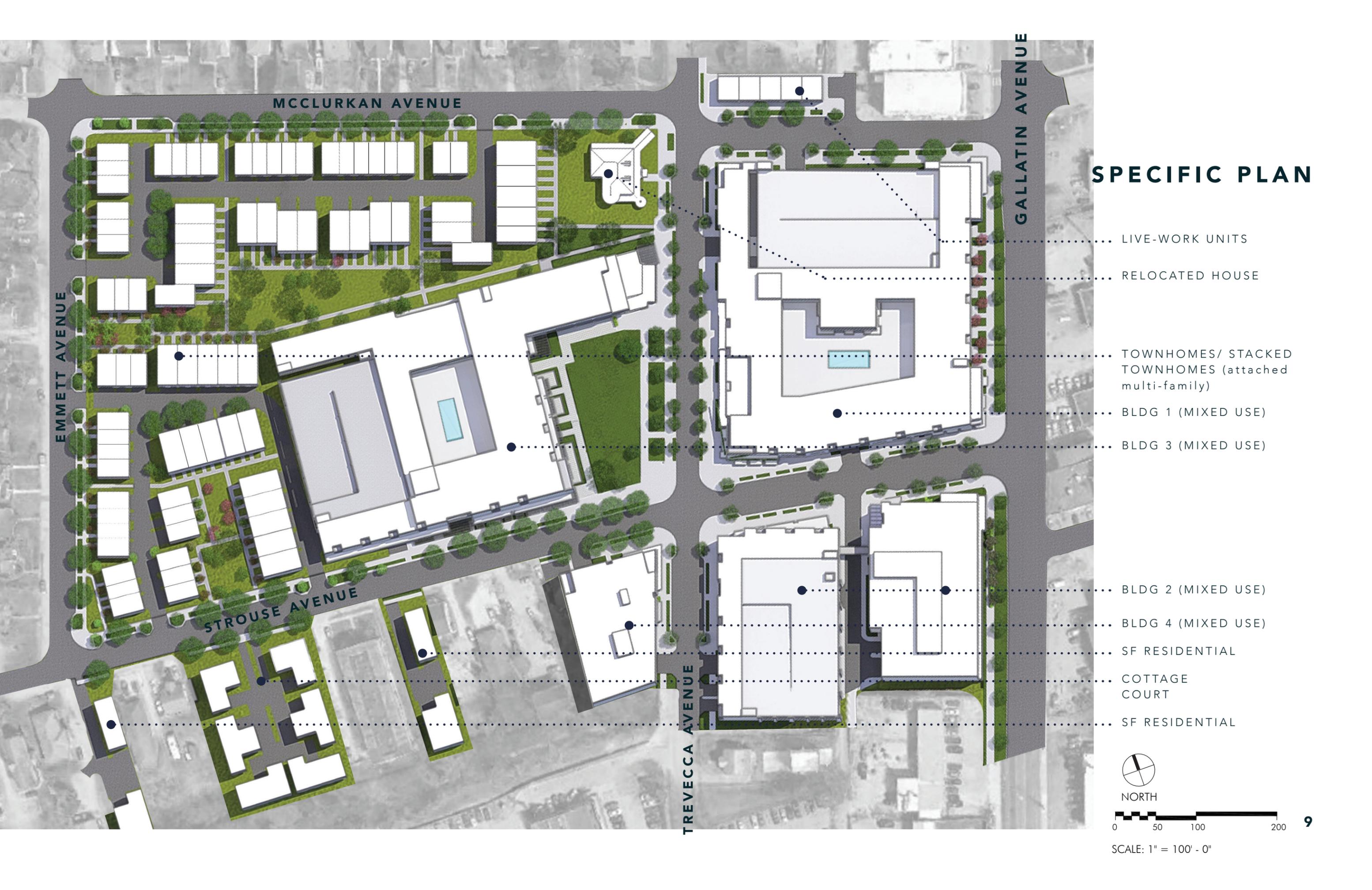
EXISTING ZONING

Existing zoning for the Lincoln Tech Campus is a mix of ORI, CS, RM20, and RS5 base zoning over multiple parcels.

In addition to the base zoning, the area is governed by an Institutional Overlay guided by the Nashville Auto-Diesel College Master Development Plan.

As a condition of this submittal, the Institutional Overlay would be withdrawn and parcels outside of the SP Request would continue to be governed by base zoning. Per the Overlay language, the Institutional Overlay would only come into effect as parcels were acquired by the Nashville Auto Diesel College/ Lincoln Tech.





MCCLURKAN AVENUE

EMMETT AVENUE

STROUSE AVENUE

TREVECCA AVENUE

GALLATIN AVENUE

SPECIFIC PLAN

- LIVE-WORK UNITS
- RELOCATED HOUSE
- TOWNHOMES/ STACKED TOWNHOMES (attached multi-family)
- BLDG 1 (MIXED USE)
- BLDG 3 (MIXED USE)
- BLDG 2 (MIXED USE)
- BLDG 4 (MIXED USE)
- SF RESIDENTIAL
- COTTAGE COURT
- SF RESIDENTIAL



SCALE: 1" = 100' - 0"

OVERALL SITE DATA

ACRES	±16.35ac
COMMERCIAL	300,000sf 125,000sf Retail/ Restaurant 175,000sf Office
NO. RESIDENTIAL UNITS	950
OVERALL DENSITY	58.10 du/ ac
TOTAL OPEN SPACE	3.09ac (18.9%)
 PUBLIC	2.22ac
 PRIVATE	0.87ac

The preceding totals for Commercial area and Residential units are maximums allowed within the proposed SP.

ZONING ANALYSIS - MIXED USE DISTRICT

PROPOSED ZONING USES

SP TO PERMIT A MIXED-USE DEVELOPMENT WITH A MAXIMUM OF 800 RESIDENTIAL UNITS AND 300,000sf COMMERCIAL. USES AS PERMITTED BY THE MUG-A ZONING DISTRICT. SHORT TERM NON-OWNER OCCUPIED RENTAL SHALL BE PROHIBITED.

MAX FAR 3.0 AS PER MUG-A (blended total including Residential District)

THE FLOOR AREA USED FOR THE PROVISION OF OFF-STREET PARKING SPACES AND LOADING BERTHS (AND ASSOCIATED DRIVEWAYS AND AISLES) SHALL NOT BE COUNTED AS FLOOR AREA FOR THE PURPOSE OF CALCULATING FLOOR AREA RATIO.

MAX ISR 1.0

NO. RESIDENTIAL UNITS 800

BUILD-TO ZONE 0-15ft (except at Public Park/ Outdoor Dining Locations)

MAX OVERALL HEIGHT SEE BUILDING HEIGHT/ MASSING DIAGRAM
Mezzanine and basement levels shall not count towards overall building height.

STEP-BACK 5ft min after 5 stories at ROW Frontages
(see 17.12.060 for allowed exceptions)

MIN REAR SETBACK NONE REQUIRED
20ft @ Live-Work Units north of McClurkan Avenue

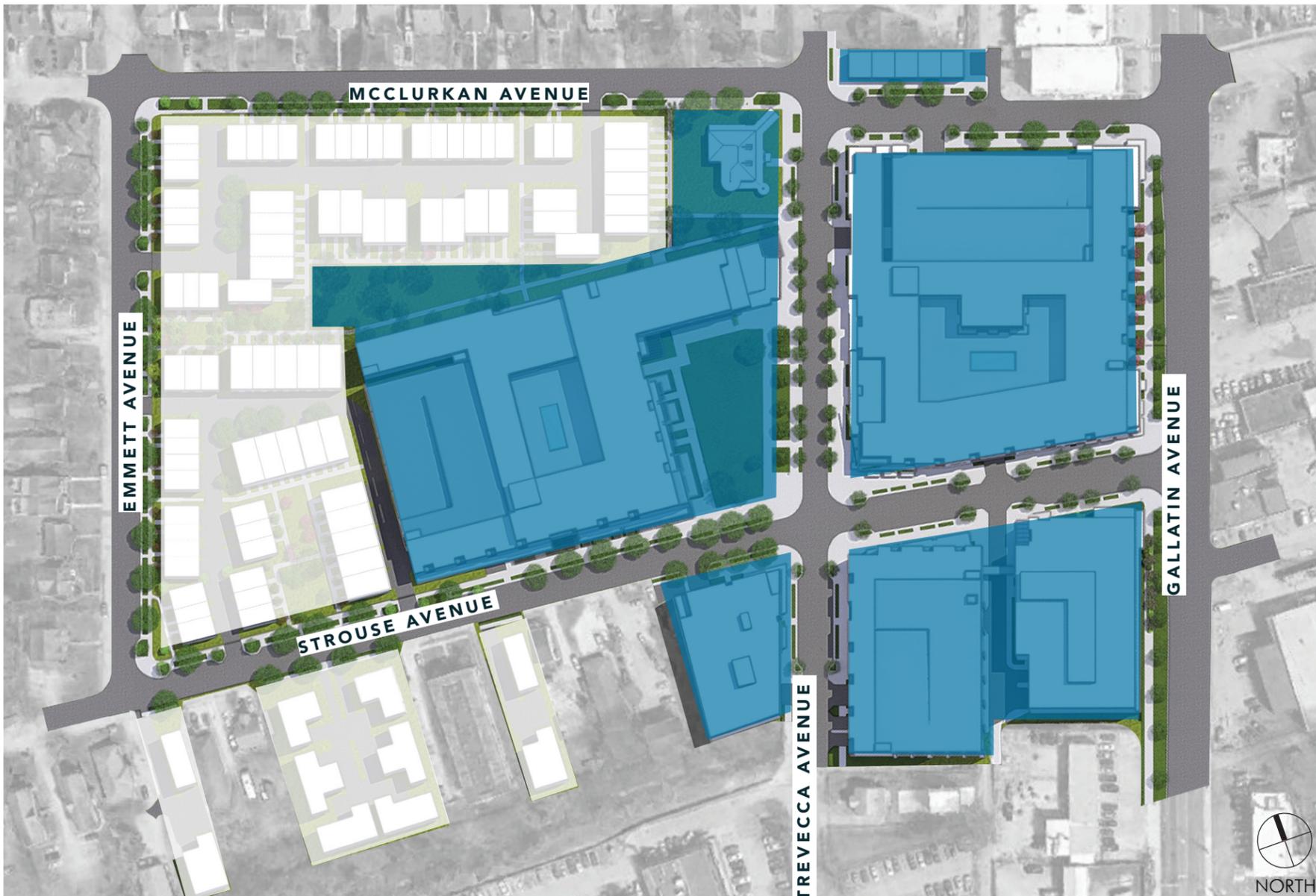
MIN SIDE SETBACK NONE REQUIRED
5ft @ Live-Work Units north of McClurkan Avenue

