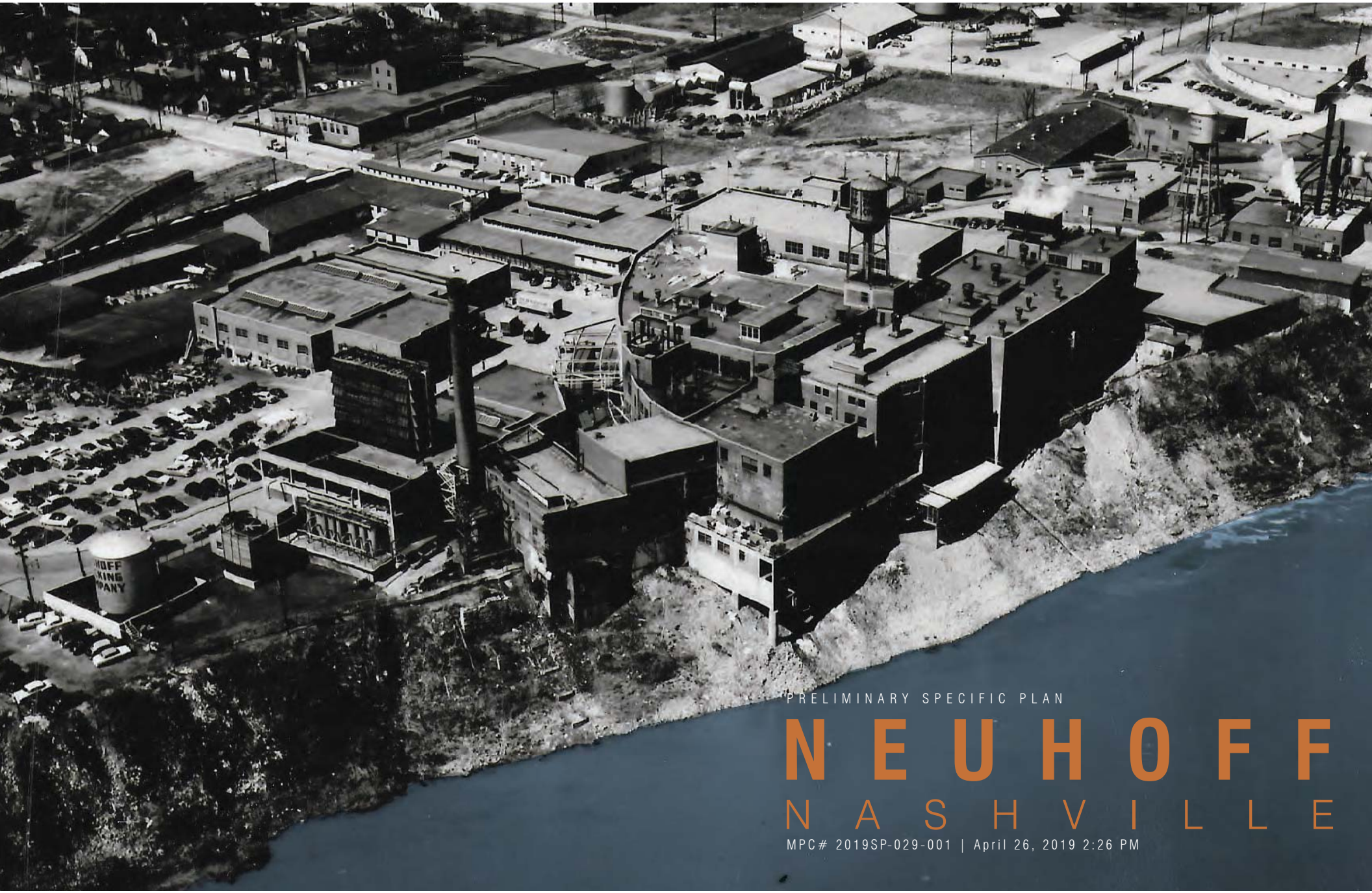


PRELIMINARY SPECIFIC PLAN

NEUHOFF

NASHVILLE

MPC# 2019SP-029-001 | April 26, 2019 2:26 PM

NEUHOFF

New City Properties, LLC
699 Ponce de Leon Ave NE // Suite 403
Atlanta, GA 30308
www.newcity-properties.com

Contact: Maitland Thompson
Maitland@newcity-properties.com
404.662.7378

S9 Architecture and Engineering, PC
Master Planner and Designer
460 West 34th Street
New York, NY 10001
www.s9architecture.com

Contact: Cannelle Legler
c.legler@s9architecture.com
646.677.3054

SMITH GEE STUDIO, LLC
209 10th Ave. South // Suite 425
Nashville, TN 37203
www.smithgeestudio.com

Contact: Scott Morton
smorton@smithgeestudio.com
615.645.5520

Kimley-Horn and Associates, Inc.
214 Oceanside Dr.
Nashville, TN 37204
www.kimley-horn.com

Contact: Brendan Boles
brendan.boles@kimley-horn.com
615.564.2720

APRIL 26, 2019 2:26 PM

Special thanks to:

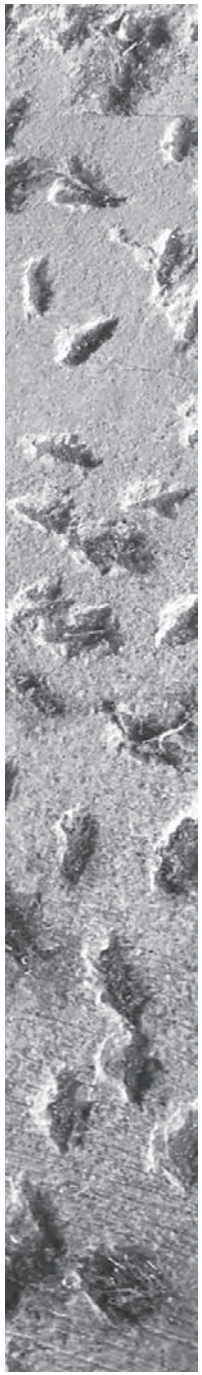
Anita and Mark Sheridan
Mark Sheridan
Matthew Cushing
Linda Orsagh
Chad Grout
Taylor Sheridan
Max Kronauer

Metro Gov't
Mayor David Briley
Councilman Freddie O'Connell
Planning Director Lucy Kempf
Matt Wiltshire
Audra Ladd
Marty Sewall

Germantown Community
Richard Audet
Sonya Link
Lane Easterly
Michael Emerick
Lindsey Cox
Berdelle Campbell
Marsha Jervis

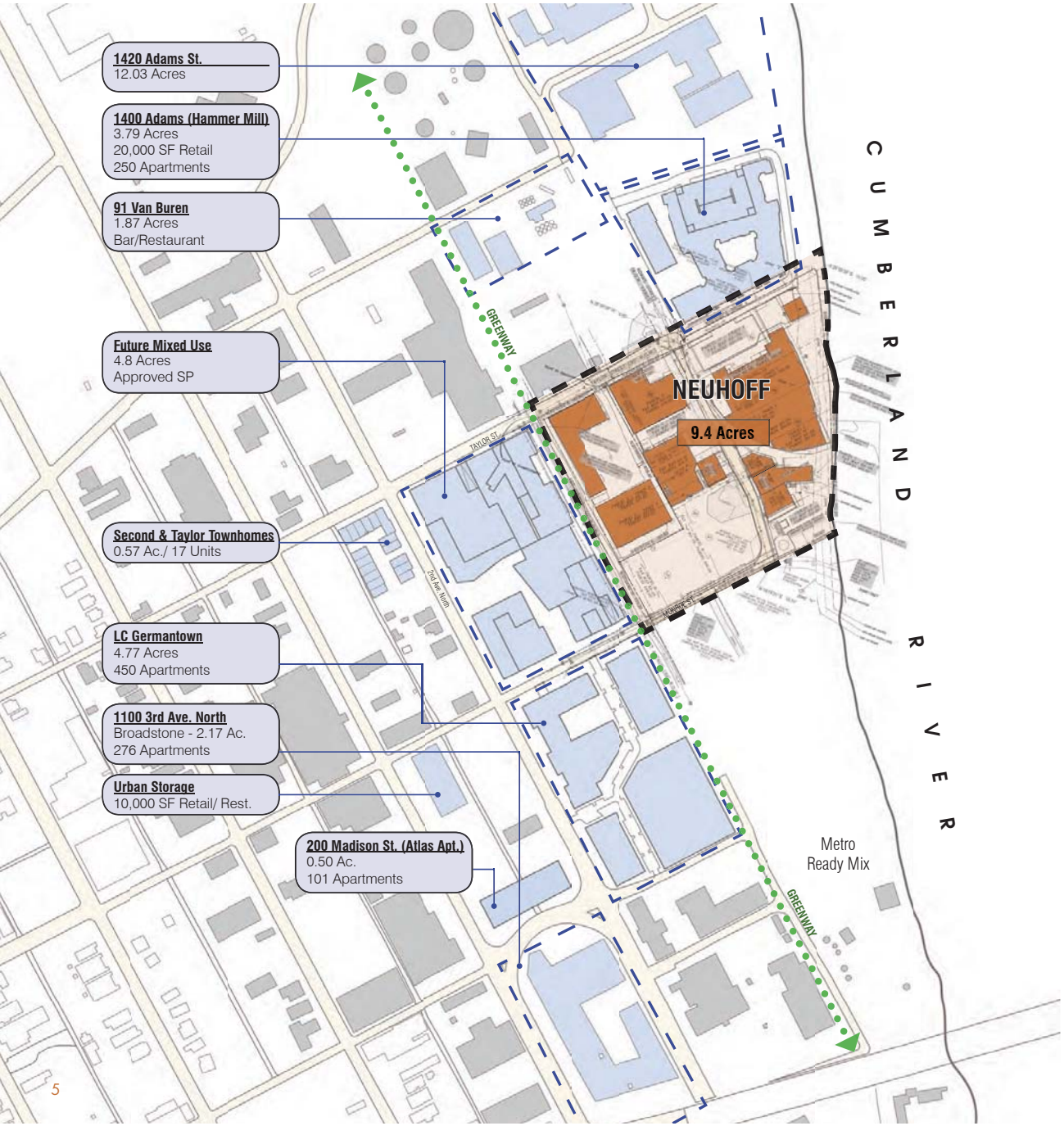
Friends of Neuhoff
David Neuhoff
Gary Gaston
Ron Yearwood
Ben Mosley
Bill Purcell
Gregg Roth
T.K. Davis
Mekayle Houghton
Mike Roberts
Hank Ingram
Fuller Hanan

And a very special thanks to the late Stephen McRedmond for his vision, passion and stewardship of Neuhoff, the Germantown neighborhood and the City of Nashville.



CONTEXT

AREA HIGHLIGHTS
Cumberland Greenway/Bikeway
Transit Lines
NEUHOFF
INTERSTATE 65
INTERSTATE 24
INTERSTATE 40
INTERSTATE 65
SALEM TOWN
MORGAN PARK
Werthan Flats
GERMANTOWN
BUENA VISTA
RIVER NORTH
CUMBERLAND RIVER
CUMBERLAND RIVER
1/2 Mi. Radius
10 Min. Walk
Jefferson Street
Bicentennial Capitol Mall State Park
Nashville Farmers Market
DOWNTOWN
EAST NASHVILLE
NORTH



S I T E

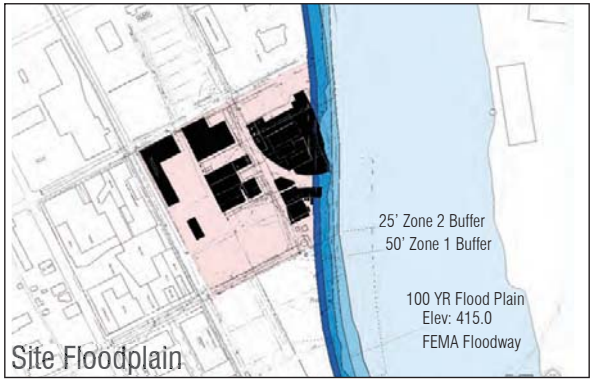
The Neuhoff site, situated just north of downtown Nashville, provides a world class redevelopment opportunity. Located a short walk from the center of Historic Germantown, the site is well situated to further cement the neighborhood as one of Nashville's most distinguished districts. The cluster of early & mid-twentieth century buildings that make up the Neuhoff plant provide a unique opportunity to integrate new construction and historical structures in a way that complements the community and attracts modern users.

