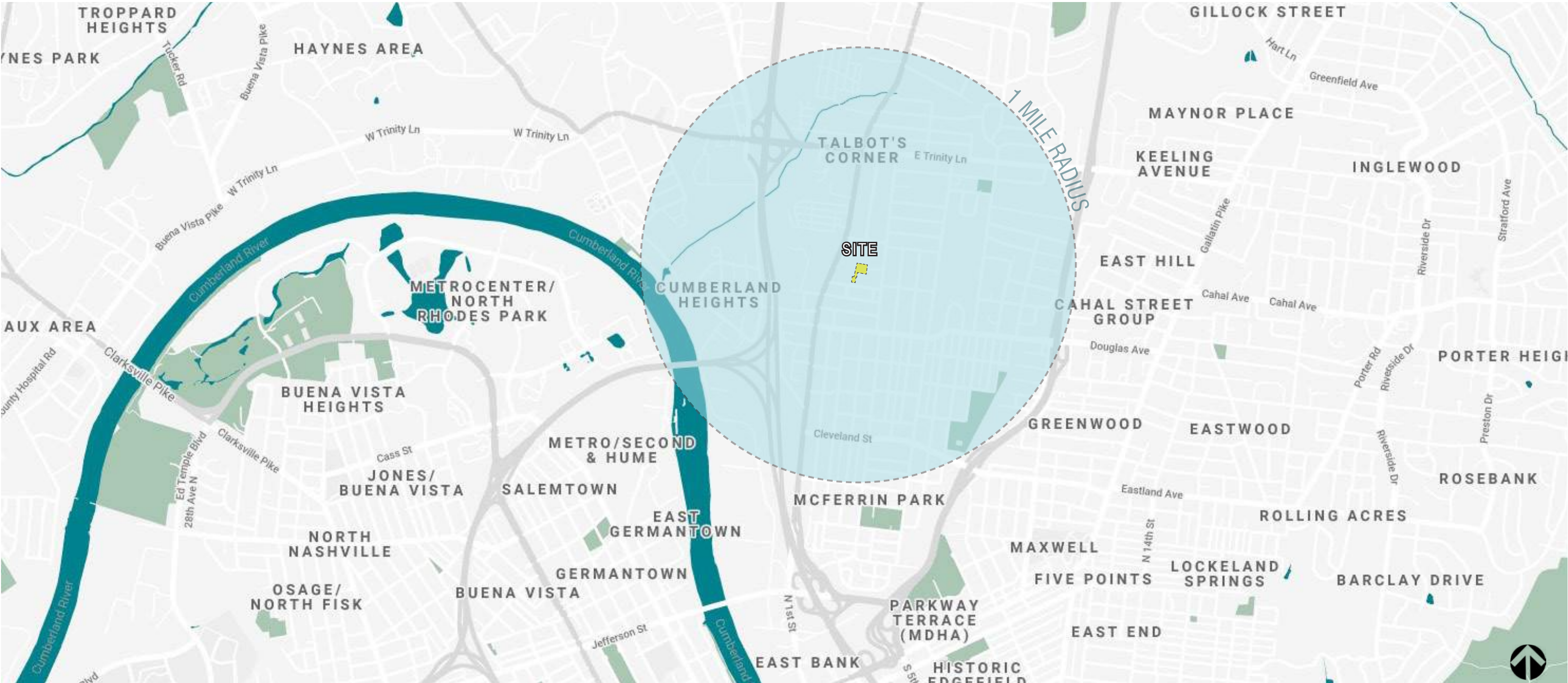


Specific Plan

MERIDIAN COURT

MULTI-FAMILY RESIDENTIAL





02

CONTEXT MAP

Parcel ID: 07111005400
Address: 125 Meridian Court
Nashville, TN 37207

Parcel ID: 07111005300
Address: 121 Meridian Court
Nashville, TN 37207

Parcel ID: 07111005200
Address: 120 Meridian Court
Nashville, TN 37207

Parcel ID: 07111005100
Address: 124 Meridian Court
Nashville, TN 37207

Owner: Moss, Tommy Gene
Address: 125 Meridian Court
C/O Reba Carter
Nashville, TN 37207

Parcel ID: 07111004000 (Partial Parcel)
Address: 1405 Dickerson Pike
Nashville, TN 37207

Parcel ID: 07111027800 (Partial Parcel)
Address: 1407 Dickerson Pike
Nashville, TN 37207

Parcel ID: 07111003900 (Partial Parcel)
Address: 1409 Dickerson Pike
Nashville, TN 37207