PARKING PER UZO ZONING REQUIREMENTS or APPROVED SHARED PARKING AGREEMENT.

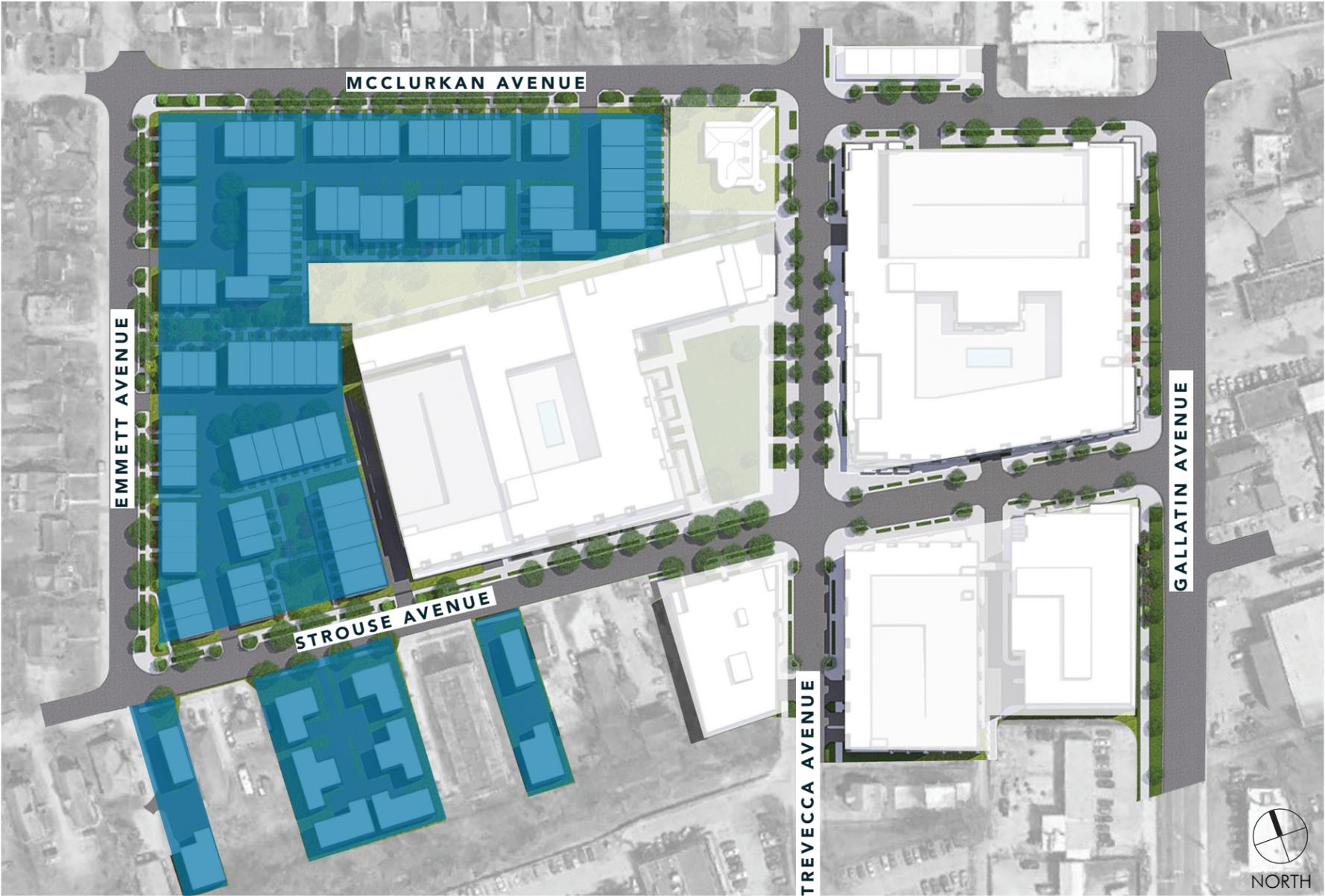
ALLOWED USES AS PER MUG-A with the following exceptions:

Permitted:

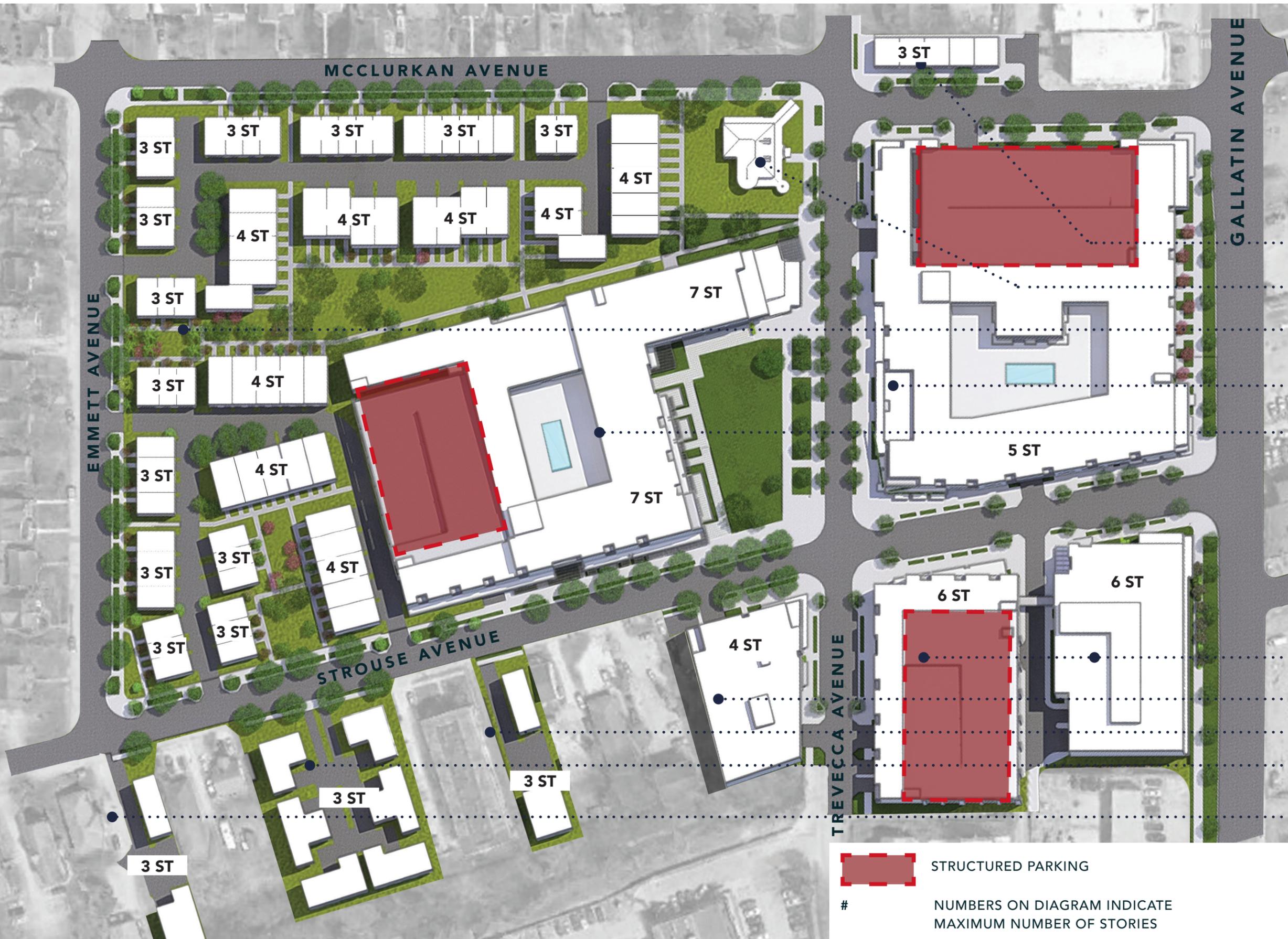
- Historic Bed and Breakfast Homestay
- Community Gardening (noncommercial)
- Artisan Distillery
- Animal Boarding
- Mobile Vendor
- Microbrewery
- Small Outdoor Music Event



