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PROPERTY INFORMATION
COUNCIL DISTRICT: (5) SCOTT DAVIS

PARCEL 58: 07205005800
ADDRESS: 0 EAST TRINITY LN
 NASHVILLE, TN 37207
OWNER: J.D. STEVENS TRUST
CURRENT ZONING: R55* (NORTHEAST PORTION IS ZONED CL)
ACREAGE: 11.33 ACRES
TOTAL SITE AREA: 10.08 ACRES
SP SITE: 1.24 ACRES* (ACREAGE NOT INCLUDED IN SP)
 FUTURE DEVELOPMENT: NOTE: SEE CIVIL PLAN FOR FINAL ACREAGE AFTER ROW DEDICATION

PURPOSE: THE PURPOSE OF THIS DEVELOPMENT IS TO PROVIDE A VARIETY OF RESIDENTIAL USES IN A WALKABLE COMMUNITY ALONG THE MAJOR ARTERIAL AND COLLECTOR NODE OF TRINITY LANE AND EDWIN STREET, WHILE RETAINING THE DEEPER SETBACKS, MATURE TREES, AND VIEWS DESIRED BY COMMUNITY AND PLANNING.

GENERAL PLAN COMMUNITY CHARACTER CONSISTENCY: THE TRINITY LANE SP IS CONSISTENT WITH THE FOLLOWING POLICIES WITHIN THE NASHVILLE NEXT COMMUNITY PLAN:

- T4-NE NEIGHBORHOOD EVOLVING:** SUPPORTS DENSITIES UP TO 40 DWELLING UNITS PER ACRE (SOME EXCEPTIONS FOR HIGHER DENSITY CAN BE MADE). ADDITIONAL SUPPORT FOR THE COMMUNITY INCLUDES THE RESULTING DEVELOPMENT PATTERN MAY HAVE HIGHER DENSITIES THAT EXISTING URBAN NEIGHBORHOODS AND/OR SMALLER LOTS SIZES, WITH A BROADER RANGE OF HOUSING TYPES PROVIDING HOUSING CHOICE. T4 URBAN NEIGHBORHOOD EVOLVING AREAS DEMONSTRATE A DEVELOPMENT PATTERN OF MODERATE TO HIGH DENSITY RESIDENTIAL ATTACHED AND DETACHED RESIDENTIAL. CIVIC AND PUBLIC BENEFIT BUILDINGS ARE FOUND REGULARLY SPACED WITH SHALLOW SETBACKS AND MINIMAL SPACING BETWEEN BUILDINGS. T4 URBAN NEIGHBORHOOD EVOLVING POLICY AREA ARE INTENDED TO BE MODERATE TO HIGH DENSITY.
- T4-RC (RESIDENTIAL CORRIDOR):** SUPPORTS DENSITIES UP TO 60 DWELLING UNITS PER ACRE (SOME EXCEPTIONS FOR HIGHER DENSITY CAN BE MADE). ATTACHED AND DETACHED RESIDENTIAL BUILDINGS ARE FOUND REGULARLY SPACED, WITH MINIMAL SPACING BETWEEN BUILDINGS AND SHALLOW SETBACKS FRAMING THE CORRIDOR WITH BUILDINGS. T4 URBAN RESIDENTIAL CORRIDOR POLICY IS INTENDED TO BE MODERATE TO HIGH DENSITY.
- T4-NC (NEIGHBORHOOD CENTER):** DIRECTLY SUPPORTS DENSITIES UP TO 80 DWELLING UNITS PER ACRE. IT ALSO SUPPORTS ZONING DISTRICTS AS INTENSE AS MUI-A. THE DENSITY OF RESIDENTIAL DEVELOPMENT IS ENVISIONED TO BE HIGHER THAN THAT OF SURROUNDING NEIGHBORHOODS. THIS POLICY AREA SUPPORTS HIGHER DENSITY MULTI-FAMILY.