Existing Land Use Policy
T4 Mixed Use Neighborhood

Existing Zoning
Industrial General (IG), UZO

Proposed Land Use Policy
Supplemental Policy (pending)

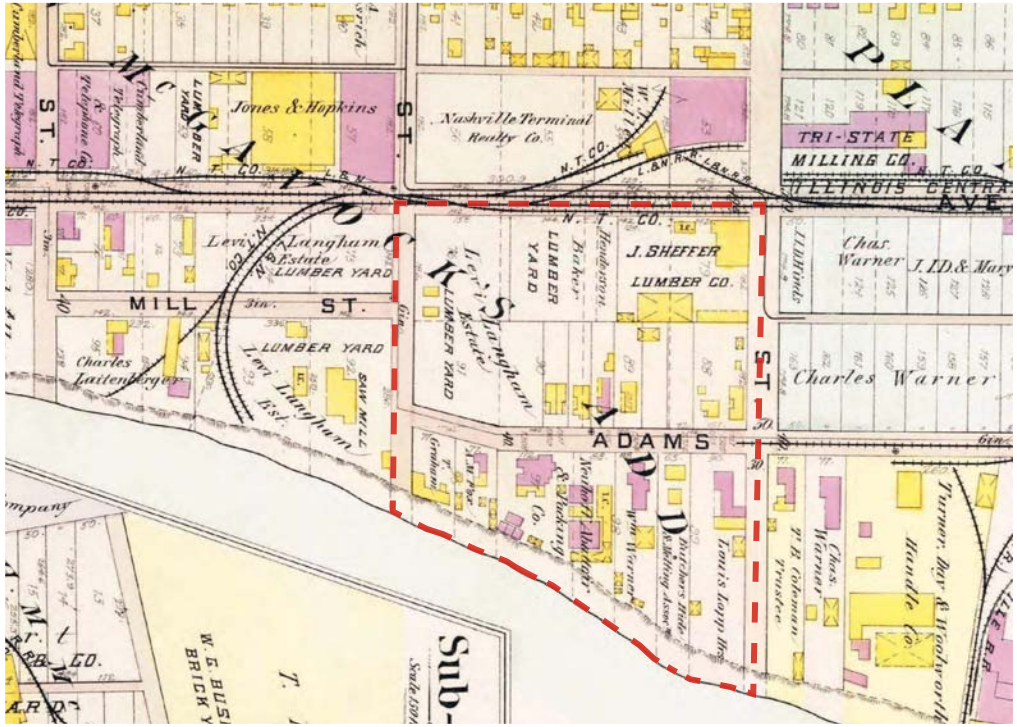
*The site is located outside of the nearby Germantown Historic Preservation District, the Phillips Jackson Redevelopment District and the Germantown National Register District.



HISTORY

Henry Neuhoff arrived to America in 1889 with a seventy dollar loan from his mother. Upon his arrival to Nashville in 1897, Henry launched his Nashville career selling his boiled hams at Nashville's Centennial exposition. In 1906, Henry partnered with his brother Lorenz - to form what would later become the "Neuhoff Packing Company". Throughout the early 20th century, the company grew steadily and began expanding operations. In 1911, the entire Neuhoff compound was destroyed by fire, but the brothers decided to rebuild and continue operations.

By 1930, a large volume of fresh and processed meats was being sold across the greater Southeast. The company was sold to Swift & Company in 1931, but continued to operate as "Neuhoff Packing Company". The plant prospered under Swift until 1979 when the company consolidated operations and promptly closed Neuhoff. Thereafter, The Baltz Brothers Packing Co. bought the plant and performed limited operations there until 1992 when Robert Baltz transferred the property to a close family friend in Nashville's McRedmond family.



June 25, 1870 -Henry Neuhoff born in Oberasbach, Germany.
1889 - With loan from his mother ($70) Henry immigrates to the United States.

Charter obtained for Neuhoff Abattoir and Packing Company, Inc. Plant opens for business.

Charter amendment name change to Neuhoff Packing Company; Employees grow from 4 in 1906 to 150.

After the stock market crash, the Neuhoffs begin negotiations to sell their business to Swift and Co.

Plant closes

Baltz Brothers buys plant

Baltz Brothers sells to McRedmond Brothers

Stephen McRedmond and family begin envisioning a new plan for Neuhoff

1870 — 1889 — 1906 — 1919 — 1929 — 1977 — 1979 — 1992 — 1998 — PRESENT

PROCESS

For decades, Neuhoff has been a center for the arts and design community, thanks in large part to a former owner, Stephen McRedmond. However, without the benefit of broad occupancy, the condition of many of the historic structures has deteriorated substantially. Accordingly in 2016, the McRedmond family approached Smith Gee Studio with the goal of developing a plan for the property that would repurpose the historic structures alongside new buildings in an effort to advance Stephen's signature vision for Neuhoff.

INITIAL VISIONING EFFORT & PROJECT BACKGROUND

During 2016, current ownership and Smith Gee Studio gathered and organized critical site information,including original blueprints of the historic buildings, site plans, and a variety of studies and reports completed over decades. The extensive research effort was completed to understand the history of Neuhoff and to better understand which historic buildings were best suited for reuse.

The culmination of these efforts resulted in a 3-day intensive design charrette that included the community and stakeholders in the visioning process. Collective priorities were determined to include i) a focus on high quality architecture and design, ii) connectivity to the surrounding neighborhood, the Cumberland River Greenway, and the waterfront, and iii) the preservation of as many of the historic structures as feasible. Furthermore, it was agreed that additional / "punctuated height" for certain new buildings would be appropriate to offset the challenge of salvaging the historic character of the property.

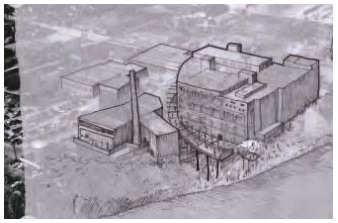
The outcome of the design charrette was a concept plan and vision that addressed these goals, and current ownership utilized this "vision plan" to court a development team equipped to achieve the goals of the project.

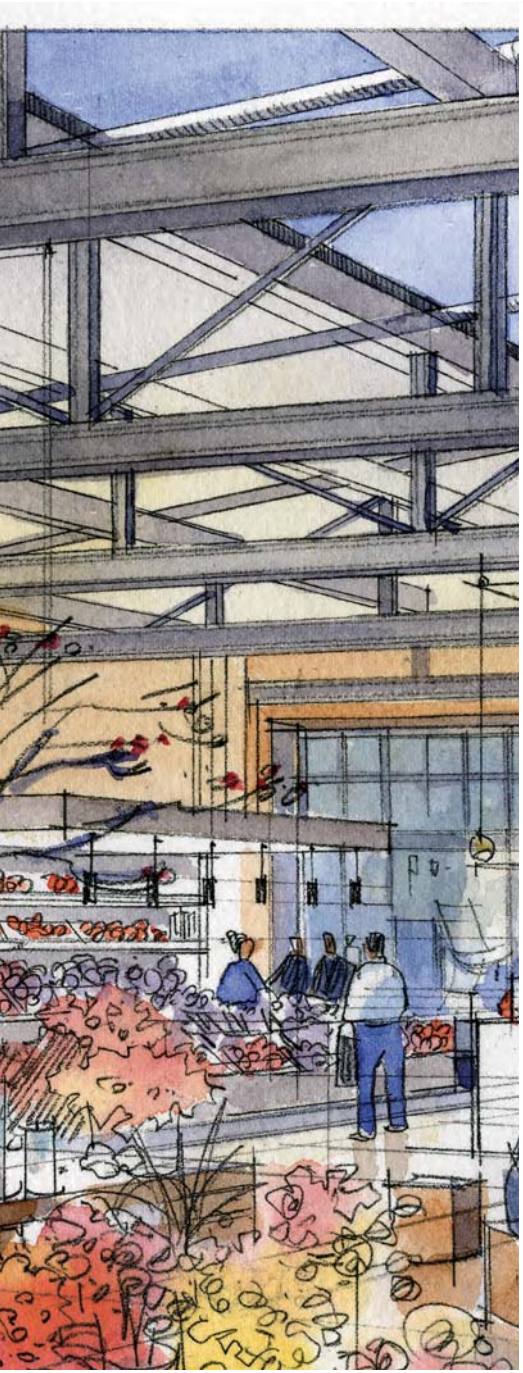
In late 2018, after an extensive search, the owners engaged with New City, an Atlanta-based development company, to re-develop the project. Among several other projects, New City's founder, Jim Irwin, previously led the re-development of Ponce City Market, an award-winning 2.1MM SF adaptive reuse project located in the Old Fourth Ward neighborhood of Atlanta. Current ownership determined that New City's body of adaptive reuse experience and track record of execution on large scale developments aligned well with the overall goals for the project.

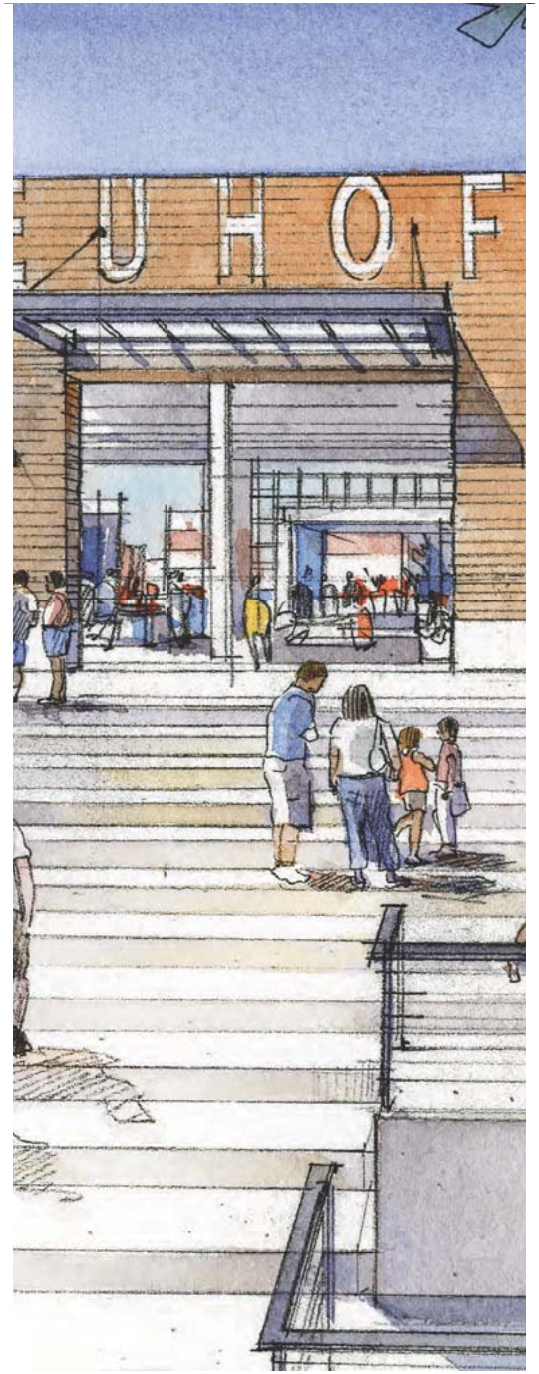
COMMUNITY ENGAGEMENT / IMPLEMENTATION

Since engaging with current ownership, New City has worked with Smith Gee Studio and S9 Architecture to refine the redevelopment plan for Neuhoff, and the current plan has been presented to the Historic Germantown Neighborhood Association, Metro leaders, Metro departments, key stakeholders, neighborhood leaders, and certain neighboring property owners. The team presented the vision plan to the Germantown Neighborhood Association's Development Committee and subsequently to the greater Germantown/ Salem Town community in early-March, 2019. New City and Smith Gee Studio will continue to engage with and solicit feedback from the community through informal meetings and the formal zoning process.