ZONING ANALYSIS - RESIDENTIAL DISTRICT



PROPOSED ZONING USES	AS PART OF THE SP TO PERMIT A MIXED-USE DEVELOPMENT, THE PLAN INCLUDES A MAXIMUM OF 150 SINGLE-FAMILY (DETACHED AND ATTACHED) OR MULTI-FAMILY (TOWNHOMES) RESIDENTIAL UNITS. USES AS PERMITTED BY THE R6-A ZONING DISTRICT PLUS MULTI-FAMILY (TOWNHOMES). SHORT TERM NON-OWNER OCCUPIED RENTAL SHALL BE PROHIBITED.
MAX FAR	3.0 AS PER MUG-A (blended total including Mixed Use District)
MAX ISR	0.90 (district total)
NO. RESIDENTIAL UNITS	150
BUILD-TO ZONE	10-15ft
MAX OVERALL HEIGHT	SEE BUILDING HEIGHT/ MASSING DIAGRAM <i>Mezzanine and basement levels shall not count towards overall building height.</i>
MIN LOT SIZE	1,000sf
MIN REAR SETBACK	20ft
MIN SIDE SETBACK	0/5ft
PARKING	1.5 parking spaces/ unit. Parking will provided through a combination of private garages, surface parking behind units, and on-street parking.
ALLOWED USES	MULTI-FAMILY (TOWNHOMES) AND USES AS PER R6-A

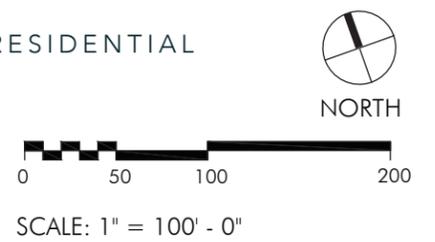


BLDG HEIGHT/ MASSING

- LIVE-WORK UNITS
- RELOCATED HOUSE
- TOWNHOMES/ STACKED TOWNHOMES (attached multi-family)
- BLDG 1 (MIXED USE)
- BLDG 3 (MIXED USE)
- BLDG 2 (MIXED USE)
- BLDG 4 (MIXED USE)
- SF RESIDENTIAL
- COTTAGE COURT
- SF RESIDENTIAL

STRUCTURED PARKING

NUMBERS ON DIAGRAM INDICATE MAXIMUM NUMBER OF STORIES



NOTE: BUILDING HEIGHT SHALL BE MEASURED PER METRO CODE.

BUILDING MASSING



..... **BLDG 2/** 6 STORIES

..... **BLDG 4/** 4 STORIES

..... **BLDG 1/** 5 STORIES

..... **BLDG 3/** 7 STORIES max

..... **RELOCATED HISTORIC HOUSE**

..... **LIVE-WORK/** 3 STORIES

..... **TOWNHOMES (attached multi-family)/** 3-4 STORIES

RENDERING TO ILLUSTRATE MASSING. OVERALL HEIGHT TO BE GOVERNED BY BUILDING HEIGHT/ MASSING DIAGRAM.

BUILDING MASSING



..... **BLDG 2/ 6 STORIES**

..... **BLDG 4/ 4 STORIES**

..... **BLDG 3/ 7 STORIES (max)**

..... **BLDG 1/ 5 STORIES**

..... **TOWNHOMES (attached multi-family)/ 3-4 STORIES**

..... **RELOCATED HISTORIC HOUSE**

RENDERING TO ILLUSTRATE MASSING. OVERALL HEIGHT TO BE GOVERNED BY BUILDING HEIGHT/ MASSING DIAGRAM.

BUILDING MASSING



..... **BLDG 3/ 7 STORIES (max)**

..... **BLDG 1/ 5 STORIES**

..... **BLDG 2/ 6 STORIES**

..... **BLDG 4/ 4 STORIES**

RENDERING TO ILLUSTRATE MASSING.
OVERALL HEIGHT TO BE GOVERNED BY
BUILDING HEIGHT/ MASSING DIAGRAM.

PARKING GARAGE ENHANCEMENTS



FACADES FOR PARKING GARAGES WITH DIRECT FRONTAGE ALONG A PUBLIC STREET WILL BE INTEGRATED INTO THE OVERALL ARCHITECTURAL DESIGN OF EACH ASSOCIATED BUILDING. FACADE TREATMENTS SHALL PROVIDE AN OPPORTUNITY FOR ARTISTIC EXPRESSION TO CELEBRATE THE SITE AND NEIGHBORHOOD HISTORY. OPENINGS FOR NATURAL VENTILATION ARE PERMISSIBLE WHEN INTEGRATED INTO THE OVERALL FACADE/ BUILDING DESIGN.

MCCLURKAN AVENUE

EMMETT AVENUE

STROUSE AVENUE

TREVECCA AVENUE

GALLATIN AVENUE

T4-M-AB5-IM

**MCSP/
RIGHT-OF-WAY**

GALLATIN AVENUE
Defined as an **Urban Mixed Use Arterial Boulevard (T4-M-AB5-IM)** and **Immediate Need Multi-modal Corridor**, Gallatin Avenue connects downtown Nashville with outlying suburbs/ satellite cities.

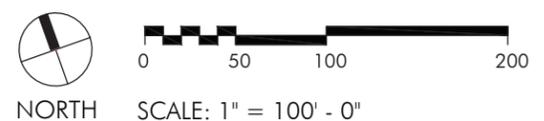
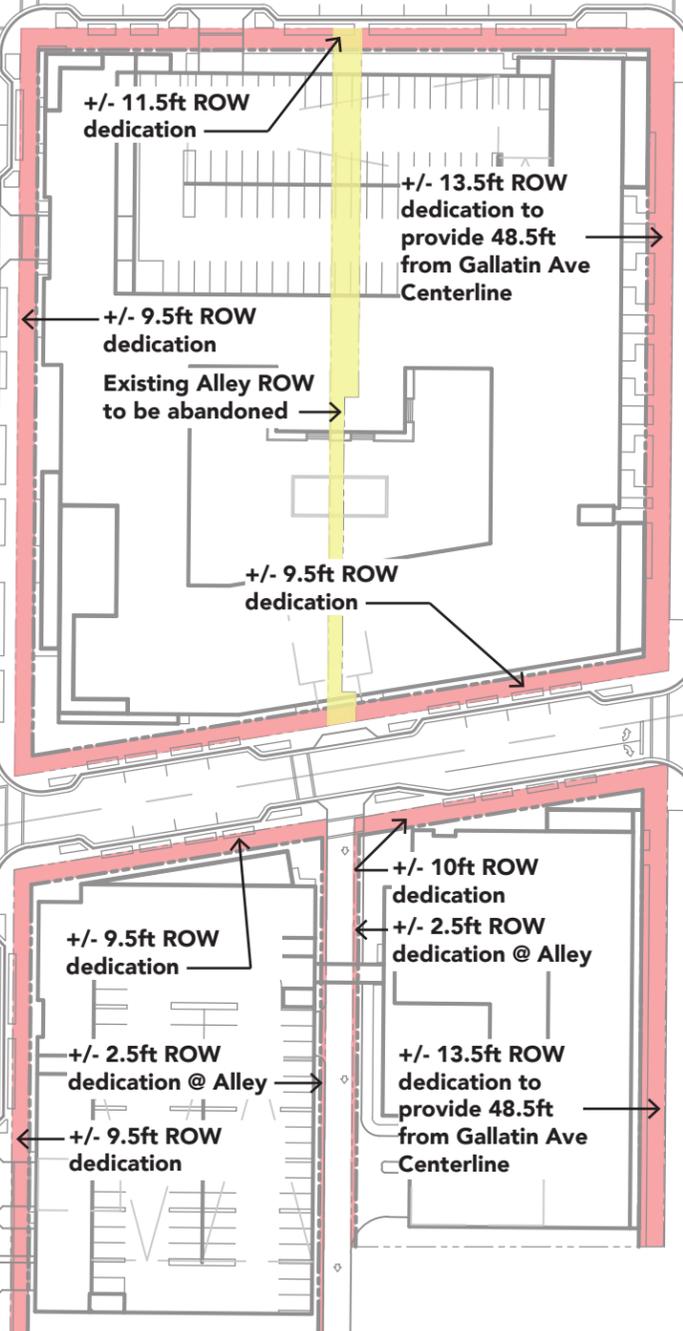
All other streets are considered Local Streets.