THE DEVELOPMENT INDICATES HIGHER DENSITY RESIDENTIAL USES IN THE PORTION OF THE SITE POLICIES AS T4-RC, PROVIDING A CONCENTRATED WALKABLE DEVELOPMENT. THE SOUTH PORTION OF THE SITE IS POLICIES AS T4-NE, AS SUCH, THE DEVELOPMENT PLAN INDICATES A VARIETY OF HOUSING TYPES WITH SENSITIVITY TO THE EXISTING TREE CANOPY AND GRADES.

LAND USE AND BLOCK DESIGNATIONS
OVERALL DEVELOPMENT:
 RESIDENTIAL UNITS: 190 MAXIMUM
 - CONDOMINIUMS: 120 MAXIMUM UNITS
 - TOWNHOMES: UP TO 25 UNITS
 - SINGLE FAMILY LOTS: UP TO 25 UNITS

NORTH PROPERTY | MULTI-FAMILY RESIDENTIAL:
 APPROXIMATELY 3.71 ACRES
 MULTI-FAMILY BUILDINGS:
 COMMUNITY CHARACTER:
 DWELLING UNITS:
 USES ALLOWED:
 T4-RC (REFERENCE ABOVE)
 120 MAXIMUM
 CONDOMINIUMS & AMENITIES

BUILDING MASS:
 TRINITY LN SETBACK: 40' MAX
 EDWIN ST SETBACK: 20' MAX
 PRIVATE DRIVE SETBACK: 10-20' FROM CURB
 SIDE SETBACK: 0'
 REAR SETBACK: 0'
 HEIGHT MAXIMUM: 3-5 STORIES MAX
 75' DUE TO GRADE VARIATIONS

PARKING: PROVIDED PER ZONING CODE: 129 SPACES REQUIRED, 129 SPACES SHOWN. ASSUMES (11) 1-BEDROOM AND (9) 2-BEDROOM MAX. RATIO MAY CHANGE ONCE PLANS FINALIZED, BUT WILL NOT EXCEED METRO PARKING REQUIREMENTS.

SOUTH PROPERTY | SINGLE FAMILY RESIDENTIAL:
 APPROXIMATELY 6.37 ACRES
 TOWNHOMES (ATTACHED):
 COMMUNITY CHARACTER:
 DWELLING UNITS:
 USES ALLOWED:
 T4-NE (REFERENCE ABOVE)
 UP TO 25 LOTS
 TO MATCH RM20

BUILDING MASS:
 PRIVATE DRIVE SETBACK: 10 - 45'
 SIDE SETBACK: 0'
 REAR SETBACK: 0'
 HEIGHT MAXIMUM: 2-3 STORIES, 35' A THIRD EXPOSED BASEMENT LEVEL SHALL BE ALLOWED, WHERE NEEDED, TO ACCOMMODATE SITE GRADE CHANGE

PARKING: ALL PRIVATE GARAGE OR PRIVATE DRIVE: 2 PER UNIT. IF 3-BEDROOM OCCURS, SPACE IS ACCOMMODATE BEHIND UNIT. SEE PLAN

SINGLE FAMILY COTTAGES (DETACHED):
 COMMUNITY CHARACTER:
 DWELLING UNITS:
 USES ALLOWED:
 T4-NE (REFERENCE ABOVE)
 UP TO 45 UNITS
 SINGLE FAMILY RESIDENTIAL

BUILDING MASS:
 STREET SETBACK: VARIES DUE TO TOPOGRAPHY AND COURTYARDS
 SIDE SETBACK: 6' MIN BETWEEN UNITS
 REAR SETBACK: 0'
 HEIGHT MAXIMUM: 2-3 STORIES, 35' A THIRD EXPOSED BASEMENT LEVEL SHALL BE ALLOWED, WHERE NEEDED, TO ACCOMMODATE SITE GRADE CHANGE

PARKING: 90 SPACES PROVIDED VIA PRIVATE GARAGE OR DRIVES, OR COURTYARD UNITS ACCESSED VIA WALKS: 2 PER UNIT. IF THREE BEDROOM OCCURS, SPACE WILL BE ACCOMMODATED ADJACENT TO UNIT IN DRIVE OR OFF-STREET

ARCHITECTURAL: THE FINAL BUILDING ELEVATIONS SHALL BE SUBMITTED WITH THE FINAL SITE PLAN AND SHALL BE CONSISTENT WITH THE FOLLOWING ARCHITECTURAL STANDARDS:

A. ANY CORNER UNIT/BUILDING SHALL ADDRESS BOTH CORNERS SHALL BE ACCOMPLISHED VIA WRAP AROUND PORCH/WINDOWS, BAY WINDOWS, OR OTHER FACADE PROJECTIONS.