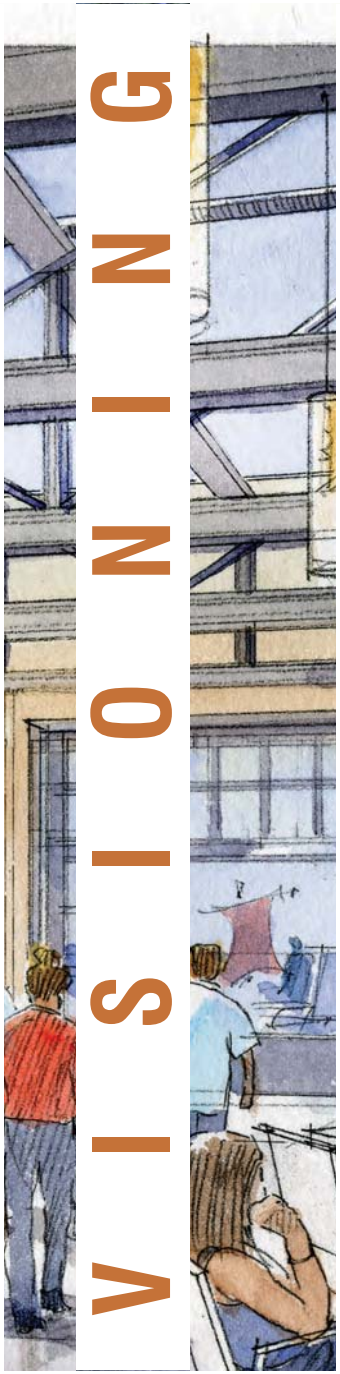
GUIDING PRINCIPLES
- Creativity & High Quality Design
- Respect for the Past
- Connectivity

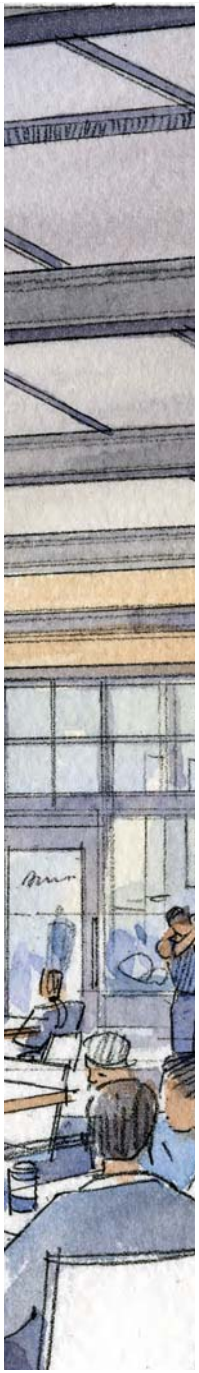






VISIONING



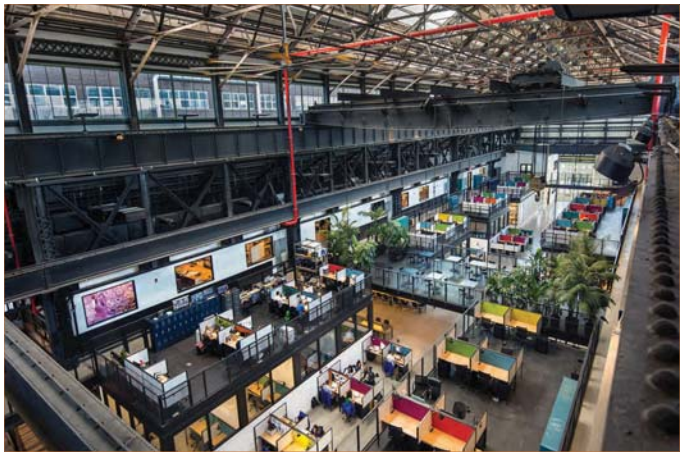


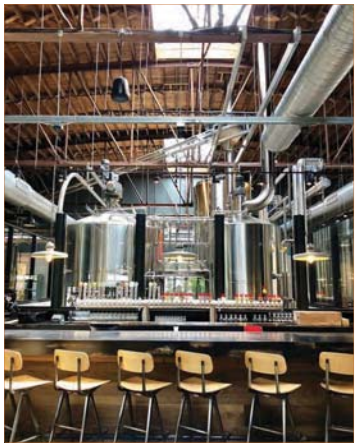
VISION

Through the strategic preservation of existing buildings, iconic architecture, a mix of uses, the addition of new development, and the installation of a network of pedestrian oriented streetscapes and open spaces, the built environment will provide for a unique social experience and make Neuhoff an integral part of Nashville's cultural life.

The plan will provide strong connectivity to the Germantown community, embrace the Cumberland River, and directly engage the Cumberland River Greenway. New sidewalks, promenades, green spaces, plazas and vibrant streetscapes will build upon Germantown's active urban culture. Envisioned as a center for Nashville's art community, the project includes public art, historical references, and entertainment opportunities throughout the site.

In order to maximize the preservation of the historic buildings, increased density and "punctuated" height with new development will offset renovation costs and development challenges.

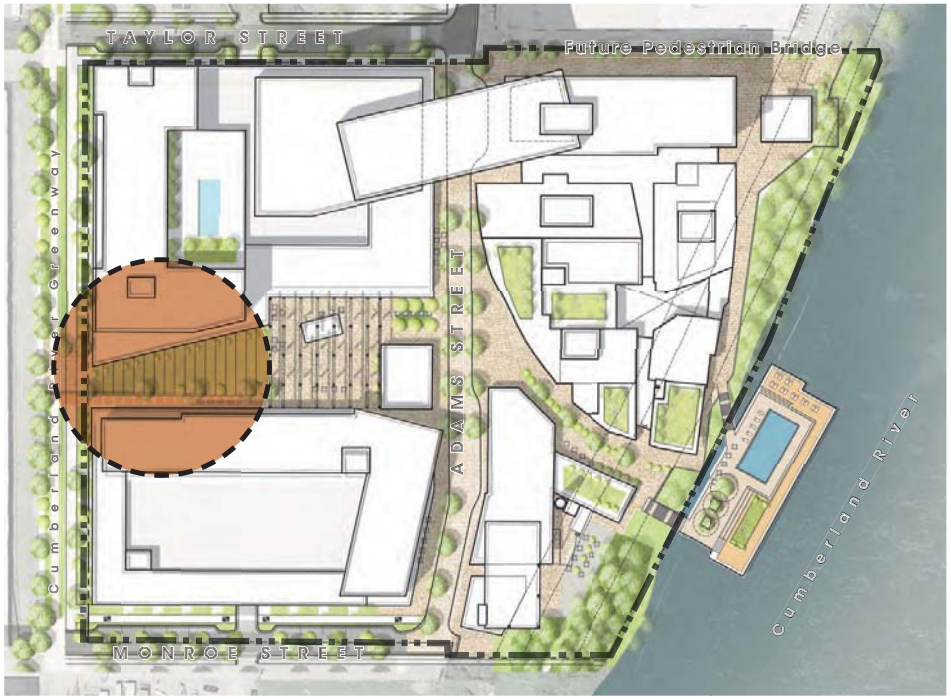


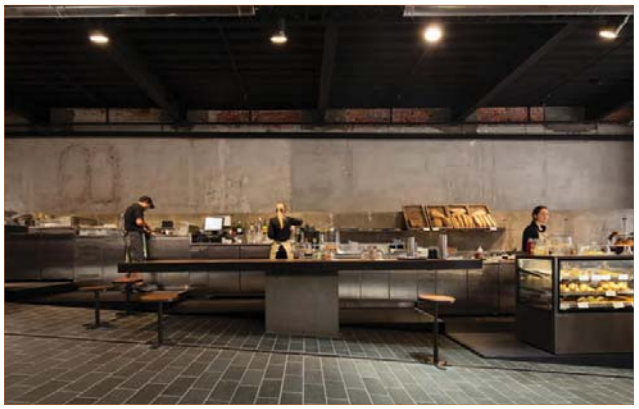


TAYLOR STREET
Future Pedestrian Bridge
Cumberland River Greenway
ADAMS STREET
MONROE STREET
Cumberland River
1
The Western Steps
2
The Stalls
3
4
The Alleys
5
The Barges
0
100'
200'

THE WESTERN STEPS

A nod to a European stepped plaza, restaurants and retail will spill into the steps to create both a means of access and a vibrant connector between public spaces. The steps will provide a place for impromptu outdoor seating and a place for staged events. It also provides an important entryway between the Cumberland River Greenway and the heart of Neuhoff.

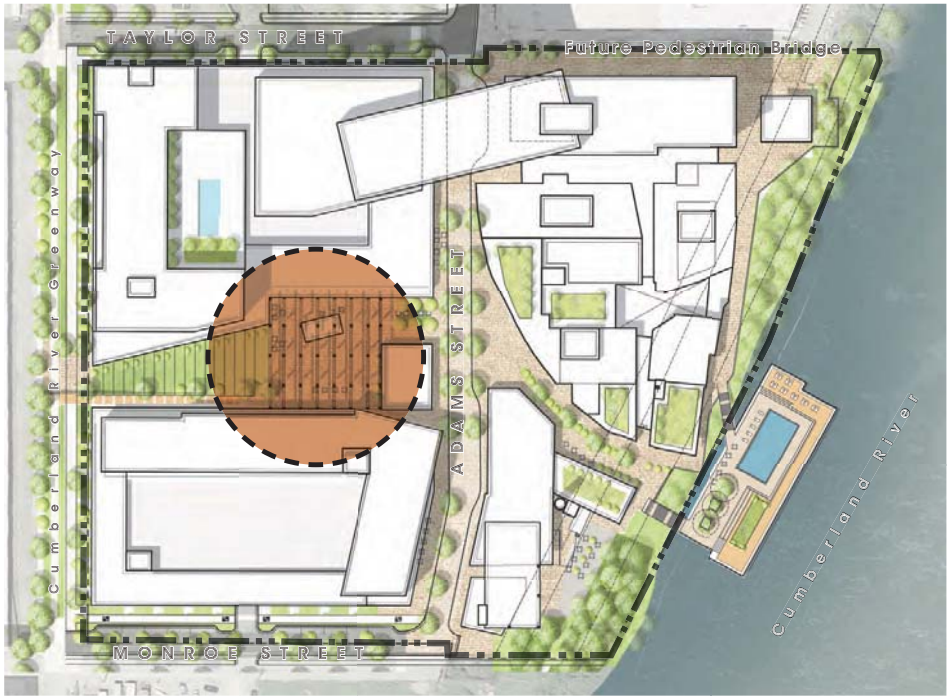




NEUHOFF

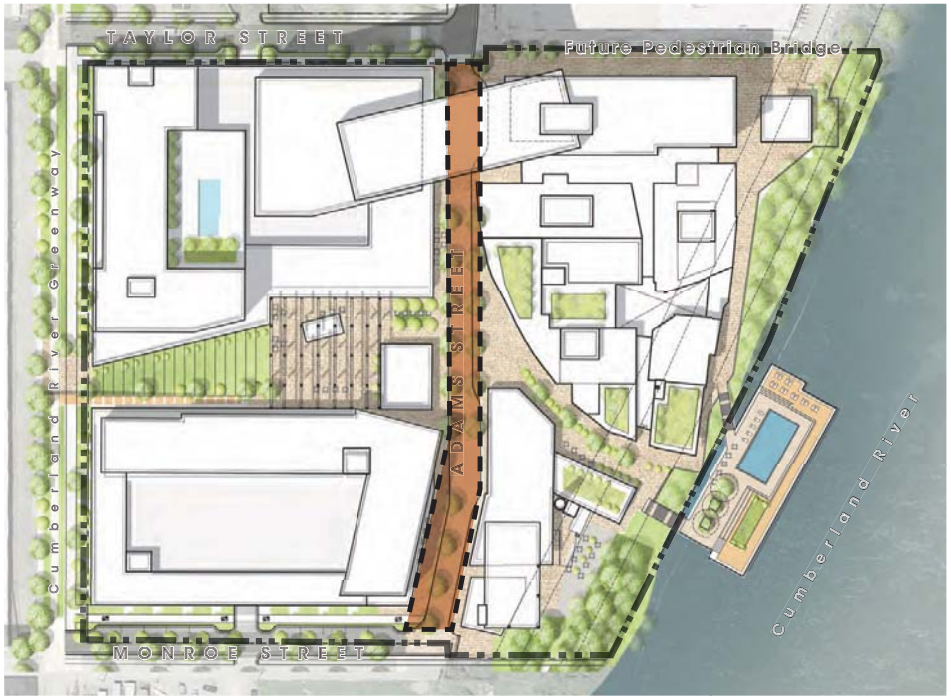
THE STALLS

This market place will be anchored within the existing steel truss building and serve as a reference point at the center of the project. With an exposed structure open to above, this area will allow for a flexible program that could include or combine a gathering place, outdoor café, market or event venue.



