

### EROSION CONTROL & GRADING NOTES

- 1) EXPOSE AS SHALL AN AREA OF SOIL AS POSSIBLE ON THE SITE FOR NO MORE THAN 15 DAYS. KEEP DUST WHITING TOLERABLE LIMITS BY SPRINKLING OR OTHER ACCEPTABLE MEANS.
- 2) ALL CUT/FILL AREAS TO HAVE A MINIMUM OF 6" OF TOPSOIL. COVER AREAS DRESSED WITH TOPSOIL SHALL RECEIVE 2 POUNDS PER 1000 SQUARE FEET OF 8-12-12 FERTILIZER. TOPSOIL SHALL BE 100% FREE OF STONES PER 1000 SQUARE FEET AND A STRAW MULCH COVER OF 70%-80% COVERAGE (APPROXIMATELY 125 POUNDS PER 1000 SQUARE FEET), UNLESS OTHERWISE NOTED WITHIN WRITTEN SPECIFICATIONS.
- 3) EROSION CONTROL BARRIERS IS CALLED OUT ON PLANS AND IS TO COMPLY WITH THE METROPOLITAN STORMWATER MANAGEMENT MANUAL, VOLUME FOUR, SECTION 10C-14.
- 4) DISTURBED AREAS ARE TO BE GRADED TO DRAIN AS INDICATED IN THE PLAN TO SEDIMENT BARRIERS DURING AND UPON THE COMPLETION OF CONSTRUCTION.
- 5) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION AND THE LOCATION OF ANY EXISTING UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO AVOID DAMAGE TO ALL EXISTING UTILITIES DURING CONSTRUCTION. IF DAMAGE DOES OCCUR TO ANY SUCH UTILITIES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND REPAIR COSTS OF ANY SUCH DAMAGE.
- 6) ANY ACCESS ROUTES TO THE SITE SHALL BE BASED WITH CRUSHED STONE, ASTM #1 STONE, 100 FEET LONG AND AT LEAST 6" THICK.
- 7) THE PAVING AND SPREADING OF ANY FILL MATERIAL IS TO BE STARTED AT THE LOWEST POINT AND BROUGHT UP IN HORIZONTAL LAYERS OF 6" THICKNESS OR AS DIRECTED BY THE SOILS INVESTIGATIVE REPORT. SAID FILL MATERIAL IS TO BE FREE OF SOIL, ROOTS, FROZEN SOILS, OR ANY OTHER DECOMPOSABLE MATERIAL. SAID FILL IS TO BE COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR, OR AS OTHERWISE SPECIFIED BY THE SOILS REPORT OR WRITTEN SPECIFICATIONS.
- 8) THE CONTRACTOR SHALL NOTIFY THE METRO DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS CONSTRUCTION COMPLIANCE DIVISION, THREE DAYS PRIOR TO BEGINNING THE WORK.
- 9) THE CONTRACTOR SHALL LOCATE AND STAKE THE LAYOUT OF THE SITES IN THE FIELD FOR INSPECTION BY THE ENGINEER. THE CONTRACTOR SHALL CHECK THE GRADING AND FINAL DIMENSIONS ON THE GROUND, AND REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY FOR A DECISION.
- 10) SURPLUS EXCAVATION OF TOPSOIL SHALL BE PLACED ON THE SITE AS APPROVED BY THE OWNER FOR THE PURPOSE OF FUTURE LANDSCAPE USE.
- 11) THE CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY TEMPORARY WORKS FOR THE PROTECTION OF THE PUBLIC AND EMPLOYEES, INCLUDING WARNING SIGNS AND LIGHTS.
- 12) THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE PREMISES OR ADJACENT PREMISES OR INJURIES TO THE PUBLIC DURING THE CONSTRUCTION CAUSED BY HIMSELF, HIS SUB-CONTRACTORS, OR THE CARELESSNESS OF ANY OF HIS EMPLOYEES.
- 13) ALL WORK IS TO BE COMPLETED WITH COMPLIANCE TO THE RULES AND REGULATIONS SET FORTH BY METRO WATER SERVICES. THE CONTRACTOR SHALL GIVE ALL NECESSARY NOTICE, OBTAIN ALL PERMITS, AND PAY FEES REQUIRED FOR THE COMPLETION OF HIS PORTION OF THE WORK. HE SHALL ALSO COMPLY WITH ALL CITY, COUNTY AND STATE LAWS AND ORDINANCE OR REGULATIONS RELATING TO PORTIONS OF WORK WHICH HE IS TO PERFORM.
- 14) ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL SITE IS STABILIZED & CONSTRUCTION IS COMPLETE.
- 15) CONTRACTORS SHALL PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT WASHING IN ACCORDANCE WITH METRO CP-10 & CP-11. LOCATION TO BE COORDINATED WITH THE PUBLIC DEPARTMENT DURING THE PRE-CONSTRUCTION MEETING.

### PUBLIC WORKS NOTES

- 1) ALL WORK WITHIN THE PUBLIC RIGHT OF WAY REQUIRES AN EXCAVATION PERMIT FROM THE DEPARTMENT OF PUBLIC WORKS.
- 2) PROTECTING OF ALL STREET SUBGRADERS IS REQUIRED IN THE PRESENCE OF THE PUBLIC WORKS DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE PUBLIC WORKS DEPARTMENT PRIOR TO FINAL PAVING IN THE PRESENCE OF THE PUBLIC WORKS INSPECTOR. THESE REQUESTS ARE TO BE MADE 24 HOURS IN ADVANCE.
- 3) ALL PAVEMENT MARKING ARE TO BE THERMOPLASTIC.