Parcel ID: 07111004400
Address: 123 Marie Street
Nashville, TN 37207

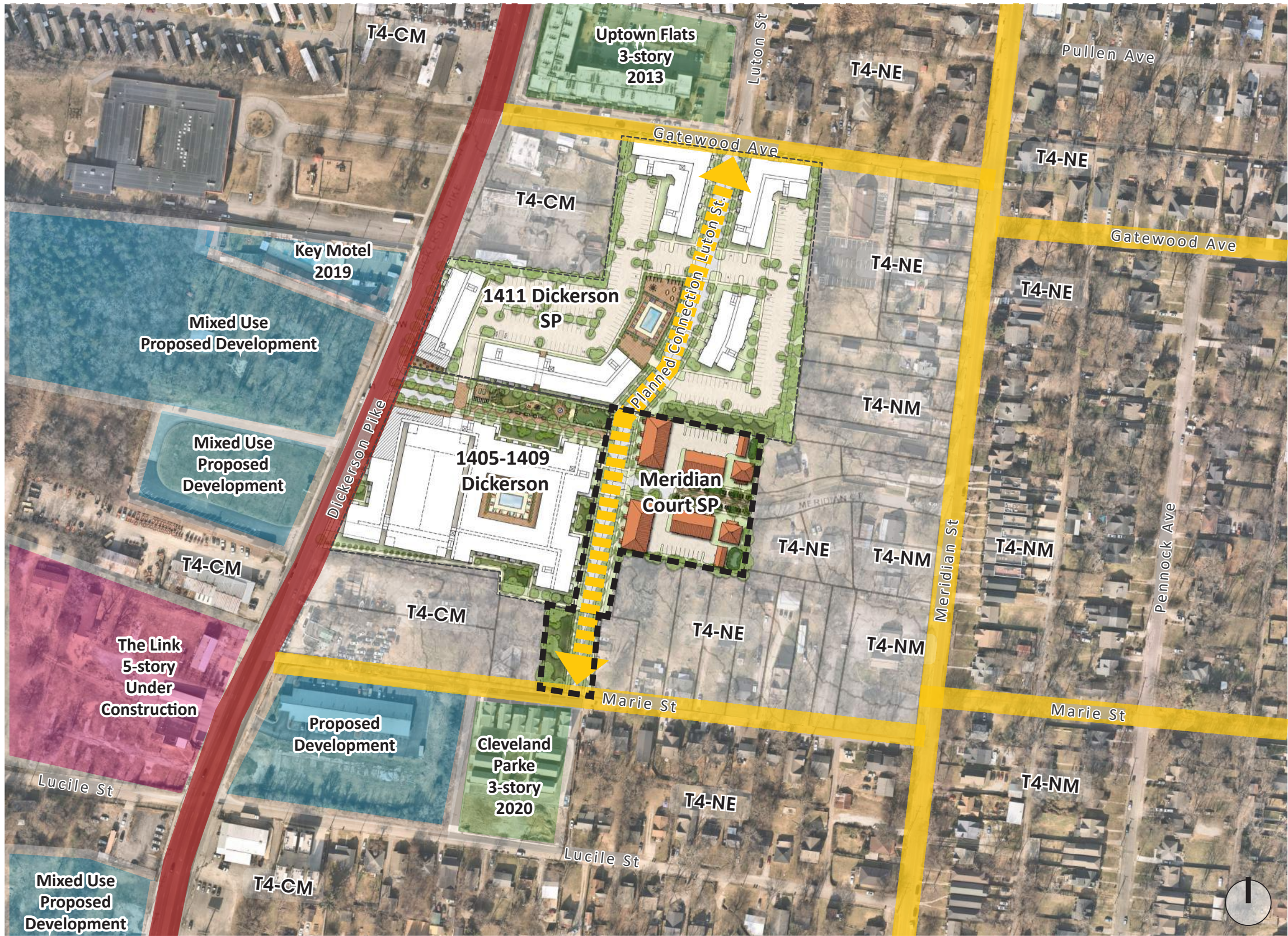
Owner: Dickerson Pike PropCo 2,
Address: 1033 Demonbreun St. Suite 300
Nashville, TN 37203

Council District: District 05
Council member: Sean Parker

Developer: Wedgewood Avenue
Address: 1033 Demonbreun St. Suite 300
Nashville, TN 37203

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





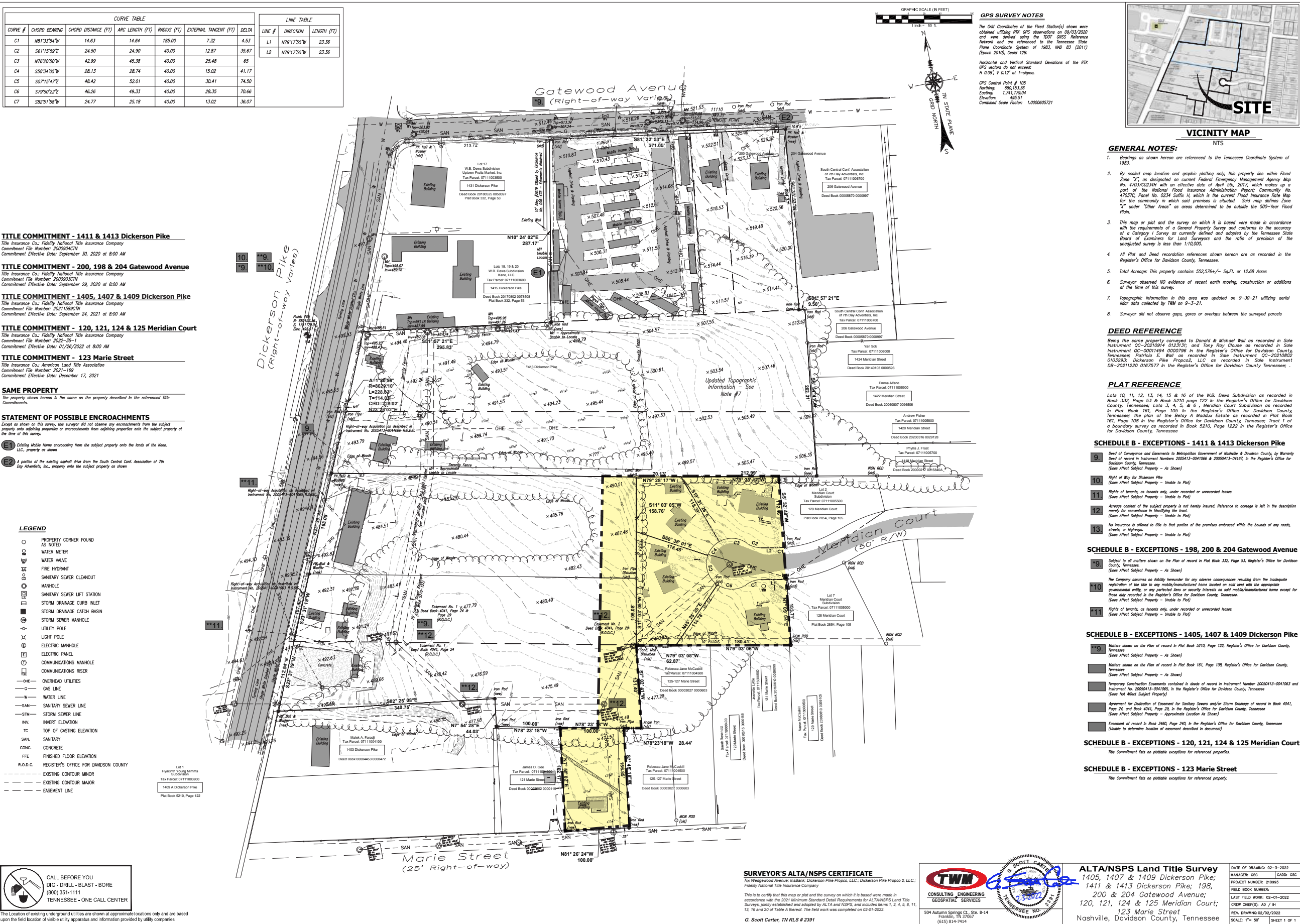
| Zoning and Policy Summary |
|---|
| Existing Zoning & Policies Applicable to Site |
| Existing Zoning: RS5 |
| Special policy plans: Highland Heights SAP R4 |
| CCM: T4-NE |

| Key |
|--|
| Development Context: |
| Proposed Development |
| Recently Completed |
| Under Construction |
| Major and Collector Street Plan: |
| Existing Public Arterial-Boulevard |
| Existing Public Local Street |
| Planned Public Local Street |
| Subject Site Location |