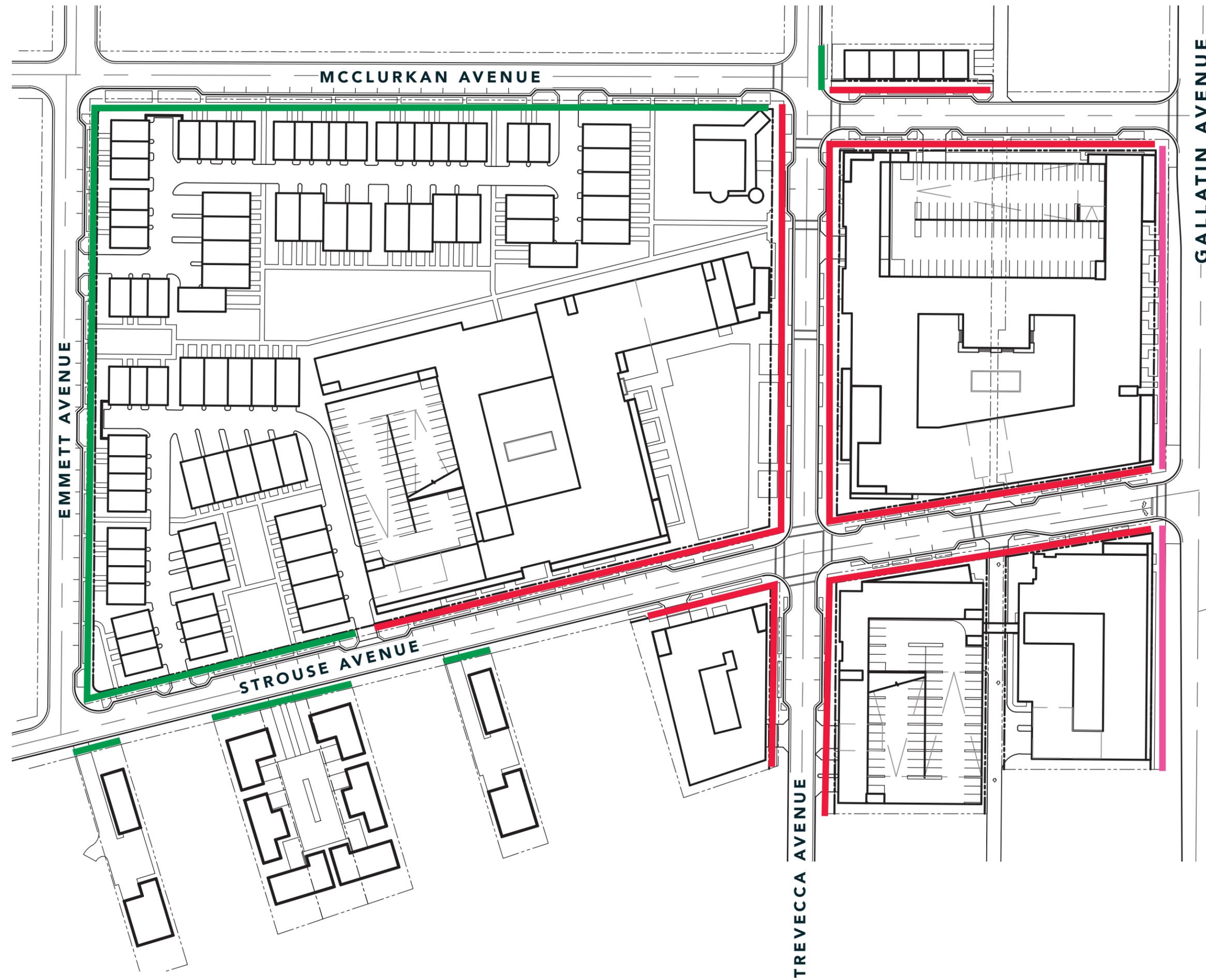
GALLATIN AVENUE - SEGMENT 13**
The planned final design concept calls for a total Right-of-Way width of 97ft, which includes a 14ft sidewalk (10ft pedestrian zone/ 4ft green zone). The project would be responsible for providing 48.5ft from the street centerline.

Immediate Need Multimodal Corridors are anticipated to provide more frequent transit. Currently, Gallatin Avenue has a BRT Lite/ Express route in operation (56).

**** NOTE:** Final cross section and alignment details are subject to change and will be determined with the final site plan review.

NOTE: DEVELOPMENT TO COORDINATE WITH WeGO TO REVIEW POTENTIAL BUS STOP IMPROVEMENTS/ UPGRADES ON GALLATIN AVENUE PRIOR TO FINAL SP.

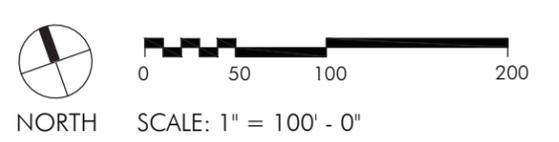




PEDESTRIAN INFRASTRUCTURE

NOTE:
 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.

- GALLATIN AVENUE/ MCSP
- ACTIVE STREET
- NEIGHBORHOOD STREET



NEIGHBORHOOD STREET

ACTIVE STREET

**PEDESTRIAN
INFRASTRUCTURE**



2'-0"
CARRIAGE STRIP
(ADJACENT
TO ON-STREET
PARKING)

4'-0" min
PLANTING/
FURNISHING ZONE

5'-0" min
PEDESTRIAN ZONE



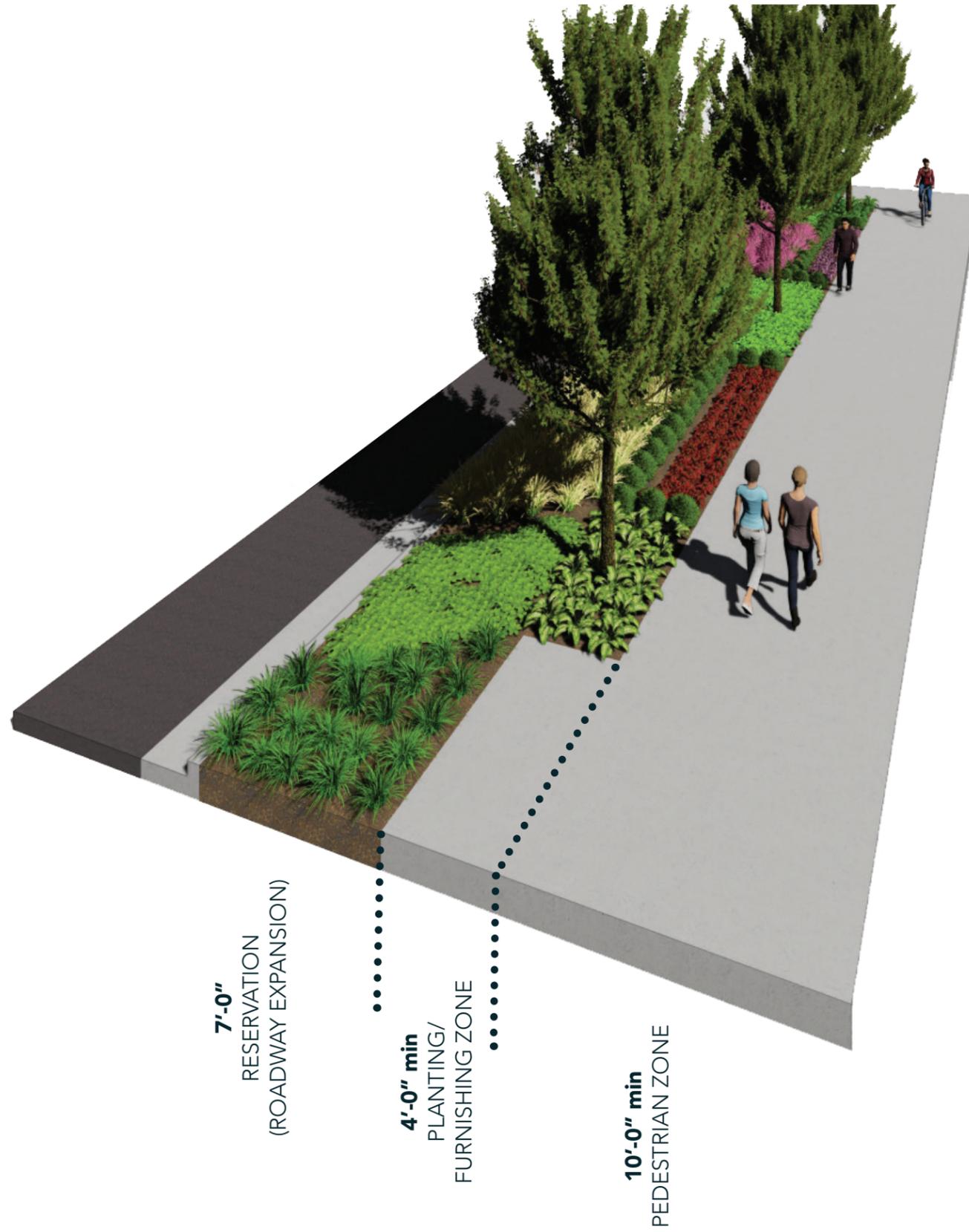
2'-0"
CARRIAGE STRIP
(ADJACENT TO
ON-STREET PARKING)