### THIS PROJECT SHALL BE COMPLETED IN PHASES

### LANDSCAPE NOTES

- 1) THE LANDSCAPE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTILITY COMPANY AND SHALL BE RESPONSIBLE FOR AND DAMAGE TO UTILITIES AND TAKE PRECAUTIONS TO PREVENT DAMAGE TO THE UTILITIES.
- 2) ALL PLANTING AND MULCH BEDS SHALL BE SPRAYED WITH ROUNDUP® CONTRACTORS OPTION PRIOR TO THE INSTALLATION OF MULCH.
- 3) PLANT MATERIALS AND STUMPS INDICATED FOR REMOVAL SHALL BE REMOVED AND DISPOSED OFF-SITE BY THE CONTRACTOR. BACKFILL HOLES WITH TOPSOIL, FREE OF ROOTS AND ROCKS.
- 4) THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE TREE GRADING OF ALL PLANTING AREAS.
- 5) ALL PLANTING AREAS SHALL BE FERTILIZED WITH 12N/000 S.F. OF 10-10-10 FERTILIZER BARK MULCH.
- 6) ALL PLANTING BEDS SHALL HAVE A MINIMUM OF 3" DEPTH OF SHREDED HARDWOOD BARK MULCH.
- 7) THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL MATERIAL QUANTITIES, IN THE EVENT OF A DISCREPANCY, THE QUANTITIES SHOWN ON THE PLAN WILL TAKE PRECEDENCE.
- 8) THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH WRITTEN FINANCIAL PROJECTIONS ON THE PROPER CARE OF ALL SPECIFIED PLANT MATERIALS PRIOR TO FINAL PAVEMENT.
- 9) EXISTING TREES TO REMAIN SHALL BE PROTECTED FROM CONSTRUCTION DAMAGE. SELECTIVELY PRUNED DEAD WOOD.
- 10) ALL DISTURBED AREAS SHALL BE PLANTED WITH TREES AS INDICATED ON THE MATERIALS SCHEDULE.
- 11) ALL DECIDUOUS TREES, EXISTING AND PROPOSED SHALL BE PRUNED TO PROVIDE A MINIMUM CLEAR TRUNK UNLESS OTHERWISE NOTED.
- 12) THE LANDSCAPE CONTRACTOR SHALL PROVIDE A ONE YEAR WARRANTY ON ALL PLANT MATERIALS AND REPLACE ANY DEAD OR Dying MATERIAL WITHIN THE FIRST YEAR.
- 13) NO PLANT MATERIALS SHOULD BE SUBSTITUTED WITHOUT AUTHORIZATION BY DALE & ASSOCIATES. PLANT SIZES SHOWN ARE MINIMUMS REQUIRED BY THE LOCAL MUNICIPALITY AND MATERIALS SHOWN HAVE BEEN SELECTED SPECIFICALLY FOR THIS PROJECT.
- 14) ALL WIRE BASKETS SHALL BE COMPLETELY REMOVED AND DISPOSED OF BURIAL FROM BURLEPPED MATERIALS.
- 15) GIVING IS NOT ALLOWED, UNLESS REQUIRED BY MUNICIPALITY OR SITE CONDITIONS. THE LANDSCAPE CONTRACTOR SHALL REMOVE WIRES AFTER A ONE YEAR PERIOD.
- 16) NO CANOPY TREE SHALL BE LOCATED WITHIN 15' OF AN OVERHEAD UTILITY. NO TREES WITH A BRANCHED FRUITING OR SEEDING EQUIPMENT IS ACCEPTABLE. BUT ONLY IF INSTALLED AS NOT TO DISRUPT EXISTING DRAINAGE FLOW. IN SUCH INSTANCES, THE MATERIALS SHALL BE LOCATED NO CLOSER THAN 9' FROM THE CENTERLINE OF DAMAGE.
- 17) LIGHTING PLAN IS TO BE COORDINATED WITH PROPOSED PLANTING PLAN. ALL LIGHT POLES TO BE LOCATED IN TREE ISLANDS. SEE LIGHTING PLAN FOR PROPOSED LIGHT LOCATIONS.

### WATER & SEWER NOTES

- 1) ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF THE METRO WATER SERVICES.
  - 2) THE CONTRACTOR IS RESPONSIBLE FOR REIMBURSING THE METRO WATER SERVICES THE COST OF INSPECTION.
  - 3) THE CONTRACTOR IS TO PROVIDE AND MAINTAIN THE CONSTRUCTION IDENTIFICATION SIGN FOR PRIVATE DEVELOPMENT APPROVED.
  - 4) ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT CONDUCTOR METHODS.
  - 5) REDUCED PRESSURE BACKFLOW PREVENTION DEVICES (RBPB) OR DUAL CHECK VALVE WILL BE REQUIRED ON ALL TEST AND FILL LINES (JUMPERS NEEDED FOR WATER MAIN CONSTRUCTION AND MUST BE APPROVED BY THE METRO WATER SERVICES.
  - 6) ALL WATER METERS SHALL BE A MINIMUM OF 2" NOT TO EXCEED A MAXIMUM OF 2" BELOW FINISHED GRADE.
  - 7) PRESSURE REGULATING DEVICES WILL BE REQUIRED ON THE CUSTOMER SIDE OF THE METER WHEN PRESSURES EXCEED 100 PSI.
  - 8) PRESSURE REGULATING DEVICES WILL BE REQUIRED ON THE STREET SIDE OF THE METER WHEN PRESSURES EXCEED 150 PSI.
- ### FIRE MARSHALL
- Fire-flow shall meet the requirements of the International Fire Code - 2006 edition. Existing hydrants located across from site at the intersections of Gilman Avenue and Tugger Drive.