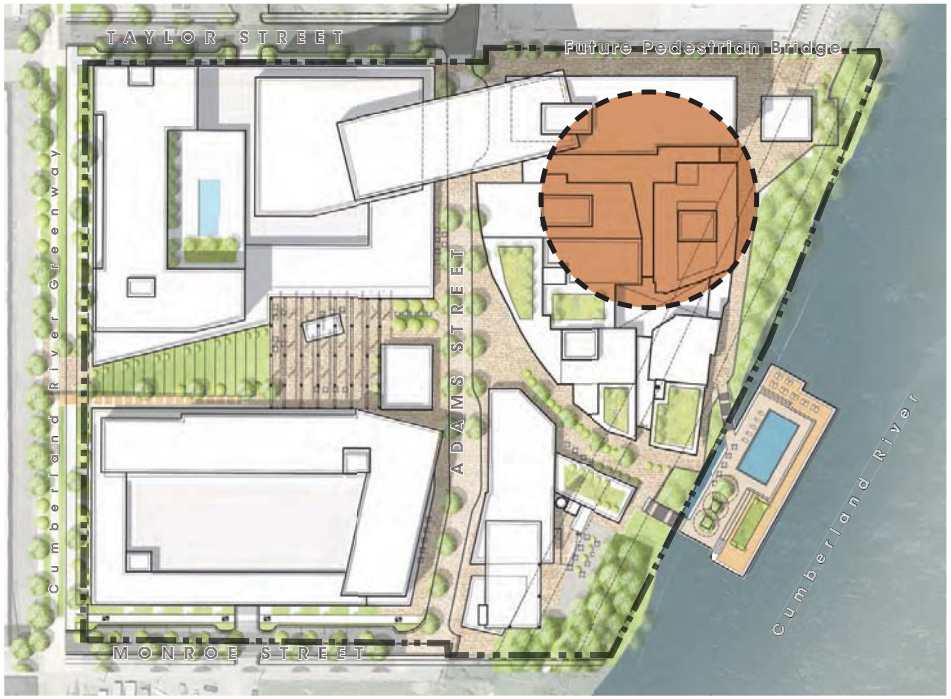
ADAMS STREET

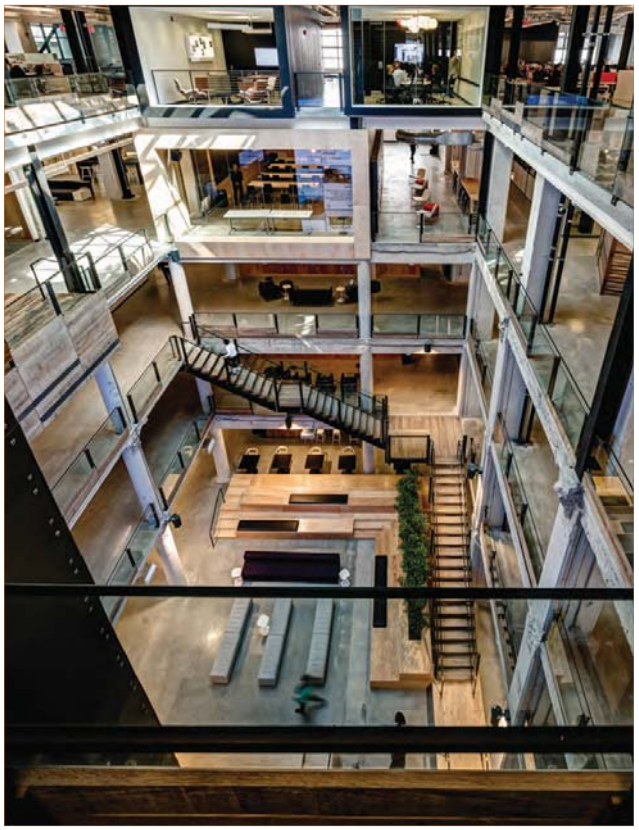
Although open to vehicles on a limited basis, Adams Street will be re-opened primarily to accommodate pedestrian and bicycle traffic. All buildings and pedestrian passageways will connect with Adams Street, which will feature various landscape and hardscape elements that contribute to pedestrian comfort and safety.



THE ALLEYS

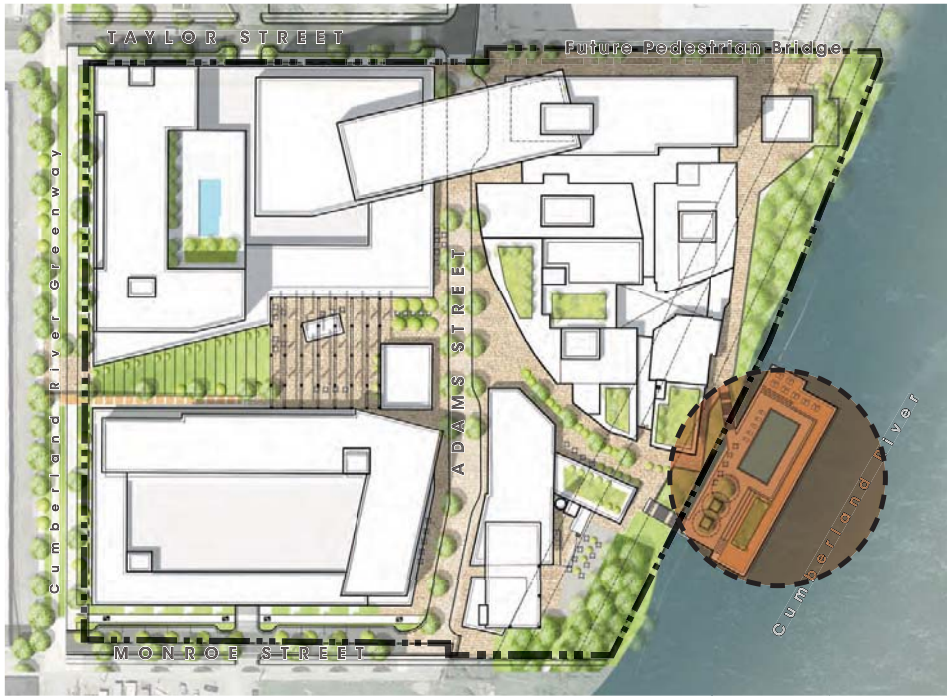
The Alleys will be lined with retail and will provide public access through the ground floor of the primary historic building. These areas will provide connectivity throughout the property and also provide a link from Adams Street to the Cumberland River.





THE BARGES

The context and location of this project allows for a unique relationship with the Cumberland River, and the project will provide public and private access to the waterfront. This area may accommodate various programs such as boat launches, event gatherings, and more.



CONNECTIVITY

The plan provides strong connectivity to the Germantown community, embraces the Cumberland River and directly engages the Cumberland River Greenway. New sidewalks, promenades, riverwalks, green spaces, plazas and vibrant streetscapes will build upon Germantown's active urban culture.

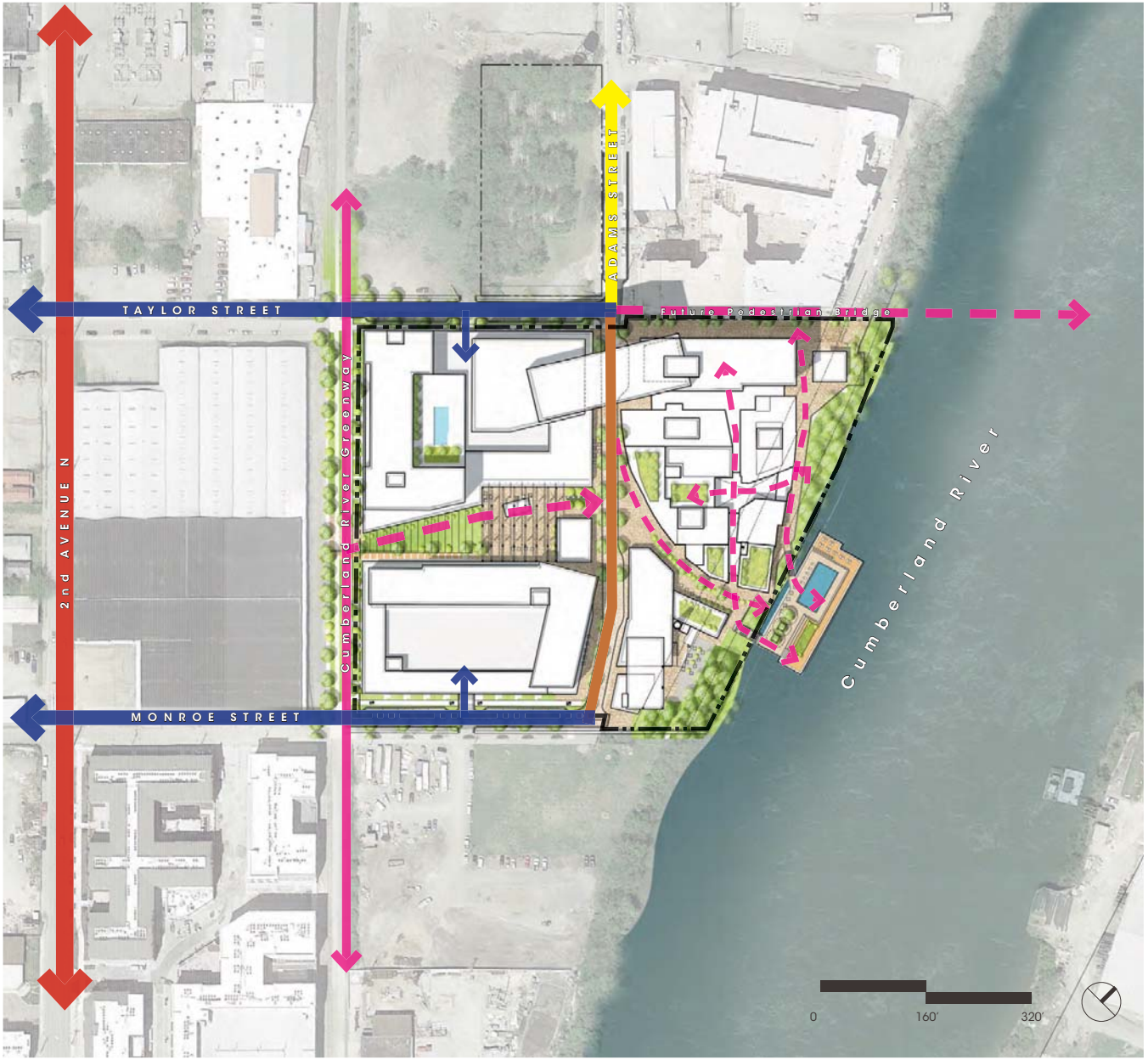
Primary Street

Secondary Street

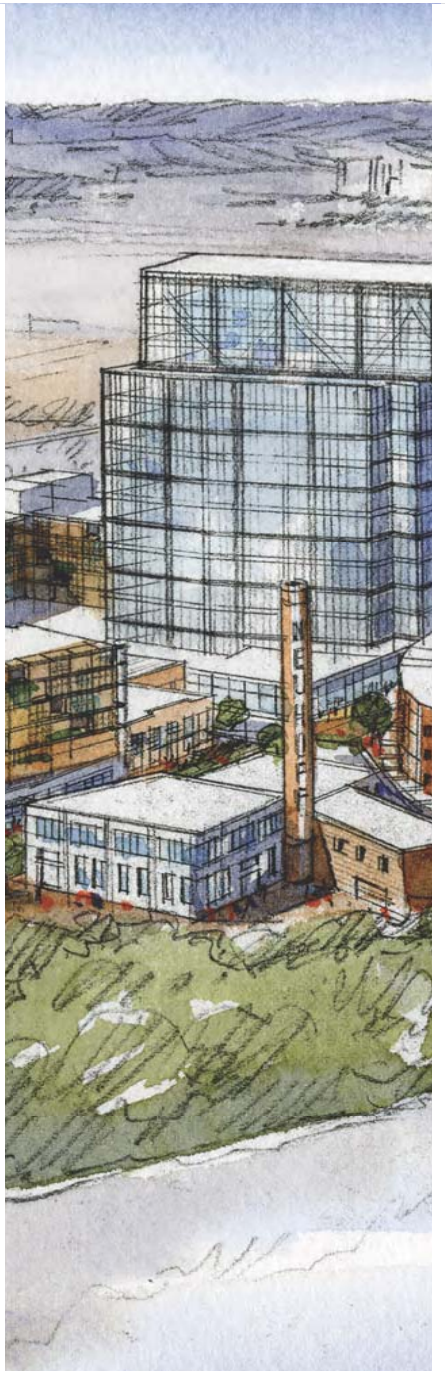
Tertiary Street

Shared Street

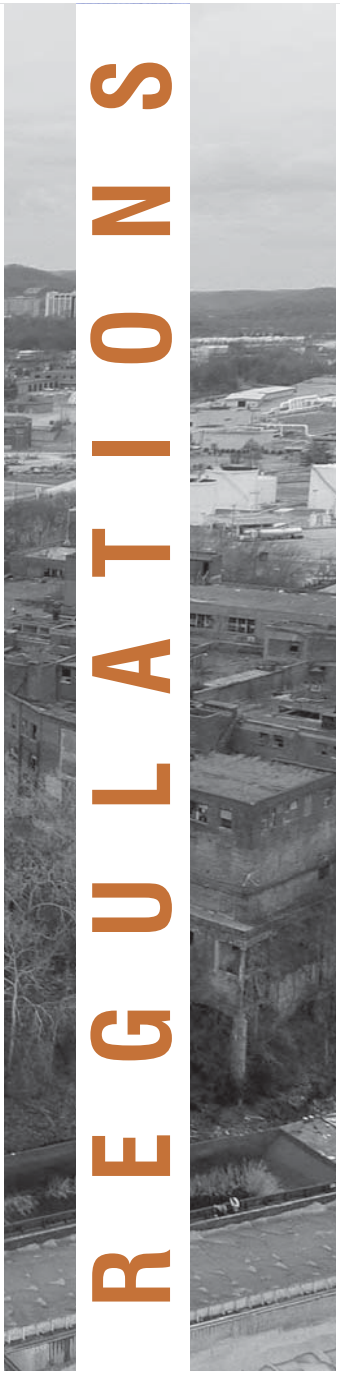
Pedestrian Path



*Final design shall be coordinated with Metro Public Works.



