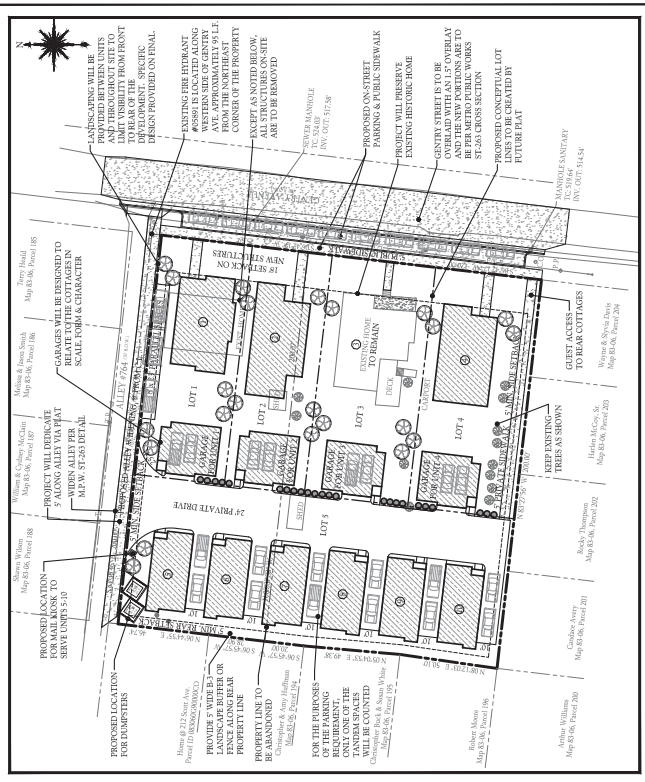


Vicinity Map

NTS



GRADING & UTILITY PLAN
Scale 1" = 30'



LAYOUT PLAN
Scale 1" = 30'

DEVELOPMENT NOTES:

1. THE PURPOSE OF THIS SPECIFIC PLAN IS TO PERMIT THE DEVELOPMENT OF THE PROPERTIES INTO A MULTIFAMILY SINGLE-FAMILY DETACHED RESIDENTIAL DEVELOPMENT.
2. THE TWO EXISTING PROPERTIES WILL BE COMBINED BY FINAL PLAT OR OTHER ACCEPTABLE INSTRUMENT TO VACATE INTERIOR LOT LINE.
3. FINAL ARCHITECTURAL DETAILS TO BE APPROVED BY THE METRO HISTORIC ZONING COMMISSION.
4. FOR ANY DEVELOPMENT STANDARDS, REGULATIONS, AND REQUIREMENTS NOT SPECIFICALLY SHOWN ON THE PLAN AND/OR INDICATED BY A ZONING DISTRICT, THE DEVELOPER SHALL CONSULT THE METRO HISTORIC ZONING REGULATIONS AND REQUIREMENTS OF THE RMA-8 ZONING DISTRICT AS OF THE DATE OF THE APPLICABLE REQUEST FOR APPLICATION.
5. LIVING SPACE PROVIDED WITHIN GARAGE UNITS MAY NOT BE UTILIZED AS A SEPARATE LIVING UNIT.
6. LIQUID WASTE PICKUP FOR THE DEVELOPMENT WILL BE PROVIDED VIA ROLLOFF CANS OR DUMPSTERS. IF NECESSARY, OWNER SHALL COORDINATE PRIVATE PICKUP IF REQUIRED BY METRO PUBLIC WORKS.
7. NO PORTION OF THIS PROPERTY LIES WITHIN A SPECIAL FLOOD HAZARD AREA AS DEFINED ON FEMA FIRM PANEL 17090C0238F, DATED APRIL 20, 2001.
8. ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND STANDARDS OF THE METRO WATER AND SEWER DEPARTMENT.
9. ACCORDING TO THE NCS SOILS MAP, THE SOILS WITHIN THE PROPERTY ARE MAURY (M-8) WHICH FALL WITHIN THE HYDROLOGIC SOIL GROUP "F". THERE ARE NOT PROBLEM SOILS AS NOTED IN SECTION 17.28.050 OF THE METRO ZONING CODE.
10. THE REQUIREMENTS OF THE MARSHVILLE FIRE DEPARTMENT FOR EMERGENCY VEHICLE ACCESS AND ADEQUATE WATER SUPPLY FOR FIRE PROTECTION MUST BE MET PRIOR TO ISSUANCE OF ANY BUILDING PERMITS.
11. ANY EXCAVATION, FILL OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE METRO WATER MANAGEMENT ORDINANCE # 78/840 AND APPROVED BY THE METRO PLANNING DEPARTMENT OF WATER SERVICES.
12. THE DRAWINGS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PRINCIPLES OF THE DEVELOPMENT. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF THE APPLICATION.
13. METRO WATER SERVICES MUST BE PROVIDED SUFFICIENT AND UNENCUMBERED ACCESS IN ORDER TO MAINTAIN AND REPAIR UTILITIES IN THIS SITE.
14. SIZE DRIVEWAY CURBSETS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORM WATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CURBSET IN METRO R.O.W. IS 15' CMP).
15. IF AN ADEQUATE SURFACE DISCHARGE LOCATION IS NOT LOCATED, THEN THE DEVELOPMENT SHALL INSTALL ANY NECESSARY STRUCTURES (OFFSITE IMPROVEMENTS).