### METRO ORDINANCE BL

**Owners of Record**  
**Bousisto & Sylvia Doperio**  
 Parcel 84 Map 129-08  
 6200 Highway 100  
 Nashville, TN 37210

**CR Investments**  
 Parcel 85 Map 129-08  
 6202 Highway 100  
 Nashville, TN 37210

**David & Ashley Edwards**  
 Parcel 86 Map 129-08  
 0 Highway 100  
 Nashville, TN 37210

**David Edwards**  
 Parcel 87 Map 129-08  
 6300 Highway 100  
 Nashville, TN 37210

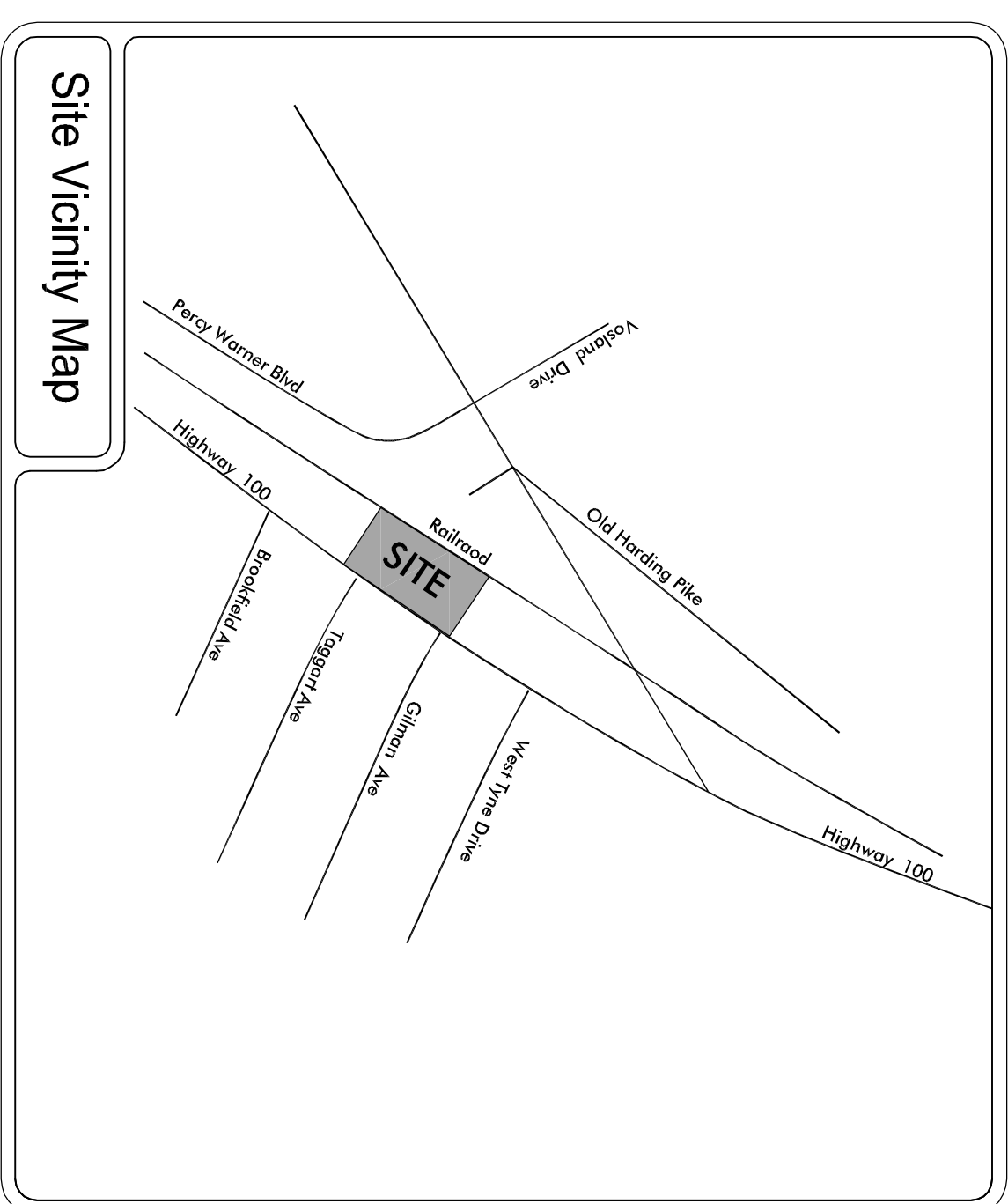
### STANDARD SP NOTES

- 1) THE PURPOSE OF THIS SP IS TO PERMIT MIXED USE (OFFICE, RETAIL, AND RESIDENTIAL) TRANSITIONAL AREA (TRANSITIONING FROM COMMERCIAL TO RESIDENTIAL).
- 2) ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 18-940 & APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
- 3) THIS PROPERTY DOES NOT LIE WITHIN A FLOOD HAZARD AREA AS IDENTIFIED BY FEMA ON MAPS 47037C0307F AND 47037C0286F DATED APRIL 20, 2001.
- 4) ANY REQUIRED PUBLIC SIDEWALKS ARE TO BE CONSTRUCTED IN CONFORMANCE WITH METRO PUBLIC WORKS SIDEWALK DESIGN STANDARDS.
- 5) THE REQUIRED FIRE FLOW SHALL BE DETERMINED BY THE METROPOLITAN FIRE MARSHAL'S OFFICE. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
- 6) SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO RIGHT OF WAY IS 19" CMP).
- 7) METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT & UNOBSTRUCTED ACCESS & EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE & INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.
- 8) INDIVIDUAL WATER AND SANITARY SEWER SERVICE IS CURRENTLY PROVIDED VIA THE EXISTING RESIDENTIAL CONNECTION. WATER AND SEWER DEMAND WILL BE REDUCED BY A CHANGE IN USE FROM SINGLE FAMILY RESIDENTIAL TO OFFICE/RETAIL SERVICE.
- 9) MINOR MODIFICATIONS TO THE PRELIMINARY SP PLAN MAY BE APPROVED BY THE PLANNING COMMISSION OR ITS DESIGNEE BASED UPON FINAL ARCHITECTURAL, ENGINEERING OR SITE DESIGN AND ACTUAL SITE CONDITIONS. ALL MODIFICATIONS SHALL BE CONSISTENT WITH THE PRINCIPLES AND FURTHER THE OBJECTIVES OF THE APPROVED PLAN. MODIFICATIONS SHALL NOT BE PERMITTED, EXCEPT THROUGH AN ORDINANCE APPROVED BY METRO COUNCIL THAT INCREASE THE PERMITTED DENSITY OR FLOOR AREA, ADD USES NOT OTHERWISE PERMITTED, ELIMINATE SPECIFIC CONDITIONS OR REQUIREMENTS CONTAINED IN THE PLAN AS ADOPTED THROUGH THE EMANCIPATING ORDINANCE, OR ADD VEHICULAR ACCESS POINTS NOT CURRENTLY PRESENT OR APPROVED.
- 12) FOR ANY DEVELOPMENT STANDARDS, REGULATIONS AND REQUIREMENTS NOT SPECIFICALLY SHOWN ON THE SP PLAN AND/OR INCLUDED AS A CONDITION OF COMMISSION OR COUNCIL APPROVAL, THE PROPERTY SHALL BE SUBJECT TO THE STANDARDS, REGULATIONS AND REQUIREMENTS OF THE MUNA ZONING DISTRICT AS OF THE DATE OF THE APPLICABLE REQUEST OR APPLICATION.
- 13) LANDSCAPING SHALL MEET THE REQUIREMENTS OF THE SUBDIVISION REGULATIONS AND THE METRO ZONING CODES BASED UPON MUNA BASE ZONING DISTRICT.
- 14) ANY PUBLIC DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN SHALL MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT.