B. FOR TOWNHOMES, COTTAGES AND SINGLE FAMILY HOMES
 1. BUILDING FACADES FACING A STREET, PROVIDE ONE PRINCIPAL ENTRANCE OR OUTDOOR TERRACE, AND A MINIM 25% GLAZING.

C. PROHIBITED MATERIALS: VINYL SIDING AND EIFS (EXTENSIVELY FINISH SYSTEM) IS PROHIBITED ON ALL FACADES UNCOATED CHAIN-LINK FENCING IS PROHIBITED.

D. ALLOWED MATERIALS SHALL INCLUDE, NOT BE LIMITED TO, FIBER CEMENTITIOUS SIDING/PANELS, BRICK, STONE, CMU BLOCK AND CONCRETE FOR FOUNDATIONS, AND ARCHITECTURAL SHINGLES OR METAL FOR DECORATIVE SIDING OR SLOPED ROOFING.

ENCROACHMENTS: EXPOSED, COVERED, OR ENCLOSED PORCHES AND DECKS MAY EXTEND INTO FRONT, SIDE, AND BACK SETBACKS OR COMMON SPACE NOT EXCEEDING 6'-0" INTO COMMON SPACE OR 3'-0" FROM PRIVATE LOT PROPERTY LINES.

REFER TO MUNICOD 17.12.040. OTHER SETBACKS FOR ALL OTHER ALLOWABLE ENCROACHMENTS NOT IDENTIFIED ABOVE.

PARKING: FINAL PARKING COUNT SHALL BE SUBJECT TO METRO ZONING PARKING REQUIREMENTS

LANDSCAPE: THE DEVELOPMENT OF THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS FOR METRO ZONING CODE CHAPTER 17.24 ARTICLE II. TREE PROTECTION AND REPLACEMENT, AND WITH CHAPTER 17.40 ARTICLE X. TREE PROTECTION AND REPLACEMENT PROCEDURES. DETAILED LANDSCAPE ORDNANCE PLAN TO BE SUBMITTED WITH THE FINAL SP SUBMITTAL.

ANY RETAINING WALLS FRONTING A PUBLIC STREET ABOVE HEIGHT OF 36" SHALL NOT BE CONSTRUCTED OUT OF CONCRETE BLOCK AND SHALL BE LANDSCAPED.

NO LANDSCAPE BUFFERS ARE PROVIDED.

SOIL CLASSIFICATIONS: MIMOSA - URBAN LAND COMPLEX (5-25% SLOPES)
 MAURY - URBAN LAND COMPLEX (2-7% SLOPES)

ROADWAY CLASSIFICATIONS: EAST TRINITY LANE: T4-R-AB3 LOCAL STREET
 EDWIN STREET: LOCAL STREET

REFER TO TRAFFIC IMPACT STUDY, PREPARED BY RPM TRANSPORTATION.

GENERAL NOTES: ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND FAIR HOUSING ACT.

THIS PROPERTY DOES NOT LIE WITHIN AN AREA DESIGNATED AS A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE MAPS (REFER TO CIVIL PLAN).

TRASH AND RECYCLING SERVICES TO BE CONTRACTED BETWEEN THE DEVELOPER/OWNER AND A PRIVATE HAULER FOR ALL UNITS.

USPS MAIL DELIVERY WILL BE PROVIDED BY CENTRALIZED KIOSK/SMAIL ROOMS WITHIN MULTI-FAMILY BUILDING AND BY INDIVIDUAL MAILBOXES SERVICED FROM THE DRIVES AND ROADS FOR OTHER RESIDENTIAL USES.