03

EXISTING CONDITIONS & DEVELOPMENT CONTEXT

04
SITE SURVEY





05

PARCELS

| | | | | | |
|---------------|-------------|---------------|------------------------------|--|------------------------------|
| 1. Parcel ID: | 07111005400 | 4. Parcel ID: | 07111005100 | 7. Parcel ID: | 07111004000 (Partial parcel) |
| 2. Parcel ID: | 07111005300 | 5. Parcel ID: | 07111003900 (Partial parcel) | 8. Parcel ID: | 07111004400 |
| 3. Parcel ID: | 07111005200 | 6. Parcel ID: | 07111027800 (Partial parcel) | Gross Acreage: 1.424 acres (after R.O.W abandonment) | |



06

EXISTING POLICY

Current Zoning: RS 5

Current Land Use Policy: The property is located within the R4 Sub District of the Highland Heights Community Plan and within the Dickerson South Corridor Study. The current land use policy for the property is Urban Neighborhood Evolving (T4-NE).

T4 Urban Neighborhood Evolving: generally located in areas where the primary land use is residential. These areas will have higher densities and a more integrated mixture of housing types and high levels of connectivity with complete streets networks, sidewalks, bikeways and existing or planned mass transit. Building massing results in a footprint with moderate to high lot coverage and buildings oriented to the street or an open space. Buildings are regularly spaced with shallow setbacks and minimal spacing between buildings. Within this setback, stoops and porches are common for some interaction between the public and private realm to create a pedestrian friendly environment. Buildings are generally one to three stories in height. Buildings up to four, possibly five, stories may be supported in appropriate locations such as abutting or adjacent to a major corridor and to support affordable and workforce housing. Parking is accessed by alley and is provided on street or on surface or structured parking. Parking is located behind or beside the building and is screened from view. Landscaping is generally formal with consistent use of lighting and open spaces, such as rain gardens that serve as storm water management as well as site amenities.

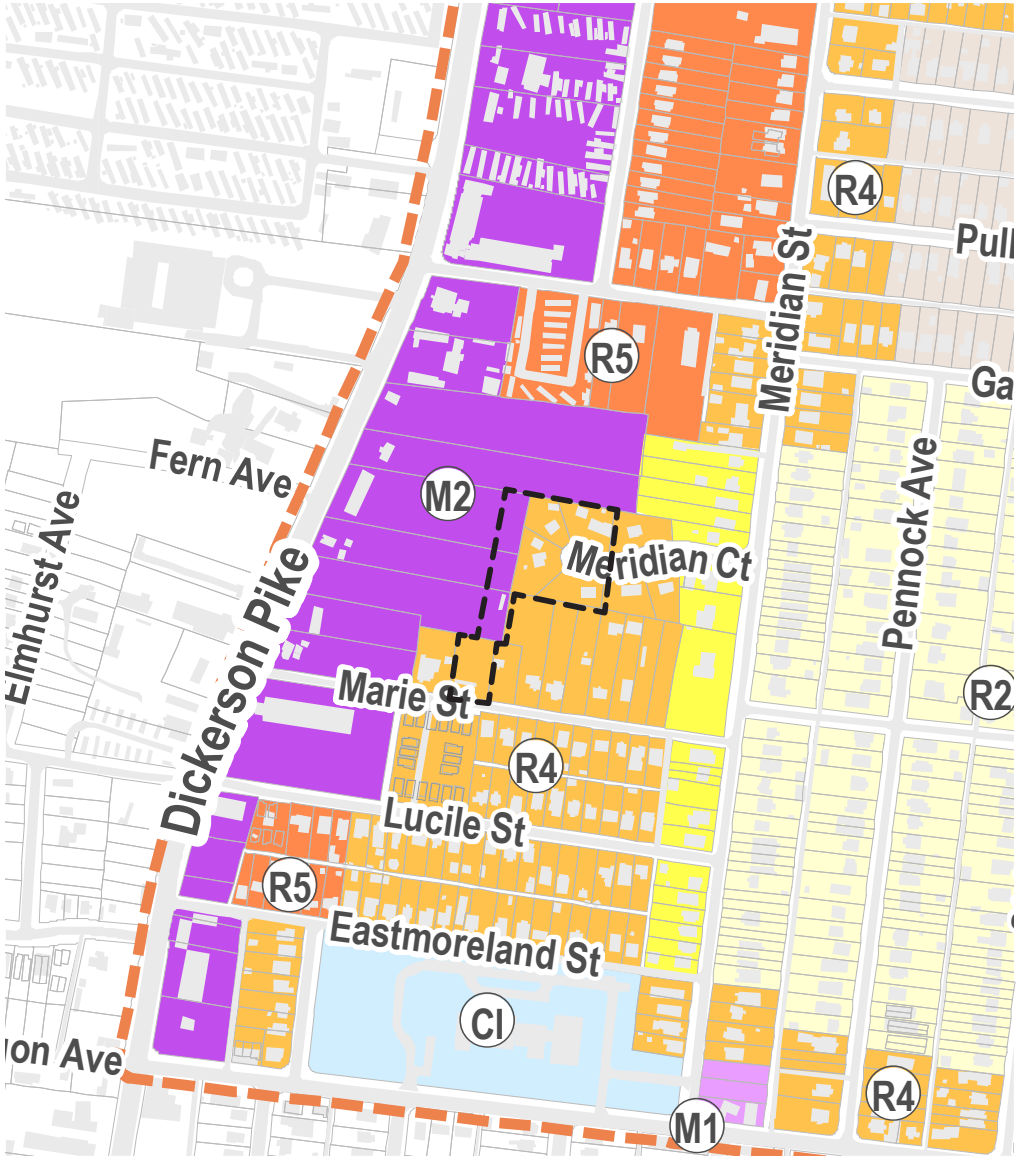
R4 Subdistrict (Highland Heights Community Plan): Create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. Improve existing street, sidewalk, bikeway, and stormwater infrastructure to T4 Urban Transect standards through new private-sector development. See following page for graphic exhibits from Highland Heights Plan.