### GENERAL PLAN CONSISTENCY

The Specific Plan District proposed herein is located within Subarea #7, the West Nashville Community Plan. The proposed land use policy for this site is a District Transition Policy. This policy is to be applied in transitional and mid-rise areas where small-scale offices, live-work buildings or multifamily housing is appropriate. The primary goals of the District Transition Policy Area are to provide a transition in use and intensity between higher and lower intensity areas.

This Specific Plan District, as proposed, will provide a transition between the much higher-intensity commercial development to the north of the site and the residential development that remains to the south of the site. As currently proposed, this Specific Plan District will include only small-scale specialty neighborhood supported retail, transitional office uses, and residential lofts, with village style residential buildings framing the street and parking and loading areas to the rear, screened from the right-of-way and neighboring properties to the east of the site. Finally, this Specific Plan District will provide infrastructure, such as sidewalks and improved Storm Water facilities, that are currently not provided for or lacking in the surrounding community.



Village of Rail Station SP  
 Being Parcels 84, 85, 86, & 87 Tax Map 129-08  
 Nashville, Davidson County, Tennessee

### SPECIFIC PLAN DEVELOPMENT SUMMARY

USE	MIXED USE (OFFICE, RETAIL, RESIDENTIAL) ALLOWING ALL USES UNDER MUNA ZONING WITH A MAXIMUM OF 40% RETAIL OF THE TOTAL FLOOR AREA RESIDENTIAL PRIMARILY ALLOWED ON SECOND LEVEL OF BUILDINGS
PROPERTY ZONING	EX: R20 SURROUNDING ZONING: O20, R20, R1.5, & R520
MINIMUM LOT SIZE	NONE
SITE AREA	3.44 ACRES
FAR	0.40
ISR	0.70
FRONT SETBACK	25' FROM EXISTING RIGHT OF WAY HIGHWAY 100
SIDE SETBACK	10' (25' FROM ADJACENT R20 ZONING)
REAR YARD	45'
HEIGHT STANDARDS	2 STORY MAX (35 FT)
PARKING AND ACCESS	2 ACCESS ON HIGHWAY 100
BMP LOCATION AND NUMBER	
DISTANCE TO INTERSECTION	0 FEET TO GILMAN AVE AND TAGGART AVE
PARKING	PARKING SHALL BE PER THE METRO ZONING CODE

## Village of Rail Station SP

### CASE NO. 2015SP-072-001 Sheet Schedule

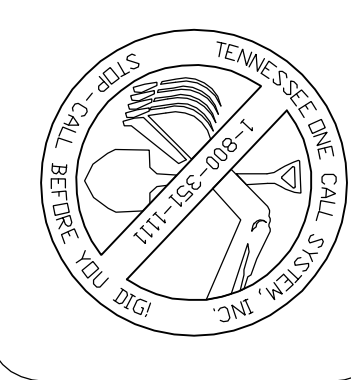
- C1 Notes & Project Standards
- C2 Existing Plan
- C3 Proposed SP Layout
- C4 Existing Streetscape and Sample Elevations

### Notes & Project Standards

**Dale & DA Associates**  
 Consulting Civil Engineering  
 Land Planning & Zoning  
 Landscape Architecture  
 Surveying

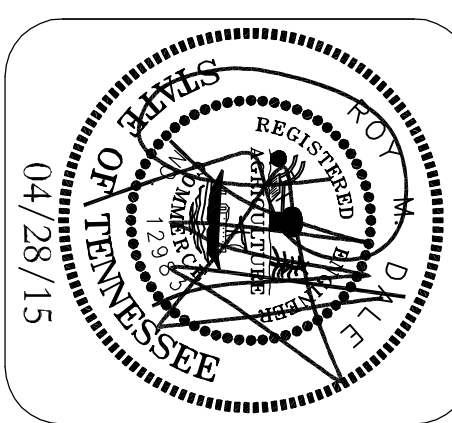
516 Heather Place  
 Nashville, Tennessee 37204  
 (615) 275-1500

MFC Case Number  
 CASE NO. 2015SP-072-001  
 D&A Project #  
**C1**  
 Sheet 1 of 4