THE FINAL SITE PLAN BUILDING PERMIT SITE PLAN SHALL DEPICT A MINIMUM 8' CLEAR PATH OF TRAVEL FOR PEDESTRIAN WAYS, INCLUDING PUBLIC SIDEWALKS, AND THE LOCATION OF ALL EXISTING AND PROPOSED OBSTRUCTIONS. PRIOR TO THE ISSUANCE OF USE AND OCCUPANCY PERMITS, EXISTING OBSTRUCTIONS, INCLUDING POWER POLES AND SIGNAGE, WITHIN THE PATH OF TRAVEL SHALL BE RELOCATED TO PROVIDE A MINIMUM OF 5'-0" OF CLEAR ACCESS.

SIDEWALKS ALONG TRINITY LANE AND EDWIN STREET SHALL BE PER MCSP.

STORMWATER UTILITIES/INFRASTRUCTURE: STORMWATER PLANS FOR THIS DEVELOPMENT TO BE PROVIDED IN A MANNER CONSISTENT WITH THE STORMWATER VOLUME 5 LID MANUAL. THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES TO INDICATE THE BASIC PREMISE OF THIS DEVELOPMENT AND PROPOSED STORMWATER LOCATIONS AND METHODS. FINAL DETAILS SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF THE SUBMITTAL.

SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY METRO STORMWATER MANAGEMENT MANUAL.

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

ALL ABOVE GROUND UTILITY BOXES/DEVICES WILL BE SCREENED APPROPRIATELY.

ALL PROPOSED NEW PUBLIC UTILITIES AND SERVICES SHALL BE INSTALLED UNDERGROUND.

ALL ACCESS DRIVES AND DRIVEWAYS WITHIN THIS DEVELOPMENT SHALL BE PRIVATE.

ALL PRIVATE DRIVES/ALLEYS MAY BE PAVED WITH PERVIOUS PAVEMENT WITH MATERIAL AND CROSS-SECTION TO BE APPROVED BY METRO PUBLIC WORKS AND ADA STANDARDS.

REFER TO CIVIL DRAWINGS FOR ALL OTHER UTILITIES / EASEMENTS.

PROJECT TOTALS ARE SUBJECT TO COMPLIANCE WITH METRO PARKING REQUIREMENTS

MULTI-FAMILY BUILDINGS
 120 UNITS

PARKING :
 129 REQUIRED
 @ 1 SPACE PER BED
 129 TOTAL PROVIDED

TOWNHOMES
 25 UNITS MAX
 PARKING: PRIVATE GARAGES

SINGLE FAMILY COTTAGES
 45 UNITS MAX
 PARKING: PRIVATE GARAGES/CARPORTS OR DRIVEWAY

COLOR LEGEND

- MULTI-FAMILY UNITS
- TOWNHOUSE
- AMENITY AREA
- SINGLE FAMILY COTTAGES
- COMMON COURTYARDS
- PROPERTY LINE
- PHASE LINE