This development respects and adheres to the T4 Urban Neighborhood Evolving policy area and the R4 Subdistrict of the Highland Heights Community Plan by:

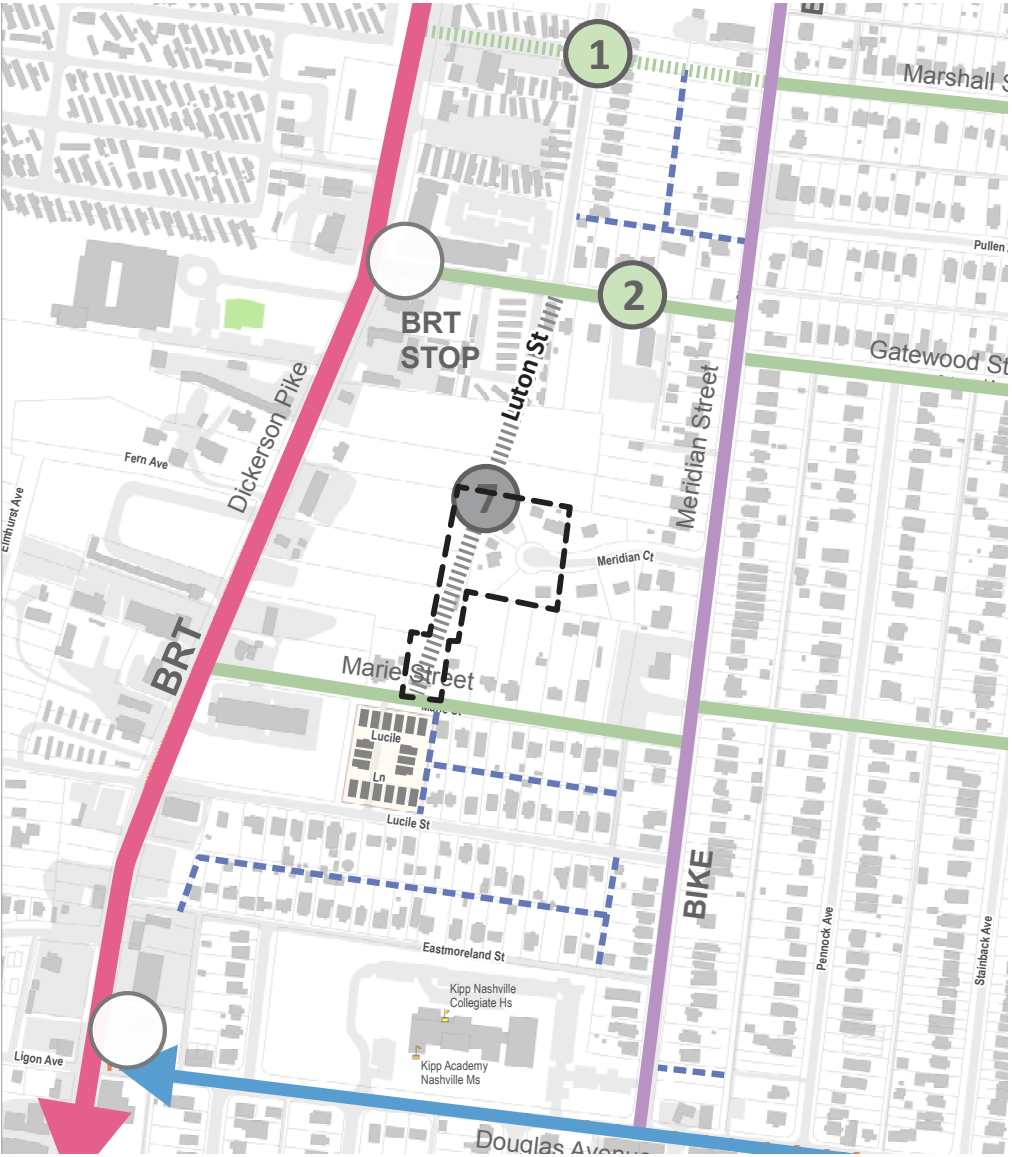
1. Incorporates a greater variety of housing choices with a series of diverse housing types within the allowable building types in the Highland Heights Plan;
2. Completes the planned Luton Street public ROW connection between Gatewood Ave and Marie St.
3. Prioritizes connectivity for not only vehicles, but also prioritizes pedestrian and bicycle connections.
4. Building height respects and provides a transition within the contextual development.
5. Improves the existing public realm, transforming the context into a pedestrian friendly environment through standards for building frontages, street frontage design standards, and locating parking behind buildings.
6. Provides creative environmentally sensitive design by creating shared green parklets and attractive stormwater mitigation strategies within the site.



Highland Heights SAP | Figure 4: Building regulating plan



Highland Heights SAP | Figure 14: Mobility Plan



Highland Heights SAP | Figure 11: Building Type: Low-Rise Townhouse

Allowed in the R4, R5, R6, M1, M2, M3 subdistricts.

Generally, the development standards are as follows:

| | | |
|---|-----------------------|--|
| A | Front Setback | 10-20 ft. |
| B | Side Setback (min) | 0 ft., 10 ft. for end units |
| C | Rear Setback (min) | 20 ft./5 ft. minimum or greater than 15 ft. for garage |
| D | Building Height (max) | 3 stories |



Highland Heights SAP | Figure 9: Building Type: Plex House or Manor House

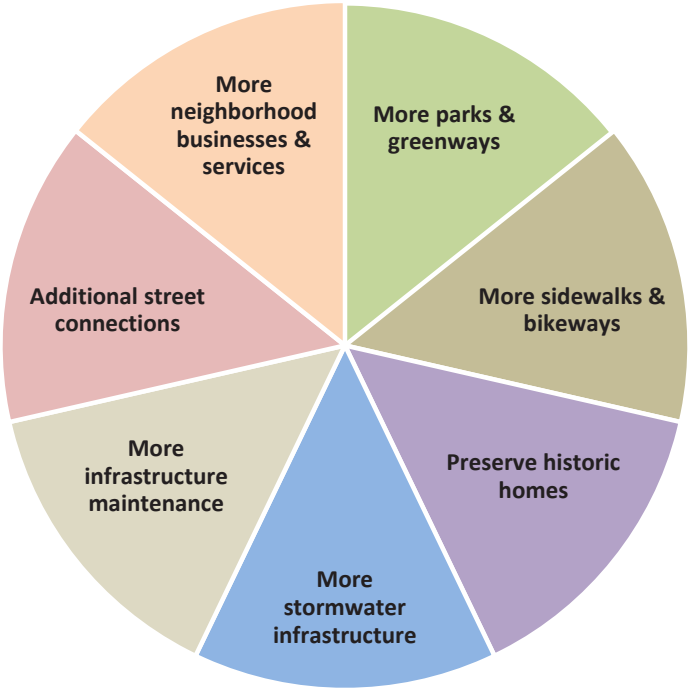
Allowed in the R3, R4, R5, R6, M1, M2, M3 subdistricts.