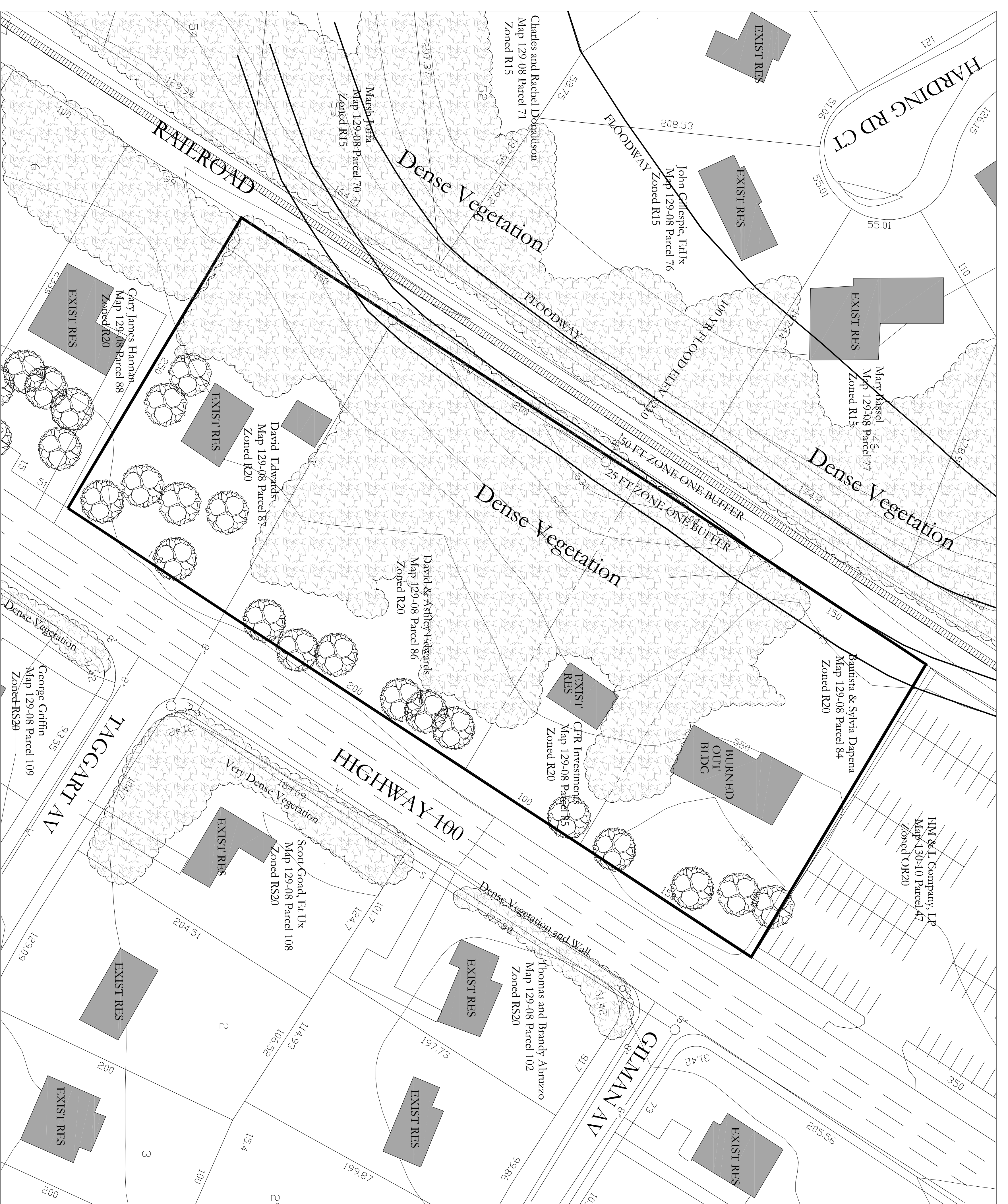
REVISIONS:

Preparation Date: 4/28/15



Village of Rail Station SP  
 BEING PARCELS 84, 85, 86, & 87 ON TAX MAP 129-08  
 NASHVILLE, DAVIDSON COUNTY, TENNESSEE

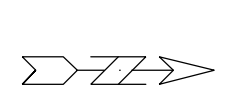
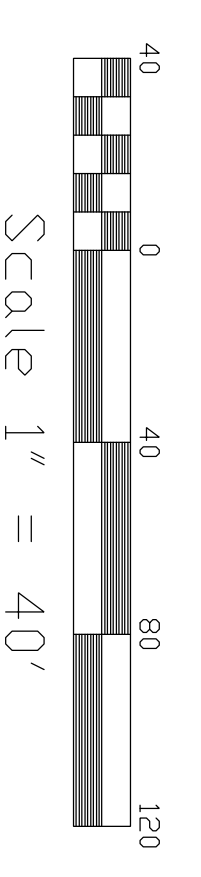




**Note:**  
 Existing Homes Along The East Side of Highway 100  
 Are Facing Interior Street Networks With Homes Not  
 Facing Highway 100. Frontage Along Highway 100 Is  
 Heavily Buffered /Screened With Landscaping And Fencing

Existing Conditions

TOTAL AREA = 1988 ACRES  
 86,588.13 SF

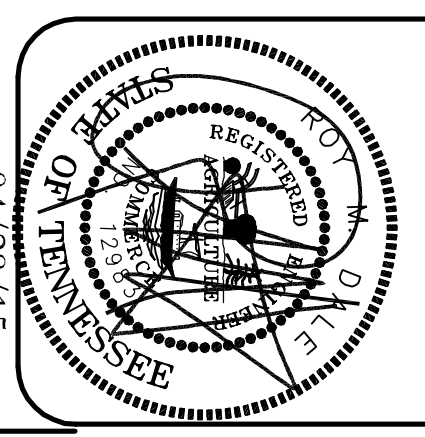


**PLANNING COMMISSION COMMENTS EXIST SITE**  
 1) THERE WERE REPORTS OF AN OLD SPRING HOUSE LOCATED ON THE SITE. EVIDENCE OF ANY SPRINGHOUSE HAS NOT BEEN DISCOVERED BUT IS SUSPECTED TO HAVE POSSIBLY BEEN LOCATED NEAR THE TOE OF THE SLOPE OF THE EXISTING GRADE ADJACENT TO THE RAILROAD. IN THE EVENT A SPRINGHOUSE IS UNCOVERED OR OTHERWISE DISCOVERED AT ANY TIME DURING THE DESIGN OF THE PROJECT, THE SPRINGHOUSE WILL BE PRESERVED AND INCORPORATED INTO THE DESIGN OF THE OFFICE DEVELOPMENT.