**TRINITY LN
 MULTI-FAMILY
 & COTTAGES**

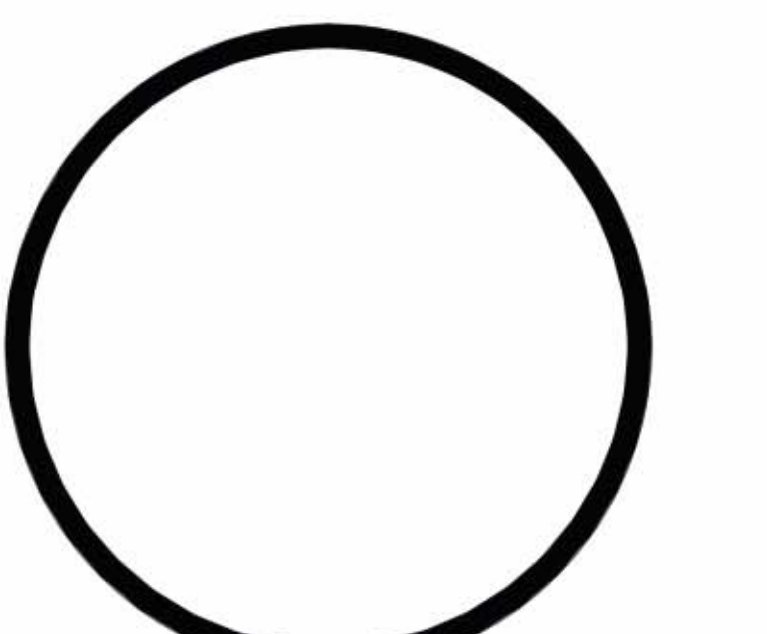
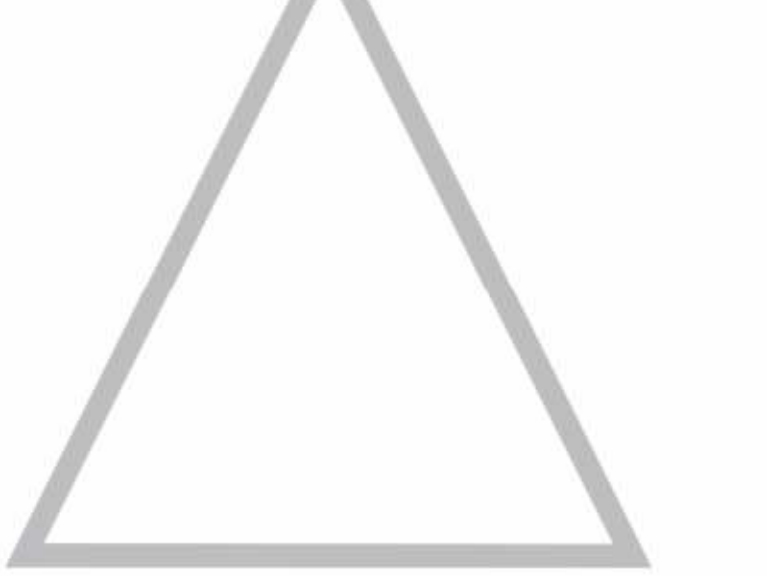
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