Generally, the development standards are as follows:

| | | |
|---|-----------------------|-----------|
| A | Front Setback | 20-40 ft. |
| B | Side Setback (min) | 5-15 ft. |
| C | Rear Setback (min) | 20 ft. |
| D | Building Height (max) | 3 stories |



Highland Heights SAP | Summary of Community Resource input participants described during Visioning Session





08

SITE PLAN

The purpose of this SP application is to permit a residential development built in one (1) phase, dedicate public ROW, and to complete the planned Luton Street connection from Gatewood Avenue to the north to Marie Street to the south. The area will be regulated to best respond to the intensity planned for Highland Heights community, while respecting the zoning adjacent to the property.

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

The proposed design scenario at left provided to demonstrate a conceptual scenario representative per the design standards. This development intends to provide holistic development approach, tying in to the existing new and historic fabric of the neighborhood. The standards allow a diverse set of housing options and provide standards to create a step down in intensity from future mid-rise development along Dickerson Pike to existing residential scale housing at Meridian Street. The plan at left shows a diverse set of building types including Low-Rise stacked townhouses fronting Luton St, Low-Rise Townhouses fronting Meridian Ct, and Plex-units fronting Meridian Ct with covered parking behind.

09

REGULATIONS

DEVELOPMENT STANDARDS

| | |
|--|---|
| Permitted Uses | Multi-family Residential |
| Prohibited Uses | Owner occupied and Non-owner occupied STRP |
| Residential uses | 26 multifamily units maximum |
| Maximum FAR | N/A |
| Max ISR | 0.70 |
| Maximum Building Height ¹ | Luton St Frontage: 3.5 Stories within 55 feet Meridian Ct Frontage: 2.5 stories within 40 feet |
| Build-to-zone: General ^{2,3} | 0 to 15 feet |
| Side Setback abutting 1411 Dickerson SP ³ | 0 feet |
| Side Setback ³ | 5 feet |
| Rear Setback ³ | 5 feet |
| Parking Requirements | Per Title 17 Parking Standards |
| Raised Foundations ⁴ | 18 in. Min. to 36 in. Max. |

FOOTNOTES:

- 1
- Overall building height in feet shall be measured from finished floor elevation to the highest point of the roof; modifications may be approved for unique architectural features, rooftop mechanical equipment, stair bulkheads, rooftop amenities.
- 2
- Build-To-Zone to be measured from back of proposed sidewalks on public streets, private drives, and open spaces.
- 3
- Stoops/stairs may encroach side setbacks and build-to-zones.
- 4
- With the exception of accessible units, visitable units, and topographically challenged units; challenging site topography may result in raised/lowered foundations at strategic locations. Screening is required when raised foundations exceed 36” along public streets, easements and open spaces.

ARCHITECTURAL STANDARDS

1.
- Buildings shall provide a functional entry onto the street/ sidewalk network or other public space at frequent intervals to promote activity at the street level. Where feasible, due to site elevations and ground floor conditions, residential units fronting a public street or green space shall provide a connection/entrance to public sidewalk.
2.
- 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.
3.
- Vinyl siding and untreated wood shall not be permitted;
4.
- Refuse collection, recycling, and mechanical equipment shall be fully screened from public view by the combination of fences, walls, or landscaping.
5.
- Glazing of all street facing, primary building facades shall equal a minimum of 20%; Windows shall be vertically oriented at a ratio 1.5:1 or greater; planning staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows, storefront windows, curtain walls and other special conditions.
6.
- If provided, porches shall have a minimum depth of 6 feet; stoops shall have a minimum depth of 4 feet.

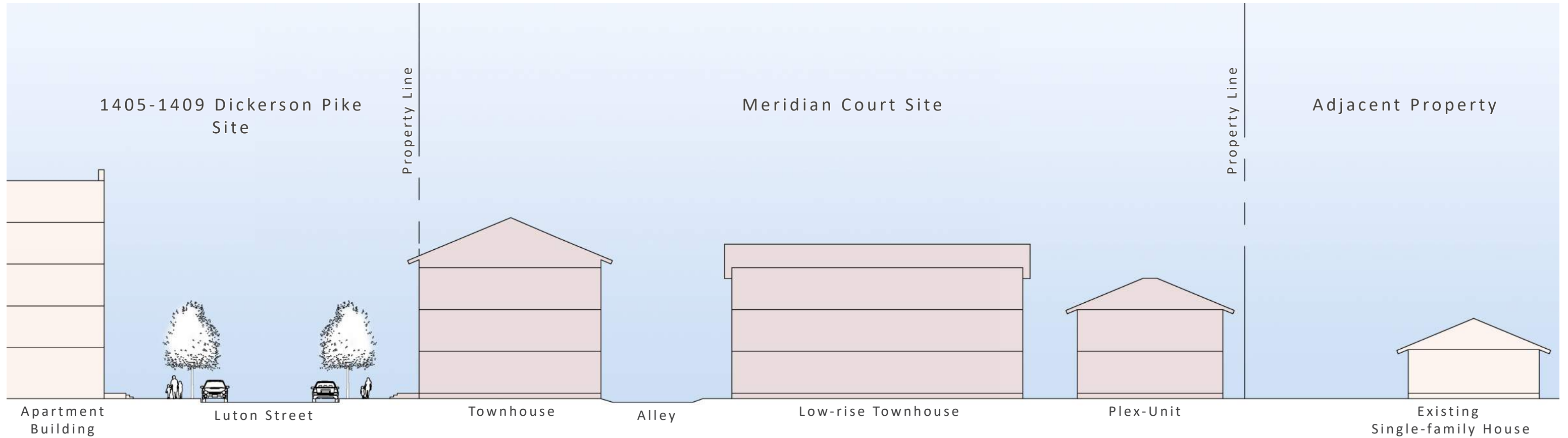
ACCESS & PARKING

7.
- Site Access shall be from the public ROW along Meridian Court and Luton Street.
8.
- Emergency vehicle access shall be provided along Meridan Court between Meridian Court and Luton Street.
9.
- Bicycle parking shall be provided per the standards of the Metro Zoning Code at FINAL SP. Specific bicycle parking locations to be identified in Final SP. Provide a minimum of 6 bike spaces with 2 to be publiclally available at the time of FINAL SP.
10.
- All parking to meet Title 17 Metro parking requirements and standards.