REVISIONS:
Preparation Date: 4/28/15



Village of Rail Station SP  
 BEING PARCELS 84, 85, 86, & 87 ON TAX MAP 129-08  
 NASHVILLE, DAVIDSON COUNTY, TENNESSEE

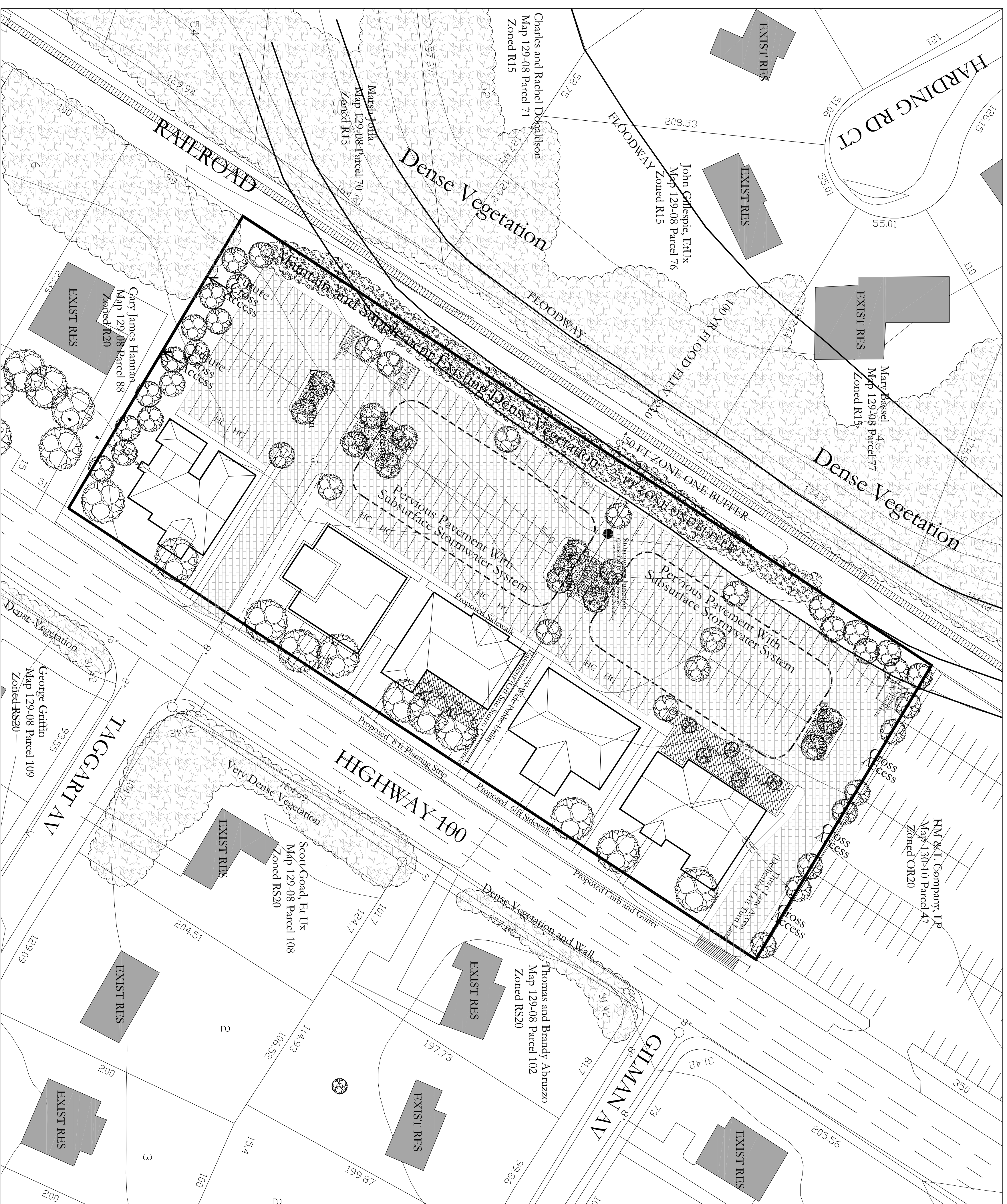


**Dale & DD Associates**  
 Consulting Civil Engineering  
 Land Planning & Zoning  
 Landscape Architecture  
 Surveying

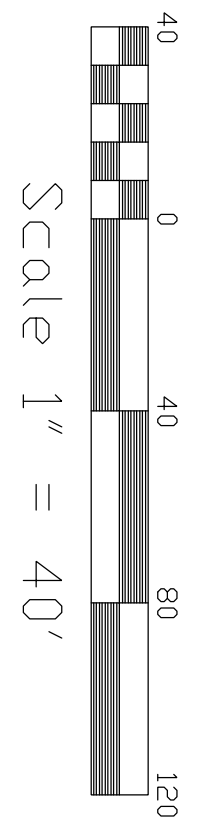
515 Heather Place  
 Nashville, Tennessee 37204  
 (615) 277-5100

MPC Case Number  
 CASE NO. 2015NS072001  
 D&A Project #  
**C2**  
 Sheet 2 of 4





TOTAL AREA = 1,988 ACRES  
86,588.13 SF



**STORMWATER COMMENTS**

- 1) THE ZONE ONE AND ZONE TWO FLOODWAY BUFFERS SHALL REMAIN UNDISTURBED. THESE BUFFERS WILL REMAIN IN A NATURAL STATE AND SHALL NOT BE DISTURBED BY CONSTRUCTION ACTIVITY. THIS IS IN ACCORDANCE WITH THE STORMWATER MANAGEMENT MANUAL VOLUME ONE- REGULATIONS.
- 2) THIS DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT. THE FINAL LOT COUNT AND/OR DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF THE FINAL APPLICATION.