4'-0" min
PLANTING/
FURNISHING ZONE

8'-0" min
PEDESTRIAN ZONE

GALLATIN AVENUE/ MCSP

PEDESTRIAN
INFRASTRUCTURE



MCCLURKAN AVENUE

EMMETT AVENUE

STROUSE AVENUE

TREVECCA AVENUE

GALLATIN AVENUE

PUBLIC PLAZA BELOW

OPEN SPACE PLANS

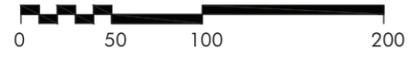
The layout and connectivity of the Open Space is a central theme in the overall development concept. A large, active central park/ plaza will provide a much needed open space for the greater neighborhood, while the green spine through the development provides smaller, more passive open space options and connectivity through the development.

Final layout and areas subject to change.

 PUBLIC OPEN SPACE



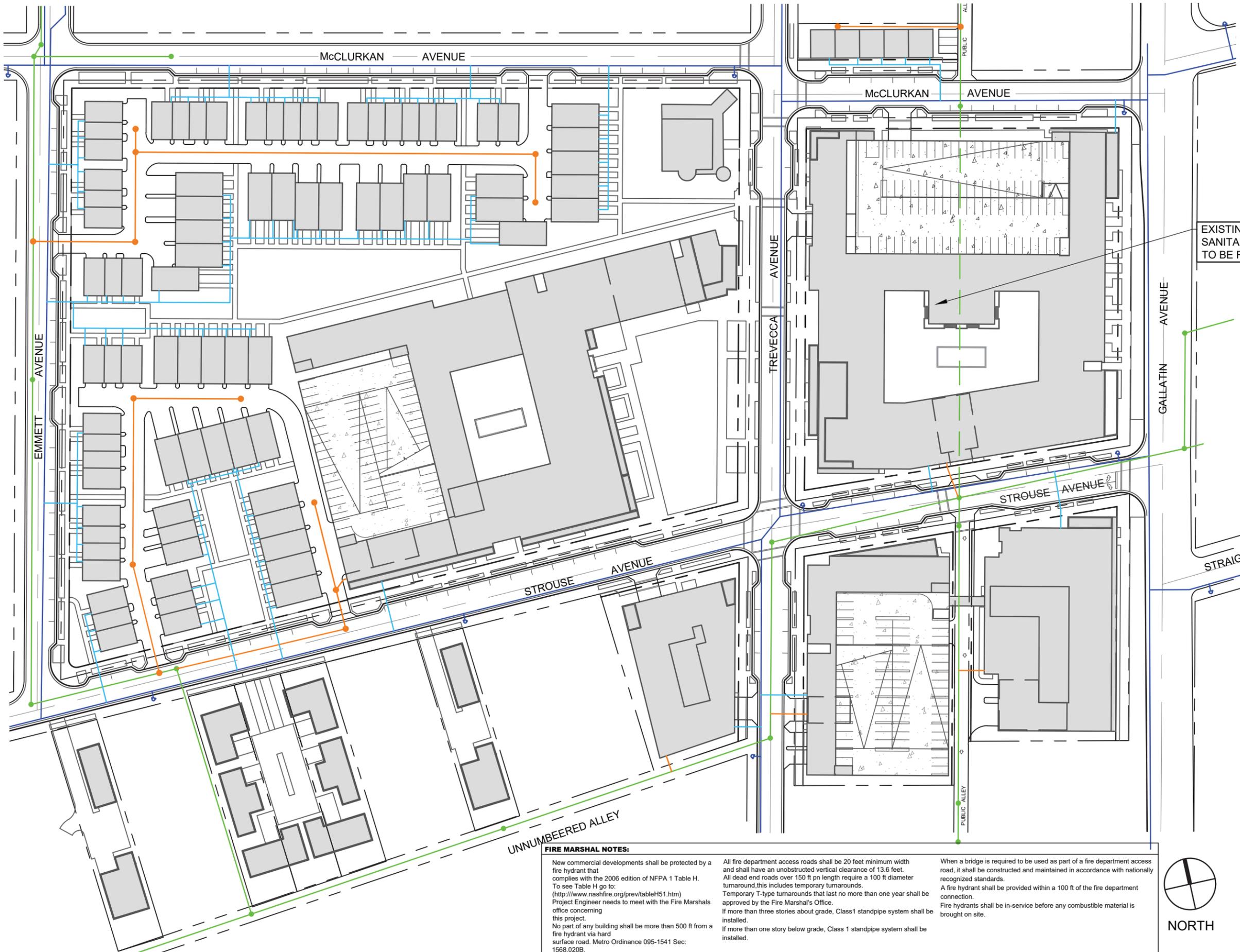
NORTH



SCALE: 1" = 100' - 0"

OPEN SPACE CONCEPT IMAGERY





LEGEND	
EXISTING WATER	
PROPOSED WATER	
EXISTING SANITARY SEWER	
PROPOSED SANITARY SEWER	

EXISTING SANITARY SEWER TO BE RELOCATED

PUBLIC WORKS NOTE:

1. THE FINAL SITE PLAN / BUILDING PERMIT SITE PLAN SHALL DEPICT THE REQUIRED PUBLIC SIDEWALKS, ANY REQUIRED GRASS STRIP FRONTAGE 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. WHERE FEASIBLE, VERTICAL OBSTRUCTIONS ARE ONLY PERMITTED WITHIN THE REQUIRED GRASS STRIP OR FRONTAGE ZONE.
2. PARKING RATIOS SHALL BE PROVIDED AT OR ABOVE THE METRO ZONING CODE UZO PARKING STANDARDS.
3. ANY REQUIRED RIGHT-OF-WAY WITHIN THE PROJECT SITE THAT IS IDENTIFIED AS NECESSARY TO MEET THE ADOPTED ROADWAY PLANS SHALL BE DEDICATED.
4. 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.
5. 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.
6. ALL CONSTRUCTION WITHIN THE RIGHT OF WAY SHALL COMPLY WITH ADA AND METRO PUBLIC WORKS STANDARDS AND SPECIFICATIONS. ALL STREETS AND ALLEYS TO BE PER METRO PUBLIC WORKS STANDARDS.
7. ALL SIDEWALKS ON THE PROPERTY FRONTAGE ARE TO BE ADA COMPLIANT PRIOR TO U/O PERMIT.

METRO WATER SERVICES NOTE:

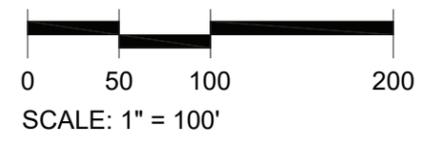
1. ANY EXCAVATION, FILL OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO.78-840, AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
2. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

FIRE MARSHAL NOTES:

New commercial developments shall be protected by a 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>) Project Engineer needs to meet with the Fire Marshals office concerning this project. No part of any building shall be more than 500 ft from a fire hydrant via hard surface road. Metro Ordinance 095-1541 Sec: 1568.020B.

All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.6 feet. All dead end roads over 150 ft in length require a 100 ft diameter turnaround, this includes temporary turnarounds. Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office. If more than three stories above grade, Class 1 standpipe system shall be installed. If more than one story below grade, Class 1 standpipe system shall be installed.

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. A fire hydrant shall be provided within a 100 ft of the fire department connection. Fire hydrants shall be in-service before any combustible material is brought on site.





LEGEND

EXISTING STORM DRAINAGE	
POTENTIAL BIORETENTION LOCATIONS	
TOWNHOME PARKING TO BE PVIOUS PAVING	

STORMWATER NOTES:

78-840 NOTE: ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.

PRELIMINARY PLAN NOTE: THIS DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF THE FINAL APPLICATION.

METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED ACCESS IN ORDER TO MAINTAIN AND REPAIR UTILITIES IN THE SITE.

SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO R.O.W. IS 15" CMP.)

STORMWATER QUALITY CONCEPT WILL BE A COMBINATION OF LID (BIORETENTION & PAVERS) AND/OR WATER QUALITY VAULT IF APPROVED BY VARIANCE.