REGULATIONS



PROPERTIES LOCATED ON DAVIDSON COUNTY TAX MAP:
TAX MAP 82-09, PARCELS 245.00-251.00
TAX ID NO. 08209024500
TAX ID NO. 08209024600
TAX ID NO. 08209024700
TAX ID NO. 08209024800
TAX ID NO. 08209024900
TAX ID NO. 08209025000
TAX ID NO. 08209025100

COUNTY: DAVIDSON
STATE: TENNESSEE
CIVIL DISTRICT: NINETEENTH

SITE ADDRESSES: 0 & 1315-1321 ADAMS STREET & 0 1ST AVENUE N.
NASHVILLE, TENNESSEE 37208

OWNER: CUMBERLAND RIVER DEVELOPMENT, INC
1315 ADAMS STREET
NASHVILLE, TN 37208

GROSS LAND AREA: 333,005.13 SQ. FT.
OR 7.64 ACRES

SITE PARKING: NONE DELINEATED

SURVEYOR'S COMMENTS

INFORMATION LETTER: FIRST AMERICAN TITLE COMPANY OF TENNESSEE
LETTER NUMBER: NCS-912487-ALT
DATED: JUNE 26, 2018

ITEM #
10.) PLAT BOOK 17, PAGE 640; AFFECTS – NOT PLOTTABLE.
11.) AGREEMENTS FOR SWIFT & CO. AND BALTZ BROTHERS PACKING CO.
BOOK 5846, PAGE 619; AFFECTS – NOT PLOTTABLE
BOOK 5846, PAGE 641; AFFECTS – SHOWN HERE ON.
12.) FLOWAGE EASEMENTS BOOK 2290, PAGE 245 – AFFECTS, BELOW ELEVATION 392 – IT IS UNDER WATER & NOT PLOTTABLE;
BOOK 2290, PAGE 249; DOES NOT AFFECT.
13.) AGREEMENT BOOK 343, PAGE 359; DOES NOT AFFECT PROPERTY.
14.) SANITARY SEWER EASEMENT BOOK 5429, PAGE 672; AFFECTS – SHOWN HEREON.
15.) INS#20161122-0123237; AFFECTS – SHOWN HEREON.
16.) NOT OF RECORD
17.) NOT OF RECORD
18.) NOT OF RECORD
19.) NOT OF RECORD
20.) NOT OF RECORD
21.) NO RAILROAD TRACKS OR FACILITIES WERE OBSERVED ON SUBJECT PROPERTY
22.) THE PROPERTY DESCRIPTION PROVIDED HERE ON DOES NOT ENCROACH ON ANY PUBLIC RIGHT-OF-WAY
23.) NOT OF RECORD
24.) NOT OF RECORD

PROPERTY DESCRIPTION PARCEL 245.00-251.00

LAND IN DAVIDSON COUNTY, TENNESSEE, DESCRIBED AS FOLLOWS:
COMMENCING AT THE INTERSECTION OF TAYLOR STREET AND 1ST AVENUE AT AN IRON PIN FOUND IN THE SOUTHERLY MARGIN OF TAYLOR STREET;
THENCE WITH SAID MARGIN OF TAYLOR STREET N 62°01'22" E A DISTANCE OF 182.80' TO AN IRON PIN FOUND;

BEGINNING AT SAID IRON PIN ALSO BEING THE NORTHWEST CORNER OF THIS DESCRIBED TRACT OF LAND;
THENCE WITH SAID RIGHT-OF-WAY N 63°01'22" E A DISTANCE OF 222.47' TO A POINT;
THENCE LEAVING SAID RIGHT-OF-WAY N 26°58'38" W A DISTANCE OF 15.00' TO A POINT;
THENCE N 63°01'22" E A DISTANCE OF 299.96' TO A POINT IN THE CUMBERLAND RIVER;
THENCE WITH THE CUMBERLAND RIVER FOR THE NEXT FOUR CALLS;
THENCE S 26°58'38" E A DISTANCE OF 15.00' TO A POINT;
THENCE S 08°02'40" E A DISTANCE OF 306.06' TO A POINT;
THENCE S 00°50'26" E A DISTANCE OF 158.17' TO A POINT;
THENCE S 00°03'15" E A DISTANCE OF 202.20' TO A POINT;
THENCE LEAVING THE CUMBERLAND RIVER S 62°57'45" W A DISTANCE OF 160.15' THROUGH A WITNESS PIN AT 60.00' TO AN IRON PIN SET;
THENCE N 15°19'31" E A DISTANCE OF 15.31' TO A POINT;
THENCE S 62°57'45" W A DISTANCE OF 371.36' TO A POINT ON THE EASTERLY RIGHT-OF-WAY OF 1ST AVENUE;
THENCE WITH SAID RIGHT-OF-WAY N 27°04'46" W A DISTANCE OF 173.35' TO AN IRON PIN FOUND;
THENCE LEAVING SAID RIGHT-OF-WAY N 63°01'22" E A DISTANCE OF 182.80' TO AN IRON PIN FOUND;
THENCE N 27°06'25" W A DISTANCE OF 418.40' TO THE POINT OF BEGINNING.
CONTAINING AN AREA OF 333,005.13 SQUARE FEET OR 7.64 ACRES MORE OR LESS.

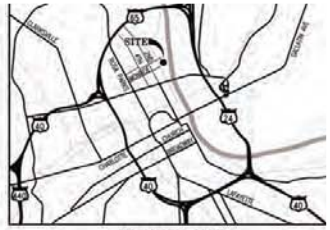
DISTRICT BULK RESTRICTIONS

THE REQUIRED SETBACKS FOR THE SUBJECT PROPERTY (ZONED IG) LSITED BELOW WERE OBTAINED FROM THE METRO ZONING ORDINANCES TABLES. PRIOR TO ANY NEW DESIGN OR CONSTRUCTION, THESE SETBACKS SHOULD BE VERIFIED WITH THE METRO PLANNING COMMISSION, FOR THE FINAL DETERMINATION.

FRONT SETBACK = 5'
REAR SETBACKS = 20'
SIDE SETBACKS = NONE REQUIRED

GENERAL NOTES

1) THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS AND /OR MAPS PREPARED BY OTHERS. THE SURVEYOR MAKES NO GUARENTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES ARE IN THE EXACT LOCATION INDICATED. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE BEFORE ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAT THREE (3) NOR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 1-800-351-1111.
2) THE LOCATION AND/OR EXISTENCE OF UTILITY SERVICE LINES TO THE PROPERTY SURVEYED ARE UNKNOWN AND ARE NOT SHOWN.
3) UPON REVIEWING FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, 47037C0241H, DATED APRIL 5, 2017. IT HAS BEEN DETERMINED PORTIONS OF THE SUBJECT PROPERTY ARE IN FLOOD ZONE "AE" AS SHOWN. 100 YEAR FLOOD LINE WAS SCALED FROM FEMA MAP.
4) ALL DISTANCES WERE MEASURED WITH E.D.M. EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.
5) THE SURVEYOR'S LIABILITY FOR THIS DOCUMENT SHALL BE LIMITED TO THE ORIGINAL PURCHASER AND DOES NOT EXTEND TO ANY UNNAMED PERSON OR ENTITIES WITHOUT AN EXPRESSED RE-CERTIFICATION BY THE SURVEYOR WHOSE SIGNATURE APPEARS UPON THIS SURVEY.
6) PROPERTY IS SUBJECT TO A FLOWAGE EASEMENT DESCRIBED BY DEED BOOK 2290, PAGE 245, R.O.D.C.
7) NO RECORDED DISTANCES ALONG LOW WATER MARK OF THE CUMBERLAND RIVER PER PLAT BOOK 17, PAGE 640, DATED DECEMBER 1, 1853.
8) CORPS OF ENGINEERS OF TENNESSEE GAVE A CURRENT WATER ELEVATION 385.6' ON FEBURARY 23, 2018. THEY REGULARLY MAINTAIN AN ELEVATION OF 385.0' DURING SUMMER MONTHS. THE BASE CHANNEL ELEVATION IS 372.0'.
9) THIS SURVEY WAS MADE IN ACCORDANCE WITH LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF TENNESSEE.
10) NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WERE OBSERVED ON THE SUBJECT PROPERTY.
11) NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED ON THE SUBJECT PROPERTY.
12) THE PROPERTY HAS DIRECT ACCESS TO TAYLOR STREET AND 1ST AVENUE NORTH, DEDICATED PUBLIC RIGHTS-OF-WAY.
13) THERE IS NO OBSERVED EVIDENCE OF USE OF THE PROPERTY AS A SOLID WASTER DUMP, SUMP OR SANITARY LANDFILL.
14) THE PROPERTY DESCRIBED HEREON IS THE SAME AS THE PROPERTY DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. NCS-912487-ATL WITH AN EFFECTIVE DATE OF JUNE 26, 2018 AND ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE PROPERTY OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE PROPERTY.
15) ALL UTILITIES SERVING THE PROPERTY ENTER THROUGH ADJOINING PUBLIC STREETS AND/OR EASEMENTS OF RECORD EXCEPT SANITARY SEWER MANHOLES THROUGHOUT THE PROPERTY AS SHOWN HEREON.
16) THERE ARE NO ENCROACHMENTS ONTO ADJOINING PREMISES, STREETS OR ALLEYS BY ANY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS LOCATED ON THE PROPERTY, AND NO ENCROACHMENTS ONTO THE PROPERTY BY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS SITUATED ON ADJOINING PREMISES.



VICINITY MAP
NOT TO SCALE

LEGEND:

- POWER POLE
- LIGHT POLE
- TELEPHONE POLE
- GUY WIRE
- STORM AREA DRAIN
- STORM CURB INLET
- STORM CATCH BASIN
- GAS METER
- GAS VALVE
- ELECTRIC METER
- ELECTRIC BOX
- SANITARY SEWER MANHOLE
- SANITARY SEWER CLEAN OUT
- SIGN
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- CONCRETE MONUMENT FOUND
- IRON PIN FOUND
- IRON PIN SET
- CONCRETE
- WALL
- PROPERTY ADJOINER
- RIGHT OF WAY LINE
- PROPERTY LINE
- EASEMENT LINE
- EDGE OF CONCRETE
- FENCE
- EDGE OF GRAVEL
- BUILDING OVERHANG
- WATER LINE
- SANITARY SEWER LINE
- GAS LINE
- OVERHEAD ELECTRIC
- STORM DRAINAGE PIPE

SURVEYOR'S CERTIFICATION

TO: FIRST AMERICAN TITLE INSURANCE COMPANY, NEUHOFF ACQUISITIONS, LLC, CUMBERLAND RIVER DEVELOPMENT, INC

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 7(a)(b)(c), 8, 9, 13, 14, 16 AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 26, 2018.

TIMOTHY MARK DONLON
REGISTERED LAND SURVEYOR
TENNESSEE No. 2297

BY: _____ DATE: 12/7/18
TIMOTHY MARK DONLON TENN. REGISTERED SURVEYOR'S No. 2297

MASTER PLAN

TAYLOR STREET
Future Pedestrian Bridge
Office/Retail
Retail
The Alleys
Mixed Use Residential
Mixed Use
Office/Retail
The Stalls
Retail
The Western Steps
Cumberland River Greenway
ADAMS STREET
Hotel
The Barges
Mixed Use Residential
Cumberland River
MONROE STREET
0
100'
200'

REGULATORY STANDARDS		
Permitted Uses:	All uses Permitted per MUG-A, Community Garden (commercial), Community Garden (non-commercial), Mobile Vendor, Artisan Distillery, Manufacturing (light), Micro Brewery, Tasting Room, Small Outdoor Music Venue, Owner Occupied Short Term Rental Property, Non-owner Occupied Short Term Rental Property	
Non Residential Uses	825,000 GSF Max.	
Residential uses	550 dwelling units Max.	
Hotel Uses	50 keys Max.	
Maximum FAR	5.0	
ISR	0.90	
Maximum Building Height[1]	15 stories within 230 feet	
Build-to-zone[2]	0 to 20 feet	
Side / Rear Setback	0 feet	
Parking Requirements	Per UZO Parking Requirements or Approved Shared Parking Agreement	
Glazing[3]	Residential	15% min.
	Non Residential	50% Ground Floor
		30% Upper Floor
Foundations[4]	Residential	18 in. Min. to 36 in. Max.
	Non Residential	36 in. Max

1 Overall Maximum building height shall be measured from finished grade of Adams Street to the highest point of the roof; modifications may be approved for unique architectural features, rooftop mechanical equipment, stair bulkheads, and rooftop amenities; Maximum building height is subject to the limitations in the "Building Heights Exhibit (page 27)".

2 The build to zone shall apply to public streets, private streets, and the Cumberland River Greenway. The build to zone excludes plazas, driveways, open space and pedestrian passages.