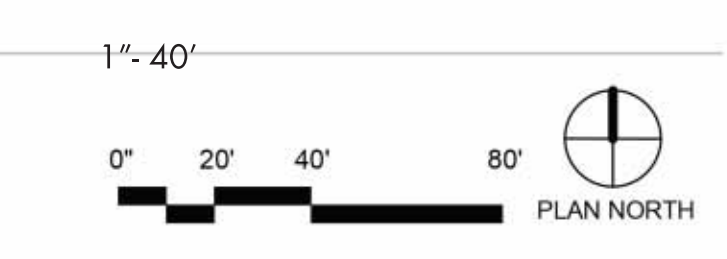
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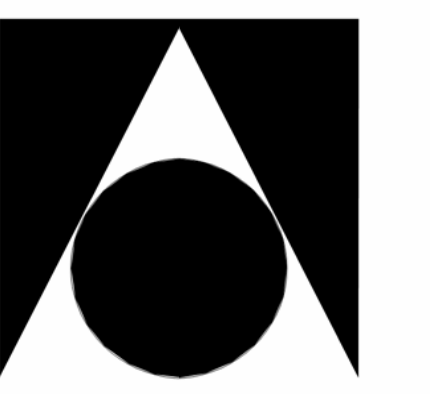
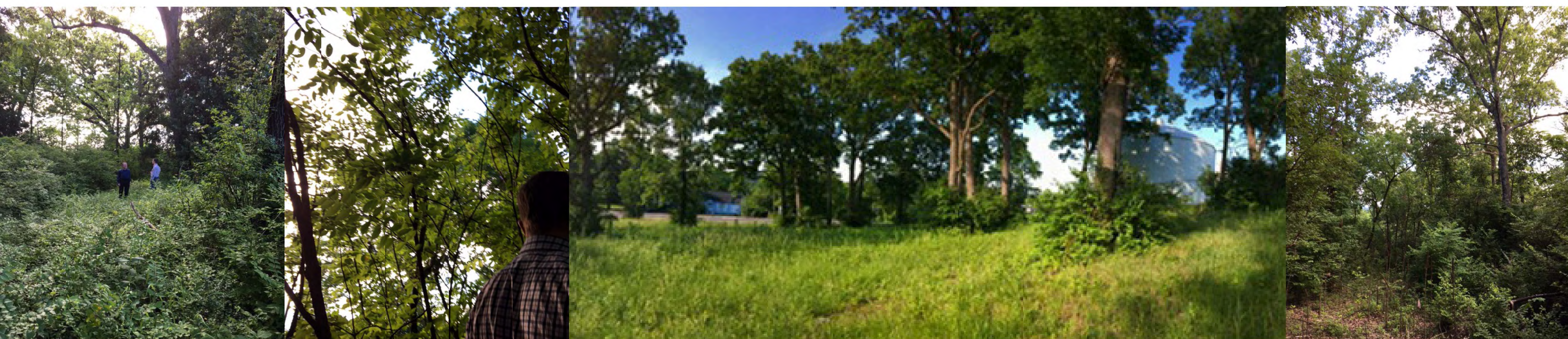
SITE PLAN