**PLANNING COMMISSION COMMENTS SITE**

- 1) PROVIDE A SIX FOOT WIDE SIDEWALK WITH AN EIGHT FOOT PLANTING STRIP ALONG HIGHWAY 100.

**PUBLIC WORKS COMMENTS**

- 1) THE DEVELOPER'S FINAL CONSTRUCTION DRAWINGS SHALL COMPLY WITH THE DESIGN REGULATIONS ESTABLISHED BY THE DEPARTMENT OF PUBLIC WORKS. FINAL DESIGN MAY VARY BASED ON FIELD CONDITIONS.
- 2) ANY SIDEWALKS, CURBS AND GUTTERS, AND SIDEWALKS WITHIN THE RIGHT OF WAY ARE TO BE PER METRO PUBLIC WORKS STANDARDS ST-200, ST-210, AND ST-324.
- 3) A TRAFFIC IMPACT STUDY SHALL BE COMPLETED AND SUBMITTED TO METRO PUBLIC WORKS DURING THE FINAL DESIGN STAGE OF THE PROJECT. THIS TRAFFIC STUDY WILL EVALUATE THE PROPOSED TRAFFIC GENERATED BY THE DEVELOPMENT AND ITS IMPACT ON CURRENT AND/OR PROPOSED TRAFFIC FUTURE TRAFFIC FORM THE PRESENT ADJACENT GROCERY STORE) AT A MINIMUM A CENTER TURN LANE ALONG HIGHWAY 100 PROXIMATE TO THE PROPOSED DEVELOPMENT IS AND IDENTIFY ADDITIONAL MEASURES TO IMPROVE TRAFFIC FLOW AND IMPROVE PUBLIC SAFETY. THE FINDINGS OF THE APPROVED TRAFFIC STUDY WILL BE INCORPORATED INTO THE FINAL DESIGN OF THE DEVELOPMENT PRIOR TO THE ACTUAL SUBMITTAL FOR THE FINAL SP TO METRO PLANNING.

**ARCHITECTURAL STANDARDS**

The architecture for all structures should be well proportioned, and shall be designed with an emphasis on the streetscape of buildings with a combination of materials, colors and form on the exterior. Architectural features and treatments shall be consistent with the architectural style chosen (residential/village style). Building presence, as seen from the street, shall be given priority as an important component of facade design. Consistent architectural style will be required on all buildings with emphasis of design on the street side and a continuation of some materials, colors and form on the balance. Building windows should be placed a consistent height unless the windows are used as an architectural element for design purposes. The ground floor should be treated with the architectural rhythm of the overall form of the building. The ground floor should be treated with the architectural rhythm of the brick-kiln building and to enhance the neighborhood feel. Facades and roofing that can be seen by the public will be constructed with long life, easily maintained materials. Materials should be avoided in facade design. The use of concrete as a primary facade material will only be allowed if design includes significant architectural features of color and texture. The choice of building materials should be in character with and compatible with existing buildings. Primary building elements shall be brick, stone, wood, and architectural metal accents. No vinyl will be allowed. Facade design materials should be amongst the best quality for primary facades. Secondary facades (sides or rear) should complement the primary facade with similar design treatment's but be less intensive and adhere to standard details of the architectural style. Accent materials could be copper, aluminum, wood, terra metal, accent stone, cultured stone, cut stone, etc. All materials shall be submitted to the Master Developer for approval. The use of EIFS as a primary facade material will not be allowed unless approved by the Master Developer. Mechanical equipment, if used, shall be located to not be visible from the public way or shall be adequately screened with materials that are complementary and consistent with the building architecture.

- Note:**
1. Prior to Final SP Approval a Detailed Tree Survey Will Be Performed to Insure Survival Of Select Trees Along Frontage of Highway 100 and Along Rear Property Line
  2. Lighting to be Oriented Toward Interior And Away From Adjacent Residential to the West and South

**STORMWATER QUALITY AND QUANTITY**  
STORMWATER QUALITY AND QUANTITY REQUIREMENTS WILL BE MET BY USING ACCEPTABLE METHODS INCLUDING BUT NOT LIMITED TO BERTHLETON (RAIN GARDENS), PERVIOUS PAVEMENT, CURBS AND GUTTERS, AND OTHER METHODS THAT ARE APPROVED BY THE STORMWATER MANAGEMENT VOLUME ONE REGULATIONS OF NASHVILLE AND DAVIDSON COUNTY TENNESSEE.

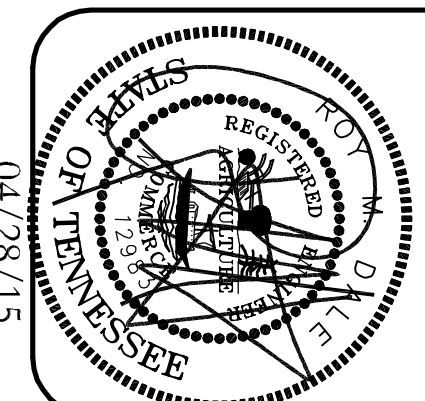
Conceptual SP Layout

**Dale & DA Associates**  
Consulting Civil Engineering  
Land Planning & Zoning  
Landscape Architecture  
Surveying

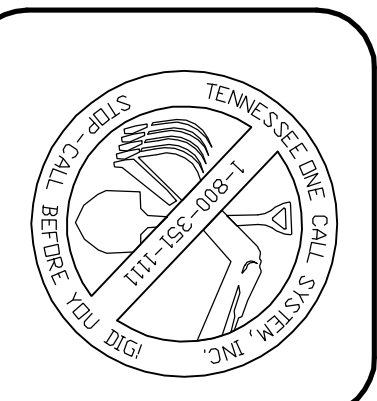
318 Harding Place, Suite 37204  
(615) 297-5186