3 Minimum glazing requirements shall be required on building facades facing public right-of-way or easements. The first floor transparent glazing area calculation shall be measured from the finished grade at the setback to the finished floor elevation of the second floor, or to a height of sixteen feet, whichever is less. Upper floor glazing calculations shall be measured from floor to floor. Renovations to existing buildings shall be exempt.

4 With the exception of non-residential uses, accessible units, visitable units, and topographically challenged units; challenging site topography may result in higher or lower foundations at strategic locations. Screening is required when raised foundations exceed 36" along public streets, easements and open spaces.

Standard Notes

1. The purpose of this SP is to receive preliminary approval to permit the development of a 9.4 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 base zoning as of the date of the application request or application.
3. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by the Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance.
4. 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.

FEMA Note

5. Portions of the property lie in an area of minimal flood hazard Zone X according to Federal Emergency Management Agency Flood Insurance Rate Map Panel Number 47307C0241H, dated April 5, 2017.
6.

Architectural Standards

7. 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:
8. A change in building material or building openings
9. A horizontal undulation in the building facade of two (2) feet or greater
10. A porch, stoop, window or balcony; porches shall be a min. six (6) feet in depth
11. Refuse collection, recycling and mechanical equipment shall be fully screened from public view by the combination of fences, walls or landscaping.
12. EIFS, cementitous siding, vinyl siding and untreated wood shall be prohibited for all uses.
13. HVAC units shall be located at the rear half of the side of unit, behind the unit, or on the roof of each building.
14. Passages: Landscaped passages are encouraged between buildings to provide access from rear parking areas to the building fronts.
15. Bicycle parking will be provided per the Metro Zoning code. Bicycle parking locations to be identified in Final SP.

Metro Public Works Notes

16. 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.
17. 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.
18. 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).
19. 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.
20. 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.
21. Developer will ensure bike lanes are continuous through intersections.
22. 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.
23. 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.
24. 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.
25. All construction within the right of way shall comply with ADA and Metro Public Works Standards and Specifications.
26. 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.

Landscape Standards

27. The developer of this project shall comply with the requirements of the SP and adopted tree ordinance 2008-328 (Metro Code Chapter 17.24).
28. Street trees shall be provided, irrigated and maintained by Owner along all street frontages at a minimum spacing average of 40 linear feet. All street trees placed within ROW shall count toward tree density unit credit outlined in Metro Zoning Code 17.24.
29. No landscape buffer requirements of 17.24 shall apply.

Fire Marshal Notes

30. 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)
31. 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
32. All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.
33. All dead-end roads over 150 ft. in length require a 100-ft. diameter turnaround, this includes temporary turnarounds.
34. Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.
35. If more than three stories above grade, Class I standpipe system shall be installed.
36. If more than one story below grade, Class I standpipe system shall be installed.
37. 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.
38. A fire hydrant shall be provided within 100 ft. of the fire department connection.
39. Fire hydrants shall be in-service before any combustible material is brought on site.

NES Notes

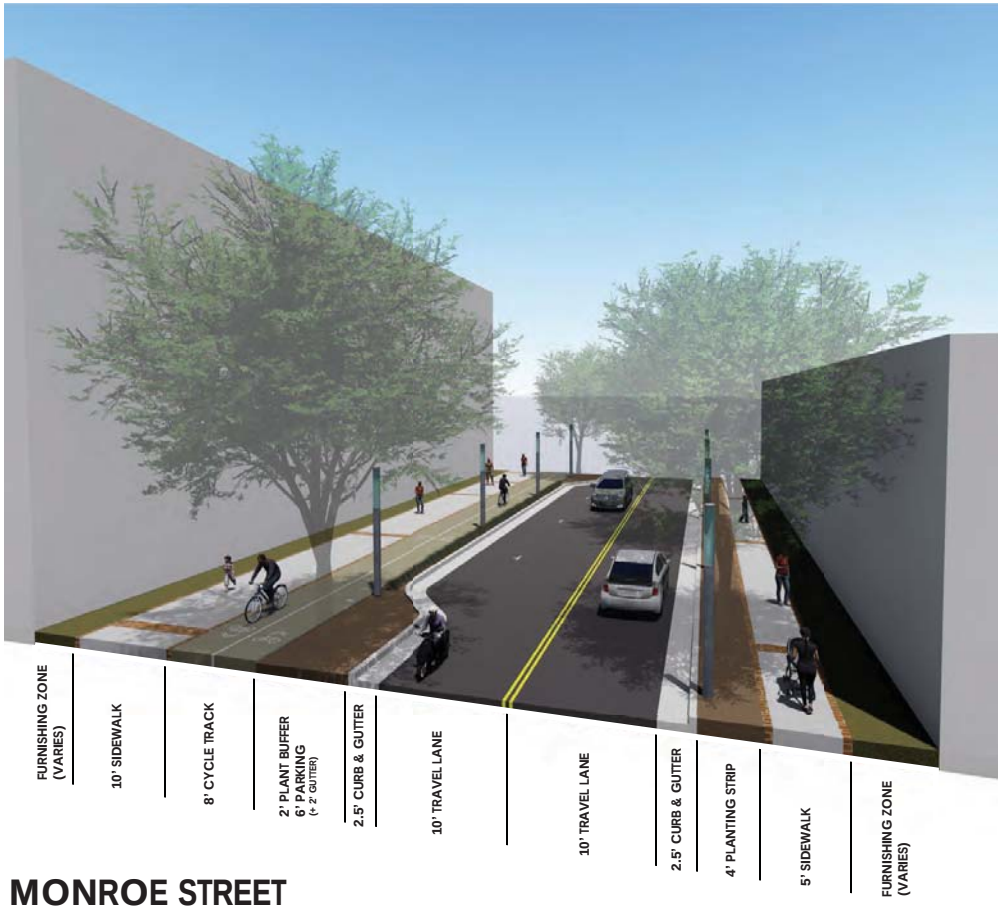
40. Where feasible, this development will be served with underground power and pad-mounted transformers.
41. New facilities will not be allowed to sit in or to pass through retention areas, including rain gardens, bioretention areas, bioswales, and the like. This includes primary duct between pad-mounted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

Stormwater Notes

42. 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.
43. 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.
44. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual. (Minimum driveway culvert in Metro ROW is15" CMP)
45. 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.

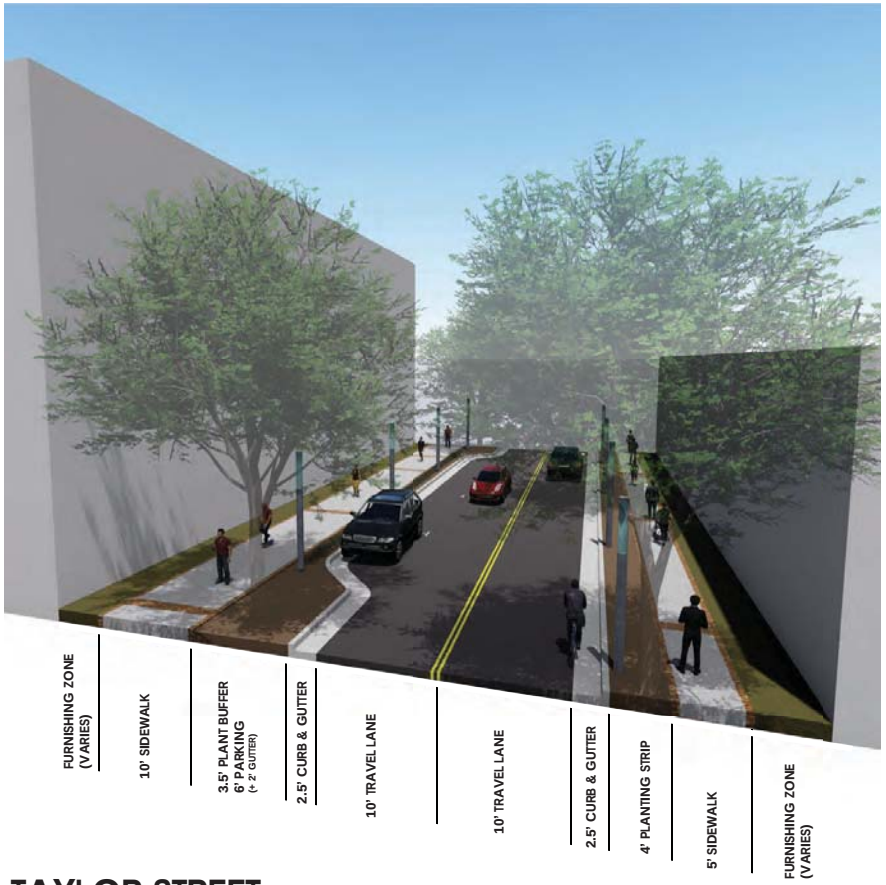
Federal Compliance

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



MONROE STREET

PRIVATE (LOOKING EAST)

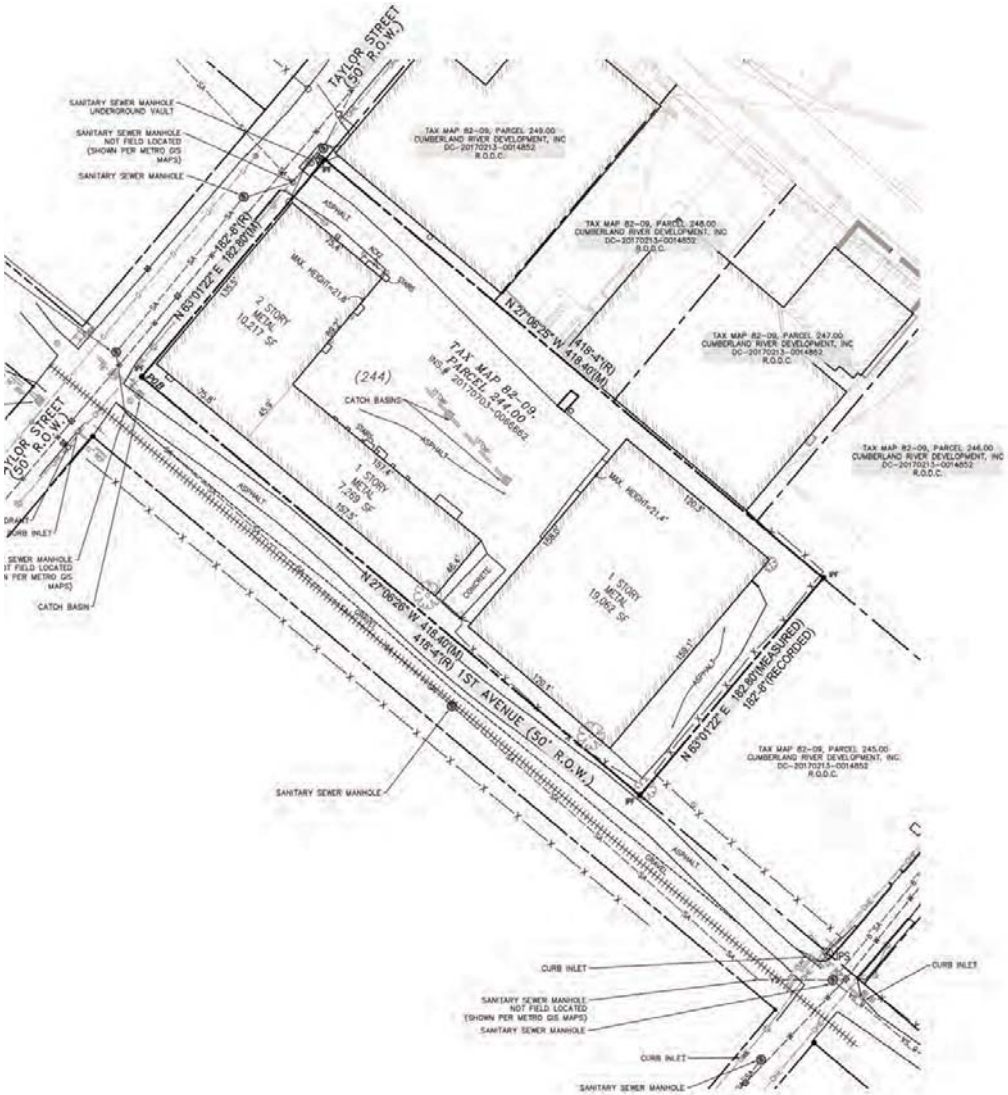


TAYLOR STREET

PUBLIC (LOOKING WEST)

Individual property owners are responsible for required street improvements along their frontage from the centerline of the right-of-way or easement.