LANDSCAPE STANDARDS

11.
- The developer of this project shall comply with the requirements of the SP and adopted tree ordinance 2008-328 (Metro Code Chapter 17.24).
12.
- Street trees shall be provided, irrigated and maintained by Owner along all street frontages at a minimum spacing average of 40 linear feet. Street trees shall be a minimum of 3” caliper of healthy stock trees from the approved Metro vendor list. Additionally, the use of native plants should be encouraged where possible within the interior lot landscaping areas and planned buffer areas. All plant species selected on final site plan shall be approved by the Metro Urban Forrester. Proposed landscape buffers abutting residentially zoned properties shall require a type A-3 landscape buffer at final site plan.
13.
- Parking area screening and landscaping shall comply with UZO requirements per Metro Code Chapter 17.24.





10

SITE SECTION

This design scenario is provided to demonstrate a conceptual scenario representative of the development possible per the design standards. The section illustrates the intent of the design standards, namely to provide a gradual step down of building intensity from the west to east. The above design shows a Low-Rise stacked townhouses fronting Luton St, Low-Rise Townhouses fronting Meridian Ct, and Plex-units fronting Meridian Ct.





11

ADDITIONAL REGULATIONS + NOTES

The Concept Plan provided within this application is intended to represent one scenario of general compliance with the regulatory standards and standard notes herein. Adjustments may be required to provide flexibility during design development.

Standard SP Notes:

1. The purpose of this Preliminary SP is to permit the development of 26 multi-family residential units and complete the Luton Street connector road. For any development standards, regulations and requirements not specifically shown on the Regulatory SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations, and requirements of RM20-A-NS, as of the date of the application request or application.
2. 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.
3. All development is currently planned to be constructed in one phase and will begin the planning and design stages for Final SP after the

approval of the preliminary SP by Metro Planning Commission.

FEMA Note:

4. This property lies in an area designated as an area of minimal flood hazard according to Federal Emergency Management Agency Flood Insurance Rate Map Panel Number 47037C0234H, dated April 5, 2017.

Metro Public Works Notes:

5. 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.
6. Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated or provided through appropriate easements.
7. Developer will ensure bike lanes are continuous through intersections.
8. 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.
9. All construction within the right of way shall comply with ADA and Metro Public Works Standards and Specifications.
 10. Developer should coordinate with WeGo to upgrade the nearby bus stops and crosswalk on Dickerson Pike.
 11. If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
 12. Submit copy of ROW dedications prior to bldg. permit sign off.
 13. Primary access to the site shall be from Meridian Court and Luton Street.
 14. An appropriately sized dumpster and recycling container(s), shall be provided on site by a private hauler.

Fire Marshal Notes:

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

NES Notes:

26. Where feasible, this development will be served with underground power and pad-mounted transformers.
27. 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:

28. Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with Stormwater Management Ordinance No. 78-840 and approved by the Metropolitan Department of Water Services
29. 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.
30. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual. (Minimum driveway culvert in Metro ROW is 15” CMP.)
31. Project intent is to be redeveloped per the requirements of Volume 5 (LID) of the Stormwater Manual. Detention will be provided or post developed runoff will be less than predeveloped runoff due to LID implementation.

Soils:

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

Federal Compliance:

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

12

PEDESTRIAN EXPERIENCE

The following exhibits represent compliance to the relevant Major and Collector Street Plan requirements and other Metro Public Works standards. These exhibits illustrate the minimum compliance for build-to-zone requirements on each street cross section. Should variations be needed to this plan based on field conditions and/or plan adjustments, the owner will work with Planning staff and Metro Public Works as necessary to comply with Metro standards.



Meridian Court Extension and Luton Street Frontage

- Provide a 4 foot planting zone for landscaping and street trees.
- Provide a 5 foot sidewalk zone
- Provide a 0-15 foot min. Build to zone.



Partial street closure at Meridian Court

- Street is closed to through traffic. Retain access by emergency vehicles, pedestrians, and bicyclists. Provide a 16' lane.
- Provide traffic calming measures to prevent access to through traffic. Bollards, choker entrances, speed tables, and signage are appropriate.
- Provide parklet on either side of partially closed street section.



Precedent of partially closed street, located in Berkeley, CA

STANDARD SP NOTES:

1. THE PURPOSE OF THIS REGULATORY SP IS TO RECEIVE PRELIMINARY APPROVAL TO PERMIT THE DEVELOPMENT OF A 1.14 ACRE RESIDENTIAL DEVELOPMENT.
2. FOR ANY DEVELOPMENT STANDARDS, REGULATIONS AND REQUIREMENTS NOT SPECIFICALLY SHOWN ON THE REGULATORY SP PLAN AND/OR INCLUDED AS A CONDITION OF COUNCIL APPROVAL, THE PROPERTY SHALL BE SUBJECT TO THE STANDARDS, REGULATIONS, AND REQUIREMENTS OF RM20-A, AS OF THE DATE OF THE APPLICATION REQUEST OR APPLICATION.
3. MINOR MODIFICATIONS TO THE PRELIMINARY SP PLAN MAY BE APPROVED BY THE PLANNING COMMISSION OR ITS DESIGNEE BASED UPON FINAL ARCHITECTURAL, ENGINEERING, OR SITE DESIGN AND THE ACTUAL SITE CONDITIONS. ALL MODIFICATIONS SHALL BE CONSISTENT WITH THE PRINCIPLES AND FURTHER THE OBJECTIVES OF THE APPROVED PLAN. MODIFICATIONS SHALL NOT BE PERMITTED, EXCEPT THROUGH AN ORDINANCE APPROVED BY THE METRO COUNCIL THAT INCREASE THE PERMITTED DENSITY OR FLOOR AREA, ADD USES NOT OTHERWISE PERMITTED, ELIMINATE SPECIFIC CONDITIONS OR REQUIREMENTS CONTAINED IN THE PLAN AS ADOPTED THROUGH THIS ENACTING ORDINANCE.
4. ALL DEVELOPMENT IS CURRENTLY PLANNED TO BE CONSTRUCTED IN ONE PHASE AND WILL BEGIN THE PLANNING AND DESIGN STAGES FOR FINAL SP AFTER THE APPROVAL OF THE PRELIMINARY SP BY METRO PLANNING COMMISSION.
5. THIS PROPERTY LIES IN AN AREA DESIGNATED AS AN AREA OF MINIMAL FLOOD HAZARD ACCORDING TO FEMA FLOOD INSURANCE MAP PANEL NUMBER 47037C0234H, DATED APRIL 5, 2017.
6. REFER TO MERIDIAN COURT PRELIMINARY SP SHEETS 9 AND 11 FOR ALL ARCHITECTURAL, ACCESS AND PARKING, LANDSCAPE, METRO PUBLIC WORKS, FIRE MARSHAL, NES, STORMWATER, SOILS, AND FEDERAL COMPLIANCE NOTES.
7. THE PROPOSED DESIGN SCENARIO IS PROVIDED TO DEMONSTRATE A CONCEPTUAL SCENARIO REPRESENTATIVE PER THE DESIGN STANDARDS.