FEMA NOTE:
THIS PROPERTY DOES NOT LIE WITHIN FLOOD HAZARD AREAS AND IS DETERMINED TO BE IN ZONE "X" AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM PANEL MAP NUMBERS: 47037C0253H, DATED: APRIL 05, 2017

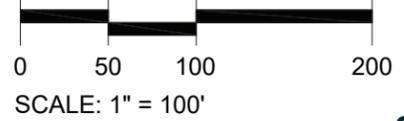
LANDSCAPE NOTE:
THIS DEVELOPMENT SHALL MEET THE REQUIREMENTS OF SECTION 17.24 OF THE METRO ZONING ORDINANCE, LANDSCAPE, BUFFERING AND TREE REPLACEMENT.

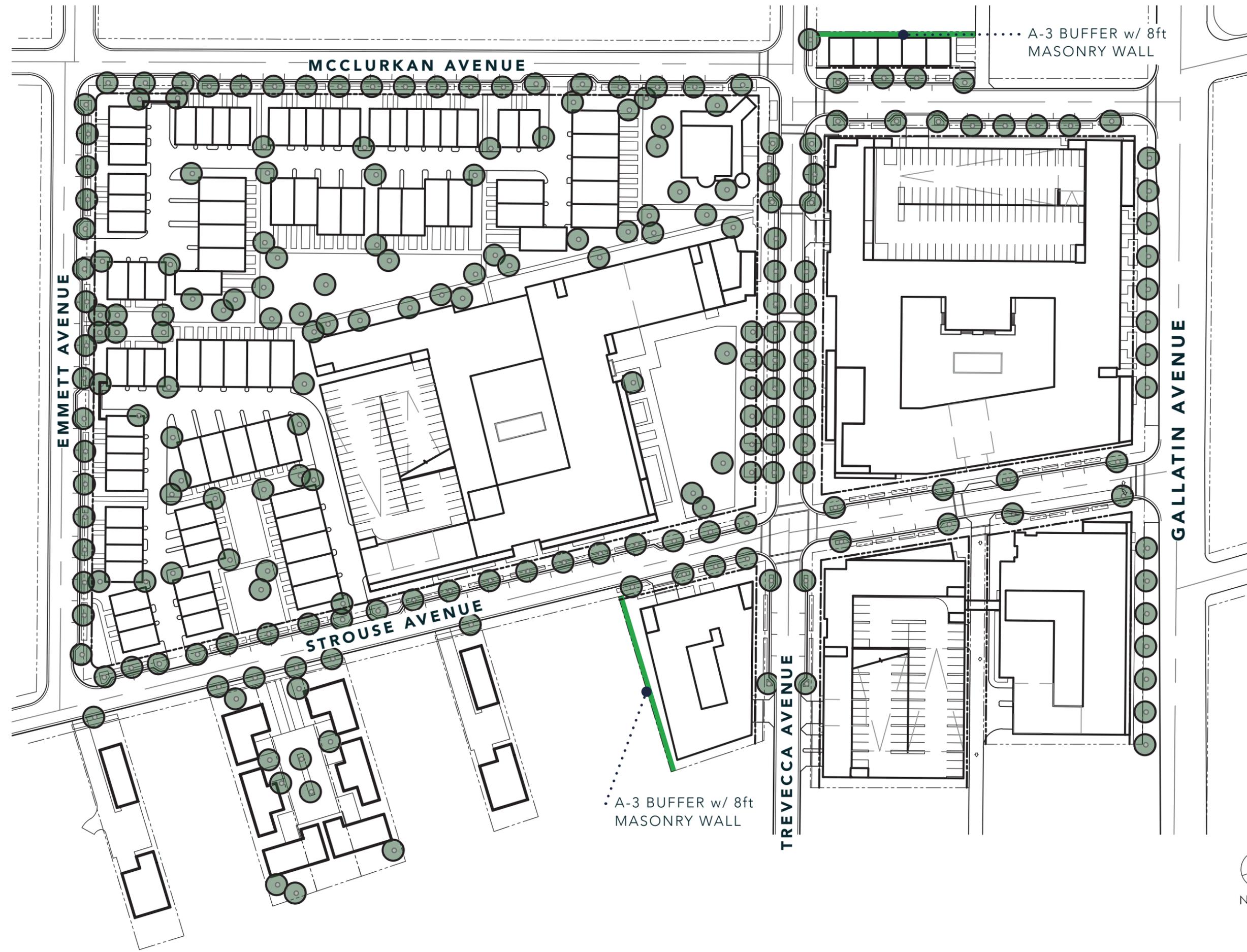
BUFFER NOTE:
"THE BUFFER ALONG WATERWAYS WILL BE AN AREA WHERE THE SURFACE IS LEFT IN A NATURAL STATE AND IS NOT DISTURBED BY CONSTRUCTION ACTIVITY. THIS IS IN ACCORDANCE WITH THE STORMWATER MANAGEMENT MANUAL VOLUME 1 - REGULATIONS."

30' POSSIBLE BUFFER PENDING RESULTS OF STREAM DETERMINATION REPORT



SITE DRAINAGE SHEET



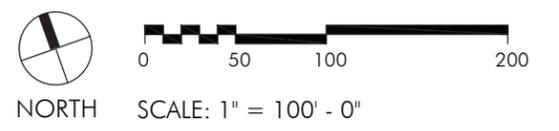


LANDSCAPE PLANS

LANDSCAPE
 The development of this project shall comply with the requirements for Metro Zoning Code chapter 17.24. A detailed landscape ordinance plan shall be submitted with the final sp submittal.

Street trees shall be provided, irrigated and maintained by Owner along all street frontages spaced at 30 - 40 feet on center to allow flexibility for utility accommodation and maximum mature canopy growth spread, with the exception of at retail frontages. All street trees placed within the Right-of-Way shall count toward tree unit density. Street trees shall be a minimum of 3" caliper of healthy stock trees from the Urban Forestry Recommended and Prohibited Tree and Shrub list.

LANDSCAPE BUFFERS
 No buffers are required, however an A-3 buffer w/ opaque fence shall be provided at the side property lines for all residential/ mixed use properties South of Strouse and West of Trevecca and an A-3 buffer w/ 8ft masonry wall shall be provided at the live/ work bldg North of McClurkan.



REGULATIONS

STANDARD NOTES

1. The purpose of this SP is to receive preliminary approval to permit the development of a 16.35 acre mixed-used development as shown.
2. For any development standards, regulations and requirements not specifically shown on the 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 or R6-A base zoning as of the date of the application request or application. See Zoning Analysis.
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. The development is currently planned to be constructed in multiple phases and will begin the planning and design stages for Final SP after approval of the preliminary SP by Metro Planning Commission.

ARCHITECTURAL STANDARDS

1. New buildings shall avoid continuous uninterrupted blank facades. At a minimum, the facade plane shall be interrupted by one of the following for every thirty (30) linear feet of street frontage:
 - A change in building material or building openings
 - A horizontal undulation in the building facade of two (2) feet or greater
 - A porch, stoop, window or balcony; porches shall be a min. six (6) feet in depth and stoops shall be a min. four (4) feet in depth.
2. A primary entrance to the building shall be located along the building facade within the build-to zone along a public street or when fronting public open space.
3. A parcel located at the intersection of two public streets shall have a building occupy that corner unless it is occupied by a public open space.
4. For first floor residential uses, a minimum raised foundation of 18-36" is required with the exception of accessible units, visitable units, and topographically challenged units. Challenging site topography may result in raised/lowered foundations at strategic locations. Appropriate landscape screening is required when raised foundations exceed 36" along public streets, easements and open spaces.
5. Minimum glazing requirements shall be required on building facades facing public streets or public open space. Minimum glazing requirements for the non-residential uses in the Mixed-Use District shall be 50%. Minimum glazing requirements for all residential uses in both the Mixed-Use and Residential Districts shall be 20%. The first floor transparent glazing area calculation shall be measured from finished grade at the setback to finished floor elevation of the second floor. Glazing on upper floors facing a public street or public open space shall be a minimum of 15%.
6. Windows shall be vertically oriented at a ratio of 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.
7. Refuse collection, recycling and mechanical equipment shall be fully screened from public view by the combination of fences, walls or landscaping.
8. Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, metal panel, stucco, or materials substantially similar in form or function, unless otherwise approved on detailed building elevations included with the Preliminary SP.
 - Stucco shall be limited to 20% maximum of the exterior facades visible from the public right-of-way, excluding balconies and interior private courtyards. Where stucco is used, a minimum 2ft masonry base shall be provided at grade.
9. HVAC units shall be located at the rear half of the side of unit, behind the unit, or on

the roof of each building.