MHC Case Number: CASE NO. 2015SP-072-001  
D&A Project #

**C3**  
Sheet 3 of 3



Village of Rail Station SP  
BEING PARCELS 84, 85, 86, & 87 ON TAX MAP 129-08  
NASHVILLE, DAVIDSON COUNTY, TENNESSEE



REVISIONS:  
Preparation Date: 4/28/15





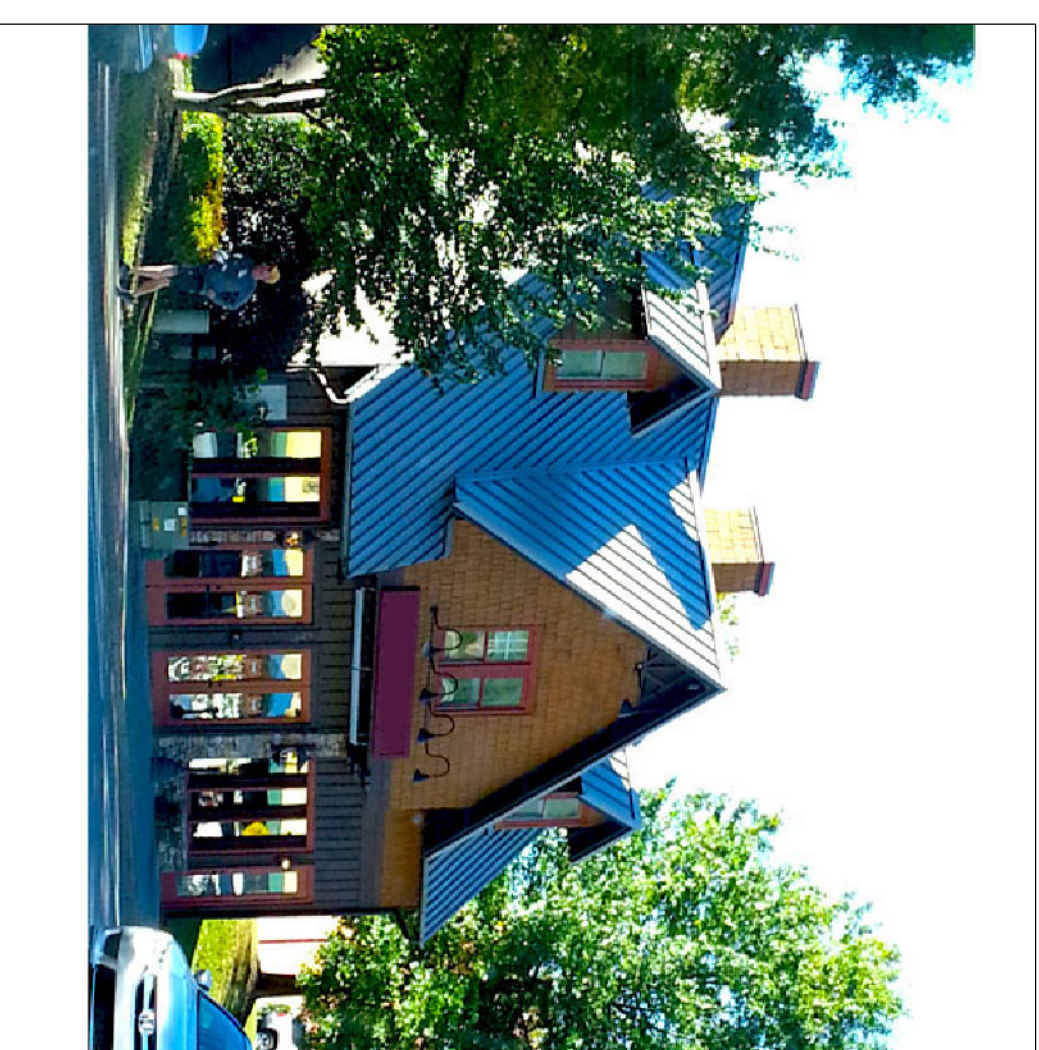
Sample Exterior (Highway 100) View



Sample Interior View



Sample Interior View



Sample Exterior (Highway 100) View



Sample Interior View



Sample Interior or Exterior View

### Conceptual Architectural Views



Center of Site Towards Gilman

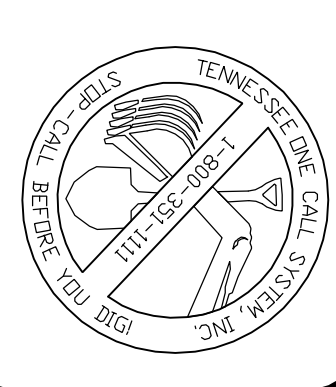


Center of Site Towards Taggart



South End of Site Towards Taggart

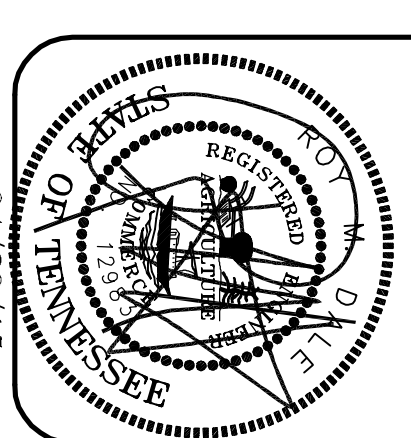
### Existing Streetscape Across From Site



REVISIONS

Preparation Date: 4/28/15

Village of Rail Station SP  
BEING PARCELS 84, 85, 86, & 87 ON TAX MAP 129-08  
NASHVILLE, DAVIDSON COUNTY, TENNESSEE



**Dale & Associates**  
Consulting Civil Engineering  
Land Planning & Zoning  
Landscape Architecture

515 Heather Place  
Nashville, Tennessee 37204  
(615) 277-5166

MPC Case Number  
CASE NO. 2015SP072401

DNA Project #

**C4**  
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