NOTES:

1. CONTRACTOR SHALL CHECK ALL FINISHED GRADES AND DIMENSION IN THE FIELD AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
2. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION AND INVERT OF ALL EXISTING UTILITIES AND STORM DRAINAGE. TAKE CARE TO PROTECT UTILITIES THAT ARE TO REMAIN. REPAIR CONTRACTOR CAUSED DAMAGE ACCORDING TO LOCAL STANDARDS AND AT THE CONTRACTOR'S EXPENSE. COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTILITY COMPANY.
3. THE CONTRACTOR SHALL CONFORM TO ALL LOCAL CODES AND OBTAIN ALL PERMITS PRIOR TO BEGINNING WORK.
4. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAYBE NECESSARY. INSTALL ALL UTILITIES PRIOR TO INSTALLATION OF FINAL PAVEMENT.
5. CONCRETE WALKS AND PADS SHALL HAVE A BROOM FINISH. ALL CONCRETE SHALL BE CLASS "A" (4,000 PSI) UNLESS OTHERWISE NOTED.
6. ALL DAMAGE TO EXISTING ASPHALT PAVEMENT TO REMAIN WHICH RESULTS FROM NEW CONSTRUCTION SHALL BE REPLACED WITH LIKE MATERIALS AT THE CONTRACTOR'S EXPENSE.
7. DIMENSIONS ARE TO THE FACE OF CURBS, EDGE OF CONCRETE, OR TO THE FACE OF BUILDING, UNLESS OTHERWISE NOTED.
8. ALL CURB TURNOUT, EDGE OF PAVEMENT, AND STRIPING RADII ARE FOUR FEET (4') UNLESS OTHERWISE NOTED.
9. CONTRACTOR TO VERIFY ALL REQUIRED CLEARANCES FROM OVERHEAD POWER LINES PRIOR TO THE START OF CONSTRUCTION.
10. CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN THE USE OF EQUIPMENT IN AND AROUND OVERHEAD OR UNDERGROUND ELECTRICAL WIRES AND SERVICES. IF AT ANY TIME IN THE PURSUIT OF THIS WORK, THE CONTRACTOR MUST WORK IN CLOSE PROXIMITY OF THE ABOVE NOTED WIRES, THE ELECTRICAL COMPANY SHALL BE CONTACTED PRIOR TO SUCH WORK AND THE PROPER SAFETY MEASURES MUST BE TAKEN.
11. IN EASEMENTS AND RIGHTS-OF-WAYS, CONTRACTOR SHALL PROTECT AND RESTORE SAID PROPERTY TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING AT THE COMMENCEMENT OF CONSTRUCTION, EXCEPT AS NOTED.
12. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE "MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION" ISSUED BY AC OF AMERICA, INC. AND THE "SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION" ISSUED BY THE U.S. DEPARTMENT OF LABOR.
13. SURPLUS MATERIAL NOT REQUIRED FOR SITE CONSTRUCTION SHALL BE DISPOSED OF BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE AFTER THE OWNER'S APPROVAL AT A PROPERLY PERMITTED LOCATION.
14. FILL MATERIAL REQUIRED SHALL BE BORROWED AT THE CONTRACTOR'S EXPENSE.
15. TRAFFIC CONTROL, IF REQUIRED, SHALL BE PROVIDED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
16. IN THE EVENT OF ANY DISCREPANCY AND/OR ERROR FOUND IN THE DRAWINGS, OR IF PROBLEMS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO NOTIFY THE ENGINEER IN WRITING BEFORE PROCEEDING WITH THE WORK. IF THE ENGINEER IS NOT NOTIFIED, THE CONTRACTOR SHALL TAKE RESPONSIBILITY FOR THE COST OF ANY REVISION.
17. CONTRACTOR SHALL BID AND PERFORM THE WORK IN ACCORDANCE WITH ALL LOCAL, STATE, AND NATIONAL CODES AND THE REQUIREMENTS OF THE LOCAL UTILITY COMPANIES.
18. BUILDING CONTROL POINTS, GRADE AND OFFSET STAKES ARE TO BE SET BY THE CONTRACTOR.
19. PROVIDE 24" TAPER ON ENDS OF ALL CURBS THAT TERMINATE.
20. ALL CURB RAMPS IN THE PUBLIC ROW ARE TO RECEIVE DETECTABLE WARNINGS PER METRO PUBLIC WORKS SPECIFICATIONS SECTION 02523 (<http://www.nashville.gov/Public-Works/Developer-Services/Engineering-Details-and-Specifications.aspx>).
21. ALL BUILDINGS WITHIN 10' OF THE BIORETENTION AREA ARE TO BE WATERPROOFED. SEE ARCHITECTURAL PLANS.
22. 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 VOLUME 1 - REGULATIONS.
23. DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT, AS IT PERTAINS TO STORMWATER APPROVAL/COMMENTS ONLY. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE STORMWATER REGULATIONS AT THE TIME OF FINAL APPLICATION.
24. DRIVEWAY CULVERTS ARE TO BE SIZED PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO ROW IS 15" RCP).