10. Passages: Landscaped passages are encouraged between buildings/ townhome groupings to provide access from rear parking areas to the building fronts.
11. Basements and Mezzanine levels shall not be calculated towards allowed building stories. Building Height shall be measured per Code, with exceptions granted as stipulated in Section 17.12.060. See Building Height/ Massing Diagram for reference.
12. In the Residential District parking, driveways and all other impervious surfaces in the required setback shall not exceed twelve feet in width except where fire emergency access is required.
13. Parking decks located at street level shall have no less than seventy-five percent of the lineal street frontage devoted to non-residential or residential uses at a minimum depth of twenty feet or shall complement the architectural character of the primary structure. Any portion of parking garage facade above street level that is visible and facing a public street shall also 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, color or art/mural.

NDOT NOTES

1. The final site plan/building permit 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. Where feasible, vertical obstructions are only permitted within the required grass strip or frontage zone.
2. The development totals represented in the Traffic Impact Study represent the current target development scenarios for maximum residential units and non-residential SF. The final allocation, density and intensity of the proposed uses may adjust based on market conditions prior to FINAL SP application. If the development program allocation changes, a revised traffic study may be required for Metro review and approval prior to the filing of the FINAL SP application. All Metro recommended improvements must be provided within the FINAL SP application per any revised and approved traffic study.
3. All parking regulations to meet UZO parking requirements and standards. A shared parking plan may be approved by the metropolitan traffic engineer based upon a parking and/or loading study that satisfactorily demonstrates that there is a reduction in the number of trips based on the determinations of the approved Transportation Demand Management Plan (TDM).
4. Roadway Improvements that are a direct result of this specific project as determined by the approved Traffic Impact Study and the Department of Public Works shall be constructed.
5. Any new improvements within existing public right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated.
6. Developer will ensure bike lanes are continuous through intersections.
7. 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.
8. 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.
9. With the Final SP, indicate the location of the back of house for each structure, loading zones, vehicular and pedestrian access points, code required bicycle parking, etc.
10. All construction within the right of way shall comply with ADA and Metro Public Works Standards and Specifications.
11. There shall be no vertical obstructions (signs, power poles, fire hydrants, etc.) within the proposed sidewalks. Where feasible, vertical obstructions shall be relocated out of the proposed sidewalks, where applicable.

FIRE MARSHAL NOTES

1. New commercial developments shall be protected by a 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 hard surface road. 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 ft. in length require a 100-ft. diameter turnaround, this includes temporary turnarounds.
5. Temporary T-type turnarounds 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 I standpipe system shall be installed.
7. If more than one story below grade, Class I 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 provided within 100 ft. of the fire department connection.
10. Fire hydrants shall be in-service before any combustible material is brought on site.

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 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

1. Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with Stormwater Management Ordinance No. 78840 and approved by the Metropolitan Department of Water Services.
2. 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.
3. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual. (Minimum driveway culvert in Metro ROW is 15" CMP.)
4. Project intent is to be redeveloped per the requirements of the current Stormwater Management Manual. Detention will be provided or post developed runoff will be less than predeveloped runoff due to LID implementation.

BICYCLE PARKING

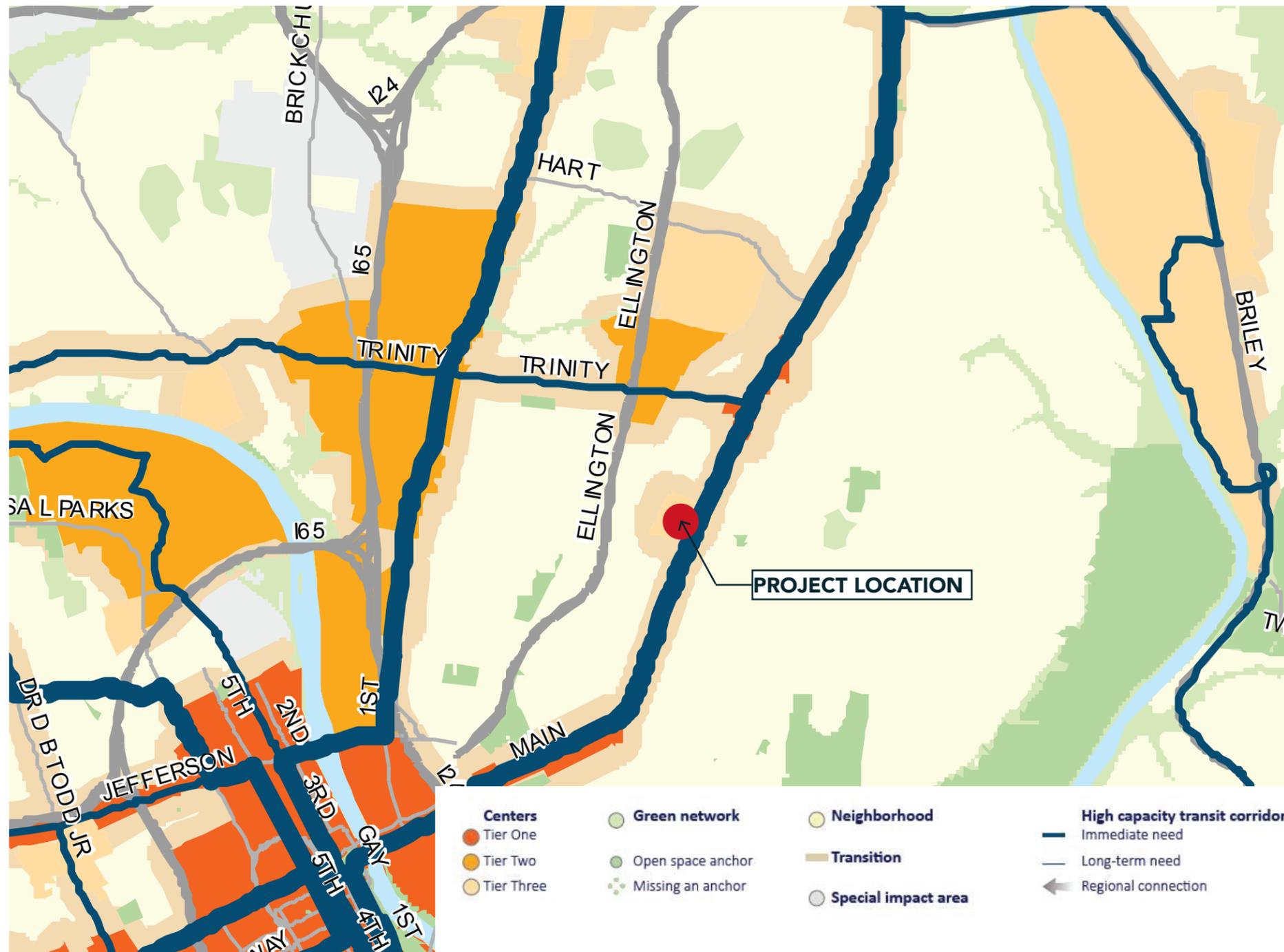
1. The development will include bike parking located within 50ft of the primary building entrance(s). The development will also include covered bicycle storage and maintenance room(s) for residential portions of the development. Bicycle parking shall be provided per the Metro Zoning Ordinance.