Conceptual Lot Info

Lot #	Size (Square Feet)	Area (Square Feet)	Area (Square Feet)
1	5,713	0.13	
2	5,055	0.12	
3	6,653	0.15	
4	6,718	0.15	
5	14,568	0.34	

STRUCTURE DATA

Unit Type	Bedrooms	# of Floors	Height (Feet)	Footprint	Area (Square Feet)	Total Area (Square Feet)
Garage House	3-4	2	30'	1,400 SF ±	2,800 SF	10,000 SF
Cottage	N/A	2	30'	750 SF ±	1,500 SF	5,300 SF
	2-3	2	30'	800 SF ±	1,600 SF	9,600 SF

* Value includes garage square footage.

Design Elements:

- The project proposes 10 for site units (4 homes on Gentry + 6 laneway cottages) on an approximate 1-acre lot on Gentry Avenue within walking distance to public transit and a neighborhood commercial center.
- The development concept is derived from "laneway housing" approach to urban neighborhood densification. Laneway housing is a proven model in such cities as Vancouver, British Columbia whereby laneways and alleys are transformed from unkempt, underutilized "servoir" corridors into animated public realm.
- The proposed laneway would serve as "multi-tasking" space for residents - designed to accommodate car access while providing recreation development after all resident parking on site, with tandem parking in between cottages. Visitor parking will be realized through on street parking along Gentry with resident parking being predominantly accommodated by tandem surface and garage spaces.
- All floor plans made to retain existing and mature trees, particularly those running along the southern portion of the site.
- Landscape plan will be used to punctuate common areas, sidewalks, entrances and screen unsightly infrastructure above grade.
- The key for this plan is design and execution of the new laneway, protection of historic home, "cobbling" of density from Gentry, scale/size of homes, proximity to neighborhood commercial and recreational amenities.
- The footprint for cottage and garage homes are preliminary in the site plan and represent maximum coverage.

SPECIFIC PLAN SUMMARY

SP NAME: 207/209 Gentry Avenue
SP NUMBER: 2014SP - 031 - 001

PROPERTY ACREAGE: 0.92 acres [40,007.5 s.f.]
PROPERTY OWNER: Gentry Partners
 2206 21st Avenue South, Suite 200
 Nashville, TN 37212
COUNCIL DISTRICT: 6 (Peter Westerholm)
CURRENT ZONING: R6

ALLOWABLE USE: Single-Family, Detached Residential
PROPOSED DENSITY: 10 Units or 10.9 Units per Acre
FLOOR AREA RATIO: 0.57 Proposed; 0.75 Max. Allowable
IMPERVIOUS SURFACE: 0.75 Proposed; 0.80 Max. Allowable
STREET SETBACK: 18 Feet from R.O.W. (For New Structures)
SIDE SETBACK: 5 Feet
REAR SETBACK: 5 Feet
MAXIMUM HEIGHT: 2 Stories or 30 Feet
REQUIRED PARKING: 1.5 Spaces per unit x 10 Units
 1.5 x 10 = 15 Spaces Required
PROPOSED PARKING: 17 Spaces (Including Garage and Surface)

Preliminary SP Plan
Metro SP # 2014SP-031-001

Project: 13029
 Permit No.:
 Sheet 1 of 1

207/209 Gentry Avenue
 Map 83-06, Parcels 205 & 206 in Davidson County
 207 & 209 Gentry Avenue, Nashville, Tennessee 37206



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Designed By:
 Charley Dean, PE

30 Scale

Final Submitted:
 March 27, 2014
 March 27, 2014
 April 15, 2014
 April 23, 2014