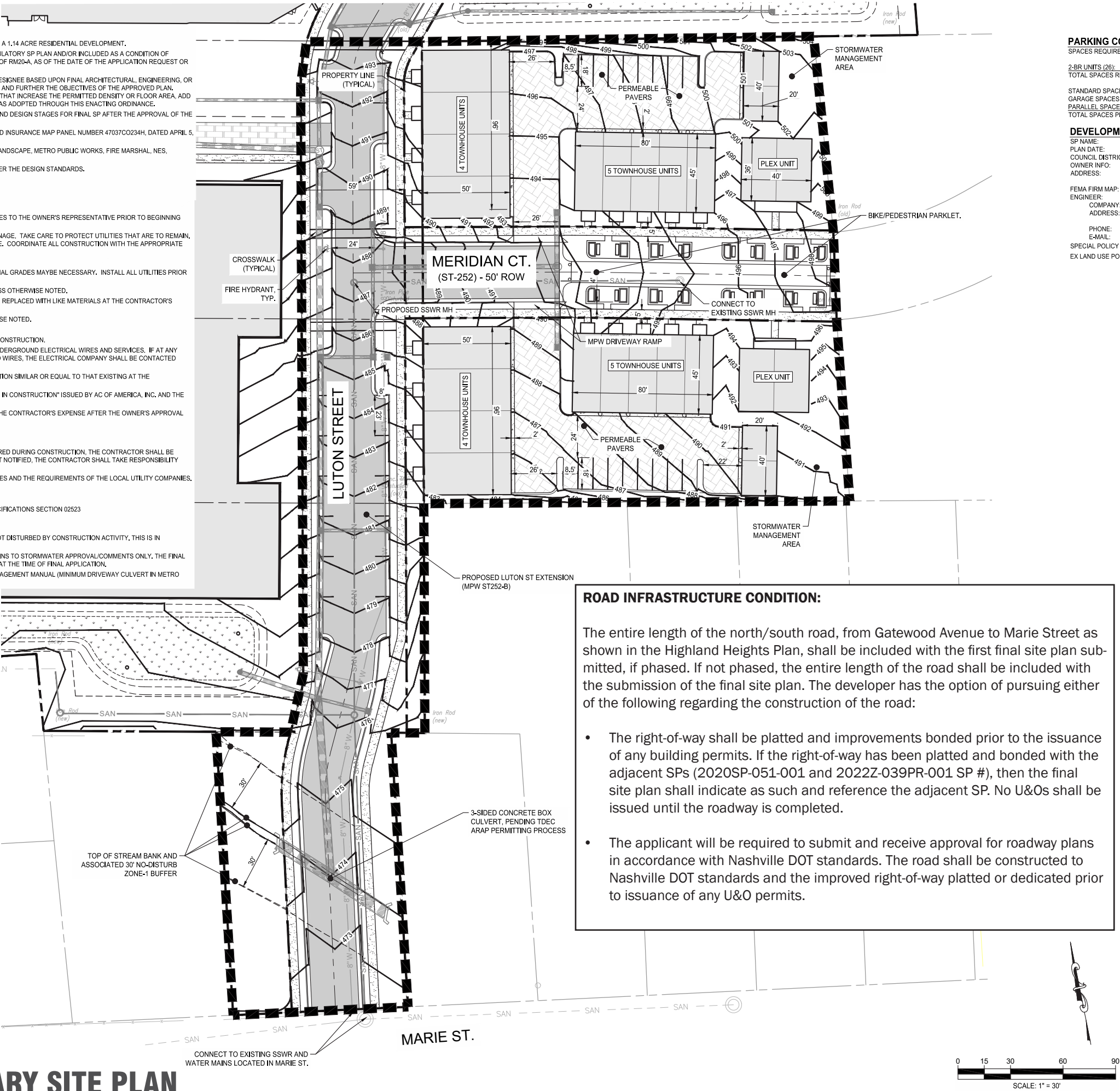
PARKING COUNT:

SPACES REQUIRED:

| | |
|---------------------------|---------------|
| 2-BR UNITS (26): | 52 |
| TOTAL SPACES REQUIRED: | 52 |
| STANDARD SPACES PROVIDED: | 18 |
| GARAGE SPACES PROVIDED: | 34 |
| PARALLEL SPACES PROVIDED: | 8 (4 CLAIMED) |
| TOTAL SPACES PROVIDED: | 60 |

DEVELOPMENT SUMMARY:

| | |
|----------------------|---|
| SP NAME: | MERIDIAN COURT |
| PLAN DATE: | MARCH 1, 2022 |
| COUNCIL DISTRICT: | 05 - SEAN PARKER |
| OWNER INFO: | DICKERSON PIKE PROPCO 2, LLC |
| ADDRESS: | 11033 DEMONBREUN ST - STE 300 NASHVILLE, TENNESSEE 37203 |
| FEMA FIRM MAP: | ZONE X ON 47037C0234H (04/05/2017) |
| ENGINEER: | CJ LEBEAU, PE |
| COMPANY: | FULMER LUCAS ENGINEERING |
| ADDRESS: | 2002 RICHARD JONES ROAD, SUITE B200 NASHVILLE, TENNESSEE 37215 |
| PHONE: | 757.284.6058 |
| E-MAIL: | CJ@FULMERLUCAS.COM |
| SPECIAL POLICY PLAN: | HIGHLAND HEIGHTS SAP R4 |
| EX LAND USE POLICY: | T4 - NE |



ROAD INFRASTRUCTURE CONDITION:

The entire length of the north/south road, from Gatewood Avenue to Marie Street as shown in the Highland Heights Plan, shall be included with the first final site plan submitted, if phased. If not phased, the entire length of the road shall be included with the submission of the final site plan. The developer has the option of pursuing either of the following regarding the construction of the road:

- The right-of-way shall be platted and improvements bonded prior to the issuance of any building permits. If the right-of-way has been platted and bonded with the adjacent SPs (2020SP-051-001 and 2022Z-039PR-001 SP #), then the final site plan shall indicate as such and reference the adjacent SP. No U&Os shall be issued until the roadway is completed.
- The applicant will be required to submit and receive approval for roadway plans in accordance with Nashville DOT standards. The road shall be constructed to Nashville DOT standards and the improved right-of-way platted or dedicated prior to issuance of any U&O permits.

PAVING LEGEND

| | |
|--|---------------------|
| | HEAVY DUTY ASPHALT |
| | LIGHT DUTY ASPHALT |
| | PERVIOUS PAVERS |
| | SIDEWALK SECTION |
| | HEAVY DUTY CONCRETE |