EXISTING SURVEY



SITE DATA

PROPERTIES LOCATED ON DAVIDSON COUNTY TAX MAP:
TAX MAP 82-09, PARCEL 244.00
TAX ID NO. 08209024400

COUNTY:	DAVIDSON
STATE:	TENNESSEE
CIVIL DISTRICT:	NINETEENTH
SITE ADDRESS:	93 TAYLOR STREET NASHVILLE, TENNESSEE 37208
OWNER:	EAST GERMANTOWN INVESTMENTS, LLC 128 12TH AVENUE N. NASHVILLE, TN 37203
GROSS LAND AREA:	76,483.05 SQ. FT. OR 1.76 ACRES
SITE PARKING:	NONE DELINEATED

SURVEYOR'S COMMENTS

INFORMATION LETTER: FIRST AMERICAN TITLE COMPANY OF TENNESSEE
LETTER NUMBER: NCS-912484-ALT
DATED: JUNE 22, 2018

ITEM #
10.) PLAT BOOK 17, PAGE 640; AFFECTS – NOT PLOTTABLE.
11.) EASEMENT IN DEED BOOK 4005, PAGE 992; AFFECTS – NOT PLOTTABLE DRAWING NOT OF RECORD.
12.) NO RAILROAD TRACKS OR FACILITIES WERE OBSERVED ON SUBJECT PROPERTY
13.) NOT OF RECORD
14.) NOT OF RECORD
15.) NOT OF RECORD
16.) NOT OF RECORD
17.) NOT OF RECORD
18.) THE PROPERTY DESCRIPTION PROVIDED HERE ON DOES NOT ENCROACH ON ANY PUBLIC RIGHT-OF-WAY
19.) NOT OF RECORD
20.) NOT OF RECORD.

PROPERTY DESCRIPTION PARCEL 244.00

LAND IN DAVIDSON COUNTY, TENNESSEE DESCRIBED AS FOLLOWS:
BEGINNING AT AN IRON PIN FOUND AT THE INTERSECTION OF TAYLOR STREET AND 1ST AVENUE ON THE SOUTHERLY MARGIN OF TAYLOR STREET ALSO BEING THE NORTHWEST CORNER OF THIS DESCRIBED TRACT OF LAND;
THENCE WITH SAID RIGHT-OF-WAY N 63°01'22" E A DISTANCE OF 182.80' TO AN IRON PIN FOUND;
THENCE LEAVING SAID RIGHT-OF-WAY S 27°06'25" E A DISTANCE OF 418.40' TO AN IRON PIN FOUND;
THENCE S 63°01'22" W A DISTANCE OF 182.80' TO AN IRON PIN FOUND ON THE EASTERLY MARGIN OF 1ST AVENUE.
THENCE WITH THE EASTERLY MARGIN OF 1ST AVENUE N 27°06'25" W A DISTANCE OF 418.40' TO THE POINT OF BEGINNING.
CONTAINING AN AREA OF 76,483.05 SQUARE FEET OR 1.76 ACRES MORE OR LESS.

DISTRICT BULK RESTRICTIONS

THE REQUIRED SETBACKS FOR THE SUBJECT PROPERTY (ZONED IG) LSITED BELOW WERE OBTAINED FROM THE METRO ZONING ORDINANCES TABLES. PRIOR TO ANY NEW DESIGN OR CONSTRUCTION, THESE SETBACKS SHOULD BE VERIFIED WITH THE METRO PLANNING COMMISSION, FOR THE FINAL DETERMINATION.

FRONT SETBACK = 5'
REAR SETBACKS = 20'
SIDE SETBACKS = NONE REQUIRED

GENERAL NOTES

1) THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS AND /OR MAPS PREPARED BY OTHERS. THE SURVEYOR MAKES NO GUARENTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES ARE IN THE EXACT LOCATION INDICATED. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE BEFORE ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAT THREE (3) NOR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 1-800-351-1111.
2) THE LOCATION AND/OR EXISTENCE OF UTILITY SERVICE LINES TO THE PROPERTY SURVEYED ARE UNKNOWN AND ARE NOT SHOWN.
3) UPON REVIEWING FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, 47037C0241H, DATED APRIL 5, 2017. IT HAS BEEN DETERMINED THE LIMITS OF THE DETAIL STUDY DO NOT REACH THE SUBJECT PROPERTY (FLOOD ZONE "X").
5) ALL DISTANCES WERE MEASURED WITH E.D.M. EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.
6) THE SURVEYOR'S LIABILITY FOR THIS DOCUMENT SHALL BE LIMITED TO THE ORIGINAL PURCHASER AND DOES NOT EXTEND TO ANY UNNAMED PERSON OR ENTITIES WITHOUT AN EXPRESSED RE-CERTIFICATION BY THE SURVEYOR WHOSE SIGNATURE APPEARS UPON THIS SURVEY.
7) THIS SURVEY WAS PREPARED FROM INFORMATION CONTAINED IN THE TITLE REPORT PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY. THE FILE NUMBER NCS-912484-ATL, DATED JUNE 22, 2018.
8) THIS SURVEY WAS MADE IN ACCORDANCE WITH LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF TENNESSEE.
9) NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WERE OBSERVED ON THE SUBJECT PROPERTY.
10) NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED ON THE SUBJECT PROPERTY.
11) THE PROPERTY HAS DIRECT ACCESS TO TAYLOR STREET AND 1ST AVENUE NORTH, DEDICATED PUBLIC RIGHTS-OF-WAY.
12) THERE IS NO OBSERVED EVIDENCE OF USE OF THE PROPERTY AS A SOLID WASTER DUMP, SUMP OR SANITARY LANDFILL.
13) THE PROPERTY DESCRIBED HEREON IS THE SAME AS THE PROPERTY DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. NCS-912484-ATL WITH AN EFFECTIVE DATE OF JUNE 22, 2018 AND ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE PROPERTY OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE PROPERTY.
14) ALL UTILITIES SERVING THE PROPERTY ENTER THROUGH ADJOINING PUBLIC STREETS AND/OR EASEMENTS OF RECORD.
15) THERE ARE NO ENCROACHMENTS ONTO ADJOINING PREMISES, STREETS OR ALLEYS BY ANY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS LOCATED ON THE PROPERTY, AND NO ENCROACHMENTS ONTO THE PROPERTY BY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS SITUATED ON ADJOINING PREMISES EXCEPT FENCE ENCROACHMENTS NEAR THE SOUTHERN AND EASTERN CORNERS AS SHOWN HEREON.

IMPERVIOUS AREA	+/- 7.95 AC
PERVIOUS AREA	+/- 1.45 AC
ROW DEDICATION	+/- 0.03 AC
TOTAL AREA	9.40 AC

SOIL SURVEY NOTE

THIS SITE IS COMPRISED ENTIRELY OF LINDELL-URBAN LAND COMPLEX, 0 TO 3 PERCENT SLOPES (Lu)

STORMWATER NOTES

1. DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT, AS IT PERTAINS TO STORMWATER APPROVAL/COMMENTS ONLY. THE LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE STORMWATER REGULATIONS AT THE TIME OF FINAL APPLICATION
2. 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.
3. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIME IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.
4. SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANAGEMENT MANUAL. (MINIMUM DRIVEWAY CULVERT IN METRO ROW IS 15" CMP.)
5. PROJECT INTENT FOR THIS SITE IS TO BE REDEVELOPED PER THE REQUIREMENTS OF THE CURRENT STORMWATER MANAGEMENT MANUAL. DETENTION WILL BE PROVIDED SUCH THAT POST DEVELOPED FLOWS WILL BE LESS THAN PREDEVELOPED.

UTILITY NOTES

1. CONTRACTOR RESPONSIBLE FOR VERIFYING EXISTING ELEVATIONS COMPARED TO THOSE SHOWN ON PLAN PRIOR TO GRADING. NOTIFY OWNER'S REPRESENTATIVE IF DISCREPANCIES ARE FOUND.
2. AREAS FOR CONSTRUCTION THAT REQUIRE DE-WATERING FOR EXCAVATION WILL BE DONE AT NO ADDITIONAL COST TO THE OWNER.
3. ALL WATER AND SEWER MATERIALS AND CONSTRUCTION SHALL BE IN COMPLIANCE WITH METRO NASHVILLE WATER SERVICES STANDARD SPECIFICATIONS.
4. MAINTAIN MINIMUM 10 FEET HORIZONTAL SEPARATION BETWEEN WATER & SANITARY SEWER OR 18" VERTICAL SEPARATION AT CROSSING LOCATIONS.
5. REFER TO METRO NASHVILLE WATER SERVICES STANDARD SPECIFICATIONS FOR PIPE BEDDING REQUIREMENTS.
6. ALL WATER VALVES TO BE LOCATED OUTSIDE OF PAVED AREAS WHERE POSSIBLE.
7. THE CONTRACTOR SHALL PROVIDE A COMPLETE SET OF AS-BUILT DRAWINGS OF WATER & SANITARY SEWER CONSTRUCTION PRIOR TO THE ACCEPTANCE OF THE PUBLIC UTILITIES.
8. CONTRACTOR RESPONSIBLE FOR DISCONNECTING EXISTING WATER SERVICE LINES AT THE PUBLIC MAIN PER METRO WATER SERVICES STANDARDS. PAVEMENT REPAIR SHALL BE DONE IN ACCORDANCE TO METRO PUBLIC WORKS STANDARD.
9. SITE ELECTRICAL TO BE TAKEN UNDERGROUND WHERE FEASIBLE WITHIN THE PROJECT LIMITS.

NOTE

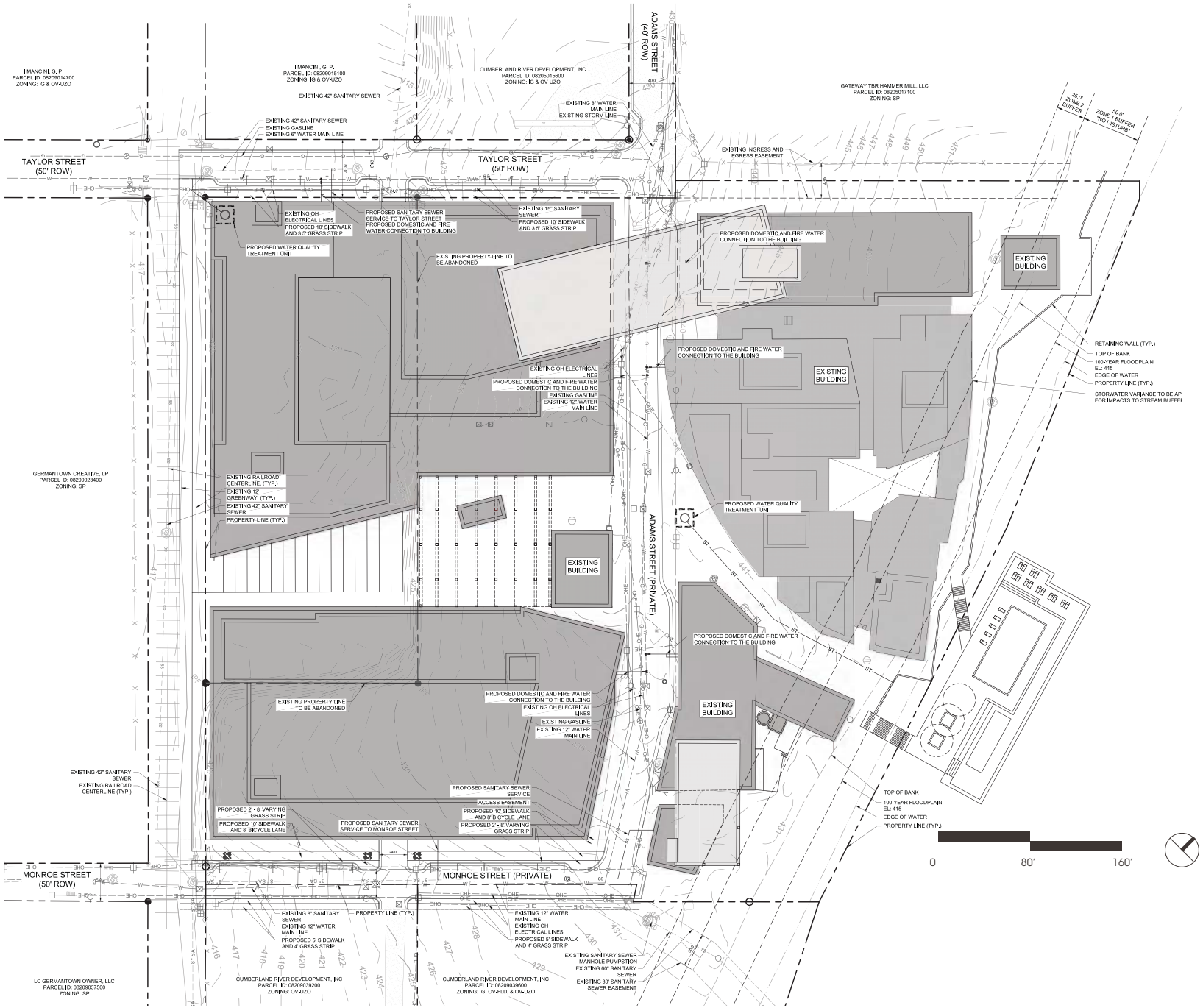
TRASH AND RECYCLING PICKUP TO BE HANDLED BY PRIVATE THIRD PARTY.