NASHVILLENEXT

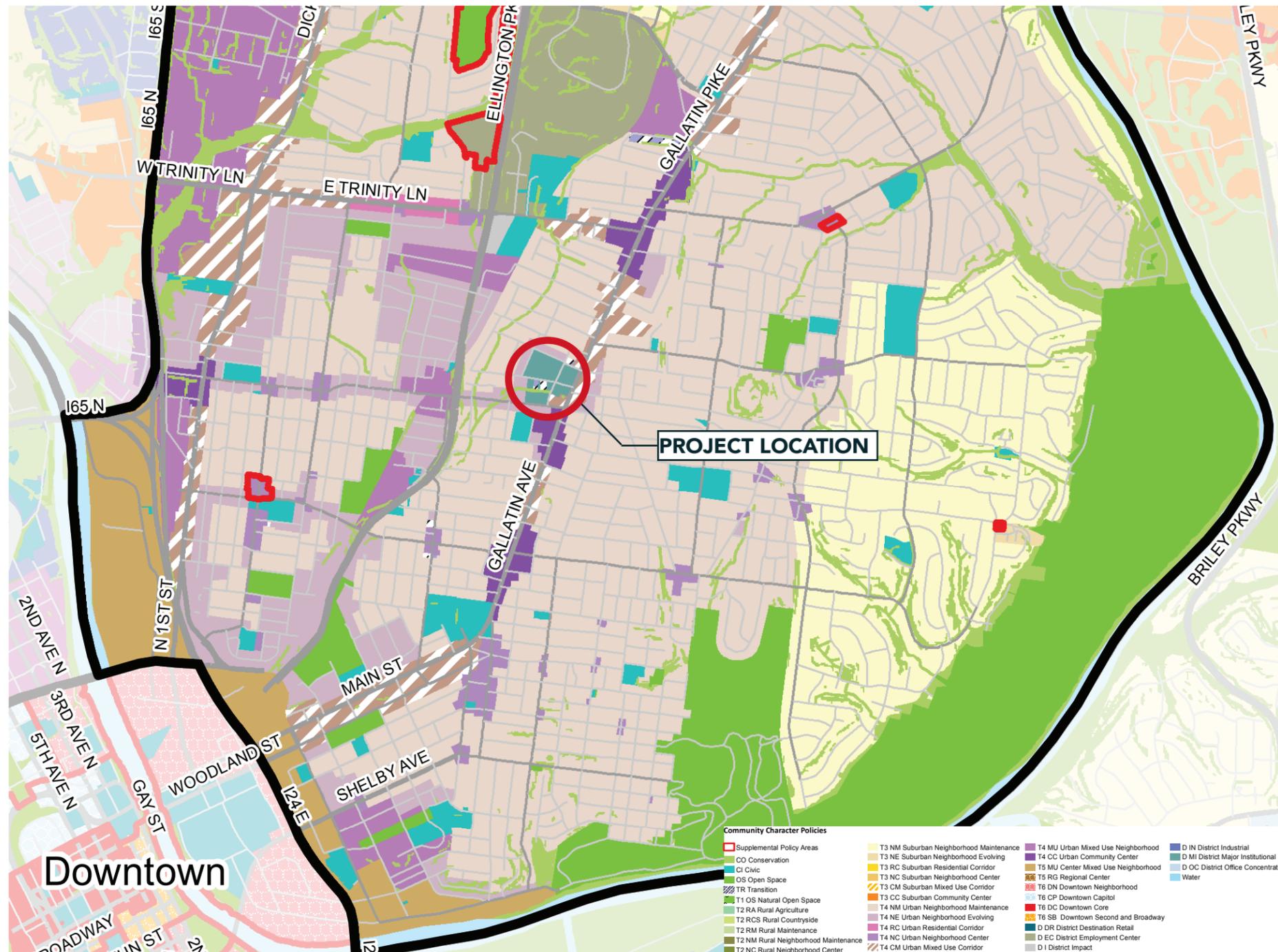
The proposed Lincoln Tech Specific Plan is located as a Center in a Tier 3 Zone as defined by the NashvilleNext Growth and Preservation Concept Plan Map and along Gallatin Road, which is identified as an immediate need High Capacity Transit Corridor.

Centers are defined as "Pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks, as well as services, schools, and cultural amenities.

Tier 3 zones are defined as "...centers that could receive coordinated investments in response to opportunities identified by the private sector. This zone is surrounded by the Transitions and Infill zone which notes that higher density housing is appropriate along and around corridors and centers to provide a harmonious connection to surrounding neighborhoods.

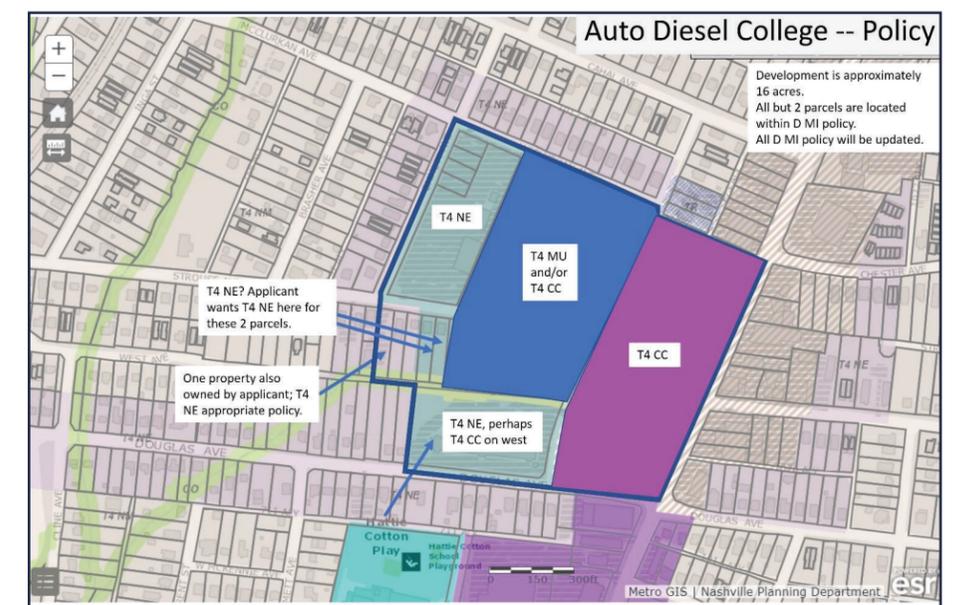


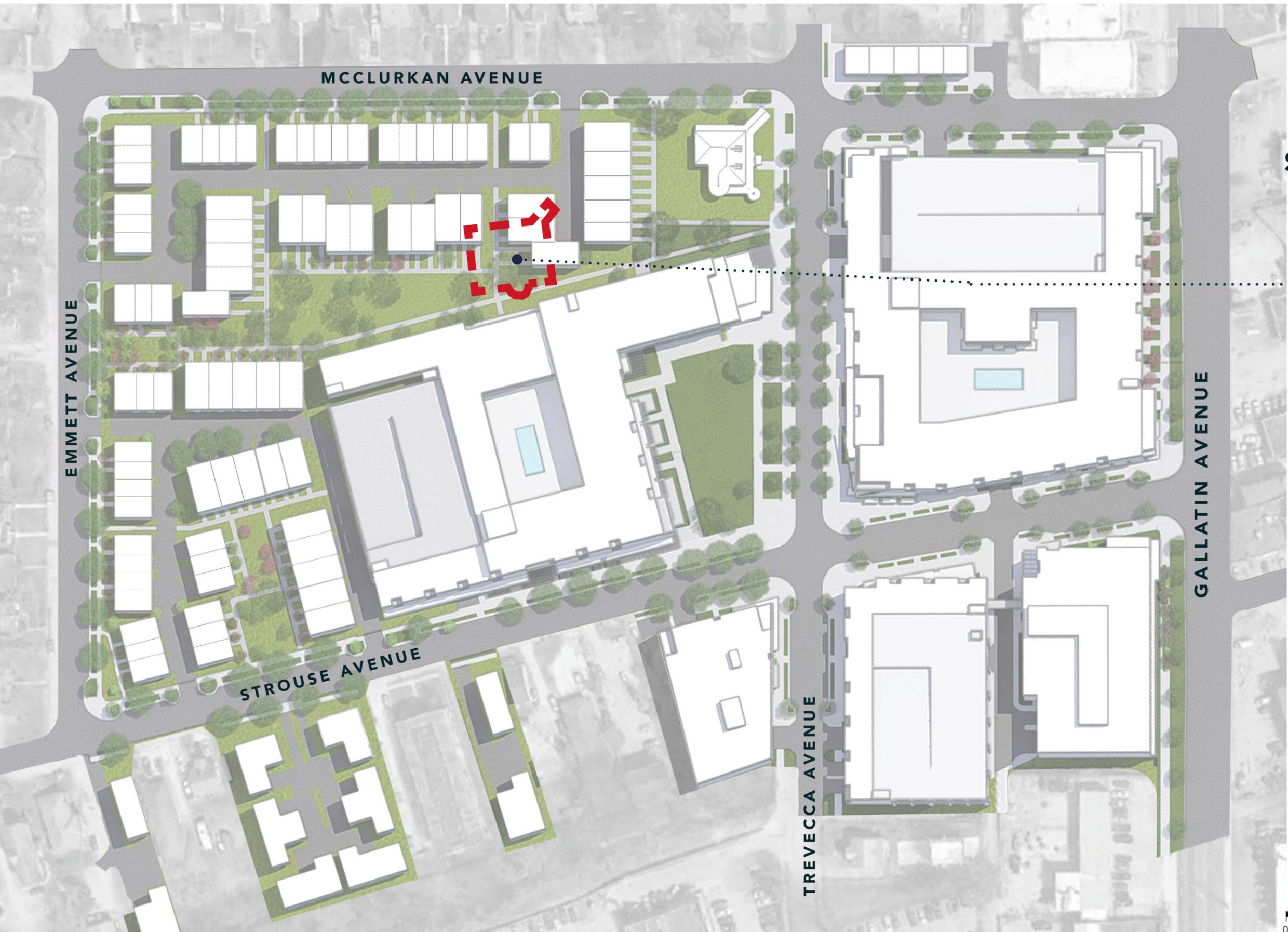
COMMUNITY CHARACTER POLICY



The Community Character Policy further defines the Lincoln Tech Specific Plan area as District Major Institutional policy. The request to amend the policy to T4 MU Urban Mixed Use Neighborhood and T4 CC Urban Community Center.

PROPOSED POLICY AMENDMENT





MCCLURKAN AVENUE

EMMETT AVENUE

STROUSE AVENUE

TREVECCA AVENUE

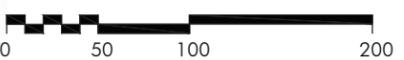
GALLATIN AVENUE

SPECIFIC PLAN

EXISTING RENRAW HOUSE FOOTPRINT



NORTH



SCALE: 1" = 100' - 0"