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1 TRINITY LANE MASTERPLAN





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**TRINITY LN
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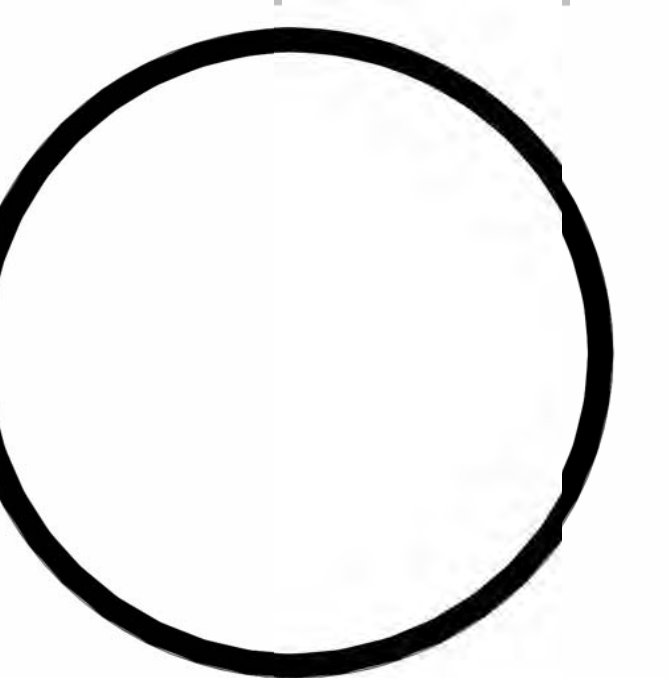
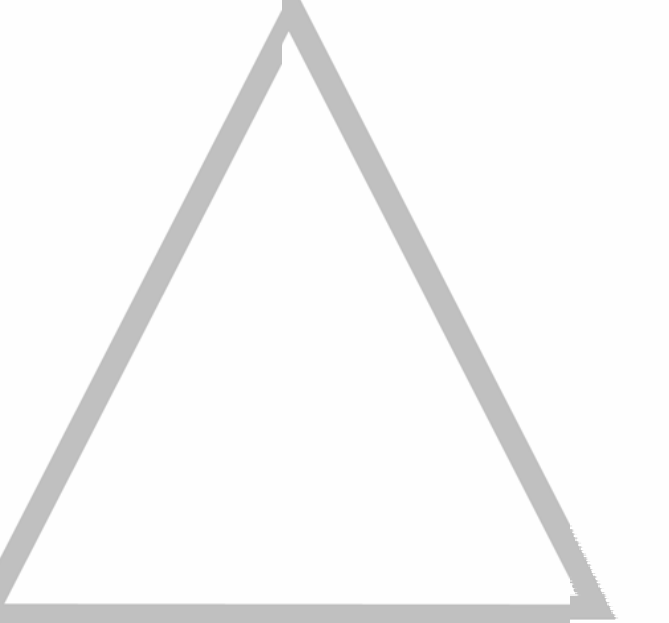
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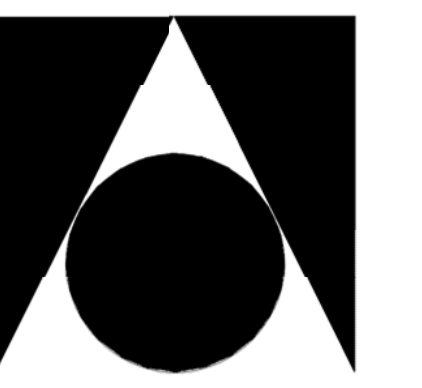
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THE SITE
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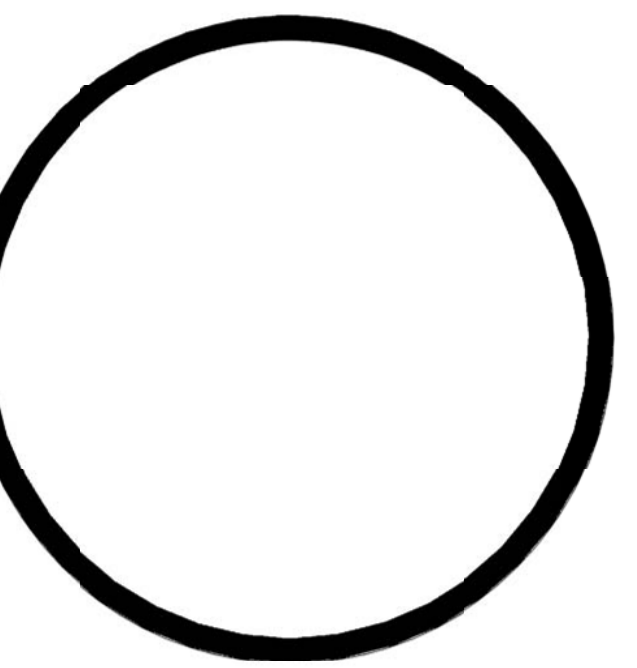
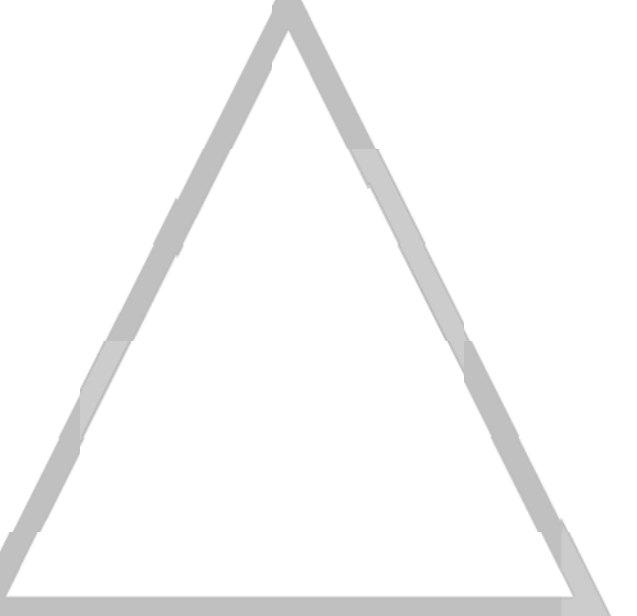
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PEDESTRIAN NETWORK