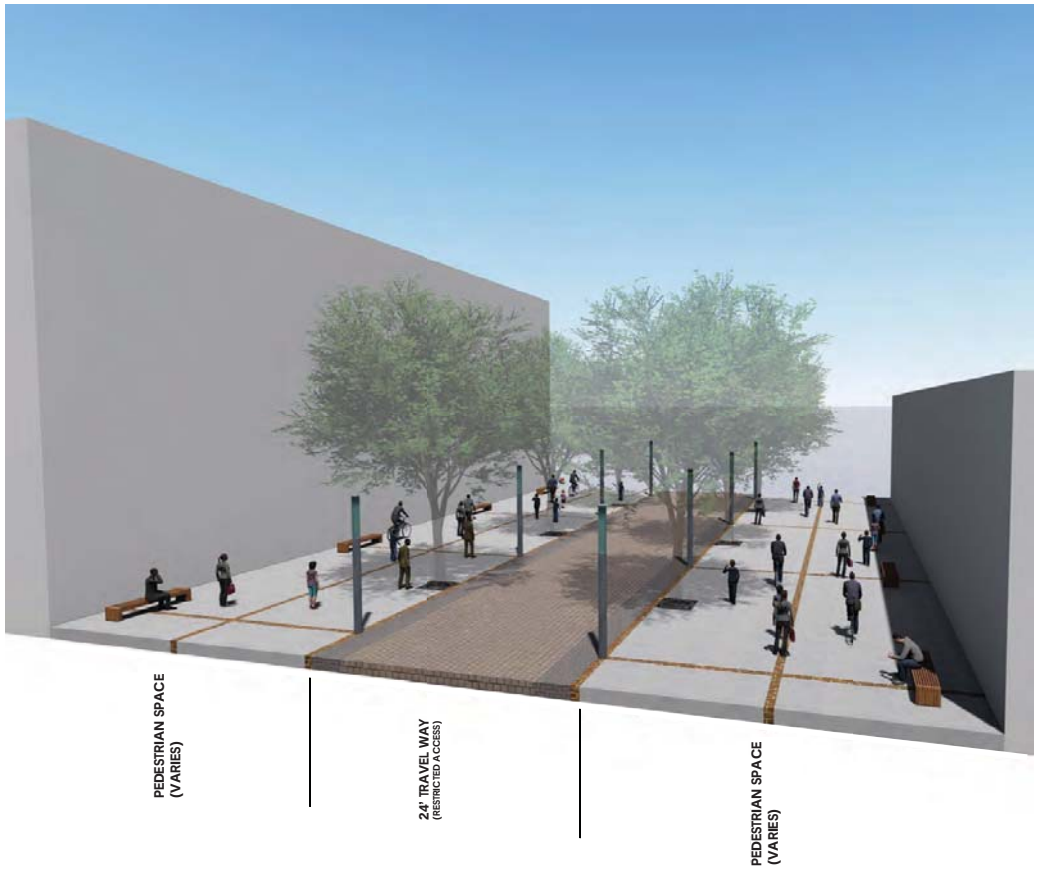
EXISTING UTILITIES NOTE

CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES AND/OR CONFLICTS WITH EXISTING OR PROPOSED UTILITIES PRIOR TO PROCEEDING.

METRO NASHVILLE WATER SERVICES STANDARD NOTES

1. ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF THE METRO NASHVILLE WATER SERVICES.
2. THE CONTRACTOR IS RESPONSIBLE FOR REIMBURSING THE METRO NASHVILLE WATER SERVICES THE COST OF INSPECTION.
3. THE CONTRACTOR IS TO PROVIDE AND MAINTAIN THE CONSTRUCTION IDENTIFICATION SIGN FOR PRIVATE DEVELOPMENT APPROVED.
4. AFTER COMPLETION OF THE SANITARY SEWER, THE DEVELOPER IS RESPONSIBLE FOR THE TELEVISING OF THE LINES PRIOR TO FINAL ACCEPTANCE. THE VIDEOTAPING MUST BE COORDINATED WITH THE METRO NASHVILLE WATER SERVICES INSPECTION SECTION. ALL COSTS WILL BE BORNE BY THE DEVELOPER.
5. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT CONNECTOR METHOD.
6. REDUCED PRESSURE BACKFLOW PREVENTION DEVICES (RPBP) OR DUAL CHECK VALVE WILL BE REQUIRED ON ALL TEST AND FILL LINES (JUMPER) NEEDED FOR WATER MAIN CONSTRUCTION AND MUST BE APPROVED BY THE METRO NASHVILLE WATER SERVICES.
7. ALL WATER METERS SHALL BE A MINIMUM OF 24" NOT TO EXCEED A MAXIMUM OF 28" BELOW FINISHED GRADE.
8. UPON COMPLETION OF CONSTRUCTION OF WATER AND/OR SEWER, THE ENGINEER SHALL PROVIDE THE DEPARTMENT WITH A COMPLETE SET OF AS-BUILT PLANS ON MOIST ERASABLE MYLARS IN REVERSE AND IN DIGITAL (*.DWG) FORMAT. SEWER PLANS SHALL BE SEALED BY A LICENSED PROFESSIONAL ENGINEER OR A REGISTERED LAND SURVEYOR AND SHALL INCLUDE ACTUAL FIELD ANGLES BETWEEN LINES, ALL ACTUAL SERVICE LINES AND TEE LOCATIONS, THE DISTANCE OF THE END OF THE SERVICE LINE TO PROPERTY CORNERS AND LINES AND/OR STATION AND OFFSET FROM SEWER CENTERLINE TO END OF SERVICE LINE, THE DEPTH TO THE TOP OF THE END OF THE SERVICE LINE, AND SHALL REFLECT ALL ALIGNMENT AND GRADE CHANGES. WATER LINE PLANS SHALL BE SEALED BY A LICENSED PROFESSIONAL ENGINEER OR A REGISTERED LAND SURVEYOR AND SHALL INCLUDE OFFSET DISTANCE FROM THE ROADWAY CENTERLINE, OR PROPERTY LINE RIGHT OF WAY, LINE DEPTH, LOCATIONS OF HYDRANTS, VALVES, REDUCERS, TEES AND PRESSURE REDUCING DEVICES WHERE APPLICABLE. ALL DRAWINGS MUST BE COMPLETED AND SUBMITTED PRIOR TO ACCEPTANCE OF THE SEWERS OR WATER MAINS INTO THE PUBLIC SYSTEM AND ANY CONNECTIONS BEING MADE.
9. PRESSURE REGULATING DEVICES WILL BE REQUIRED ON THE CUSTOMER SIDE OF THE METER WHEN PRESSURES EXCEED 100 PSI.
10. PRESSURE REGULATING DEVICES WILL BE REQUIRED ON THE STREET SIDE OF THE METER WHEN PRESSURES EXCEED 150 PSI.
11. ALL WATER MAINS MUST BE LOCATED WITHIN THE PAVED AREA INCLUDING ALL BLOW-OFF ASSEMBLIES.
12. ALL WATER AND/OR SEWER SERVICES, ALONG WITH APPURTENANCES, SHALL BE INSTALLED IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF THE METRO NASHVILLE WATER SERVICES.
13. VERTICAL DOUBLE CHECK VALVE ASSEMBLIES, THAT ARE LOCATED IN INTERIOR ROOMS, CAN ONLY BE USED FOR FIRE SERVICES.
14. IRRIGATION LINE SHALL BE COPPER FROM THE METER TO THE BACKFLOW PREVENTER.
15. THE MINIMUM FEES OUTLINED IN THE CAPACITY LETTER MUST BE PAID BEFORE COMMERCIAL CONSTRUCTION PLANS CAN BE REVIEWED.
16. ALL SEWER SERVICES SHALL BE 6 INCHES IN DIAMETER, FROM CONNECTION AT THE MAIN UNTIL THE FIRST CLEAN OUT ASSEMBLY, UNLESS OTHERWISE NOTED.
17. BACKFLOW DEVICE TO REMAIN ACCESSIBLE AT ALL TIMES.
18. PLAN SIZE SHALL BE 24" X 36", AND SHALL SHOW CONTOURS AROUND METER BOXES.





ADAMS STREET
PRIVATE (RESTRICTED ACCESS)

BUILDING HEIGHTS

Within this development, it is a high priority to retain historically significant structures, to engage the Cumberland River, and to generate activity along the urban greenway through the development of high density, mixed use development. The historic structures that are intended to be adaptably reused are highlighted in Exhbit 1 below. This development shall consist of iconic architecure with high quality building materials and forms. A sky exposure plane shall be implemented from the Cumberland River Greenway to the Cumberland River in order to provide a transition from the Germantown Historic District and to provide a pedestrian scaled massing/experience along the Cumberland River Greenway.

Figures 2 and 3 delineate a sky exposure plane that permits up to six stories in height immediately adjacent to the Greenway and that transitions at 1 unit vertical to 1 unit horizontal (1:1) towards the Cumberland River. Maximum building heights in the policy area shall be within this sky exposure plane and shall be no more than 12 stories, subject to the following exception. Additional, "punctuated" height shall be permitted up to a maximum of fifteen (15) stories (from Adams St.) within the sky exposure plane, so long as the building portions exceeding twelve stories do not exceed eight percent (8.0%) of the total land area within the overall policy boundary (9.4 acres).

FIGURE 1: HEIGHT /SKY EXPOSURE DIAGRAM

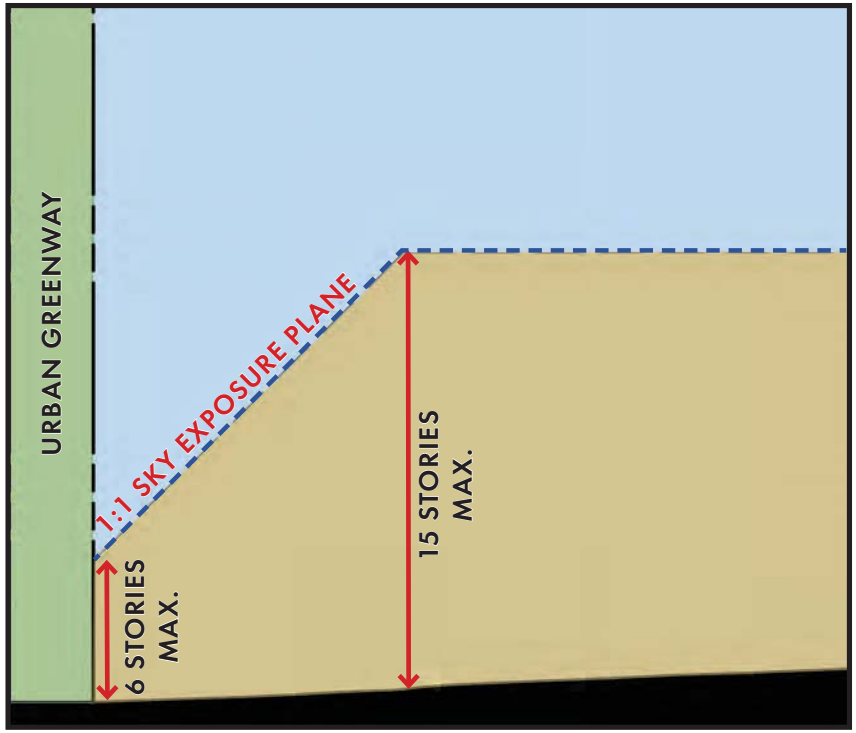
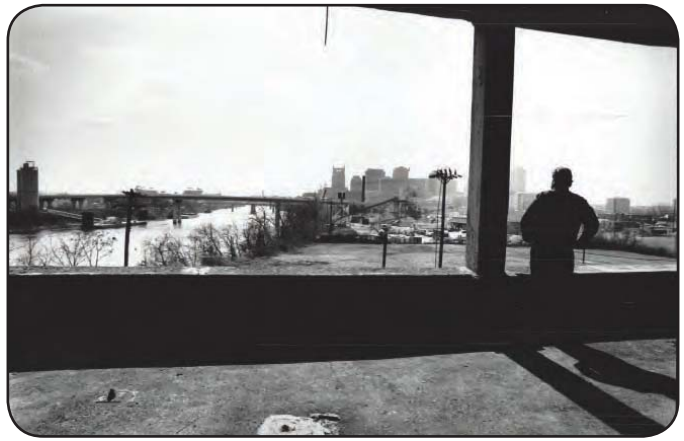


FIGURE 2: HEIGHT / SKY EXPOSURE PLANE SECTION



"The architecture will never be built again; and you only have one chance to save it."

-Stephen McRedmond

NEW
CITY
S. Bower '1