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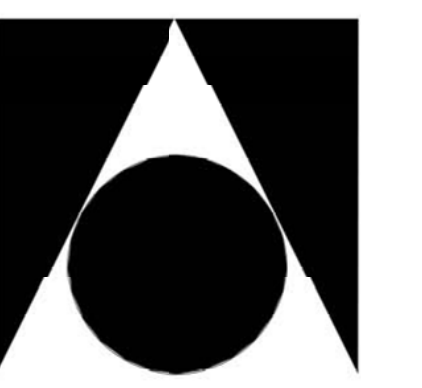
PEDESTRIAN NETWORK
NOT TO SCALE

- CONCRETE SIDEWALKS OR HARD SURFACE ACCESS
- ||||| PAVED NATURE WALKING TRAILS
- - - - - SHARED WALKWAY ACCESS IN ROADWAY



LANDSCAPE
NOT TO SCALE





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**TRINITY I IN
MULTI-FAMILY
& COTTAGES**

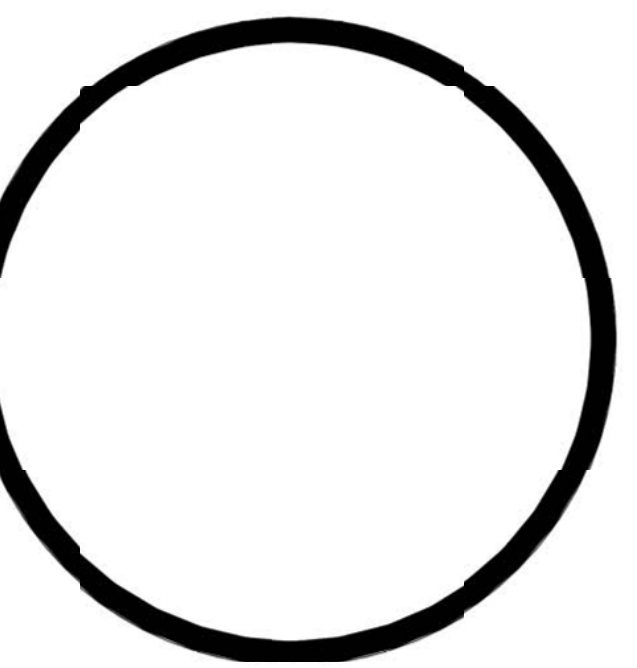
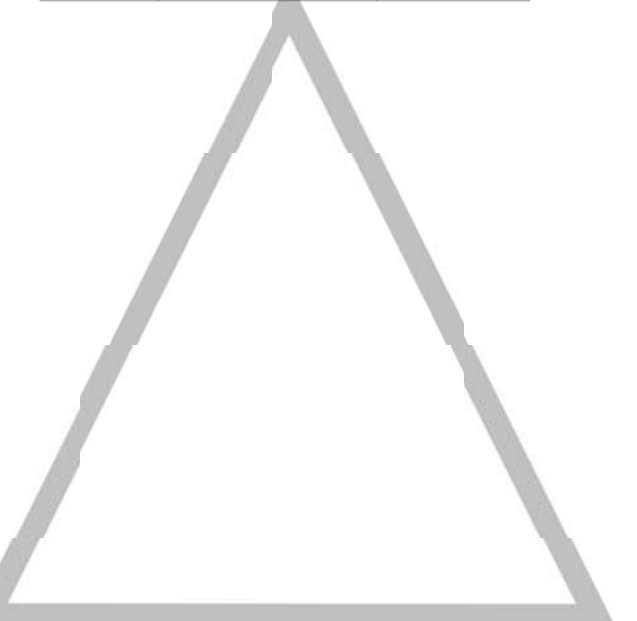
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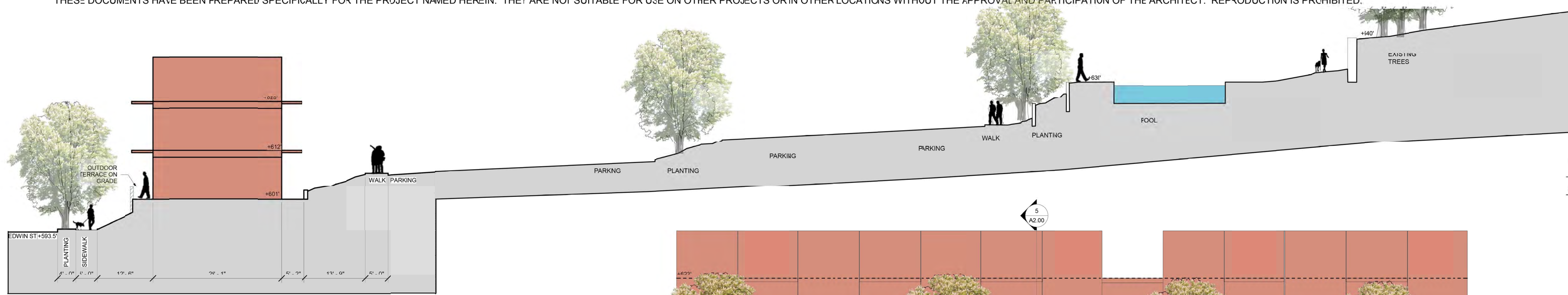


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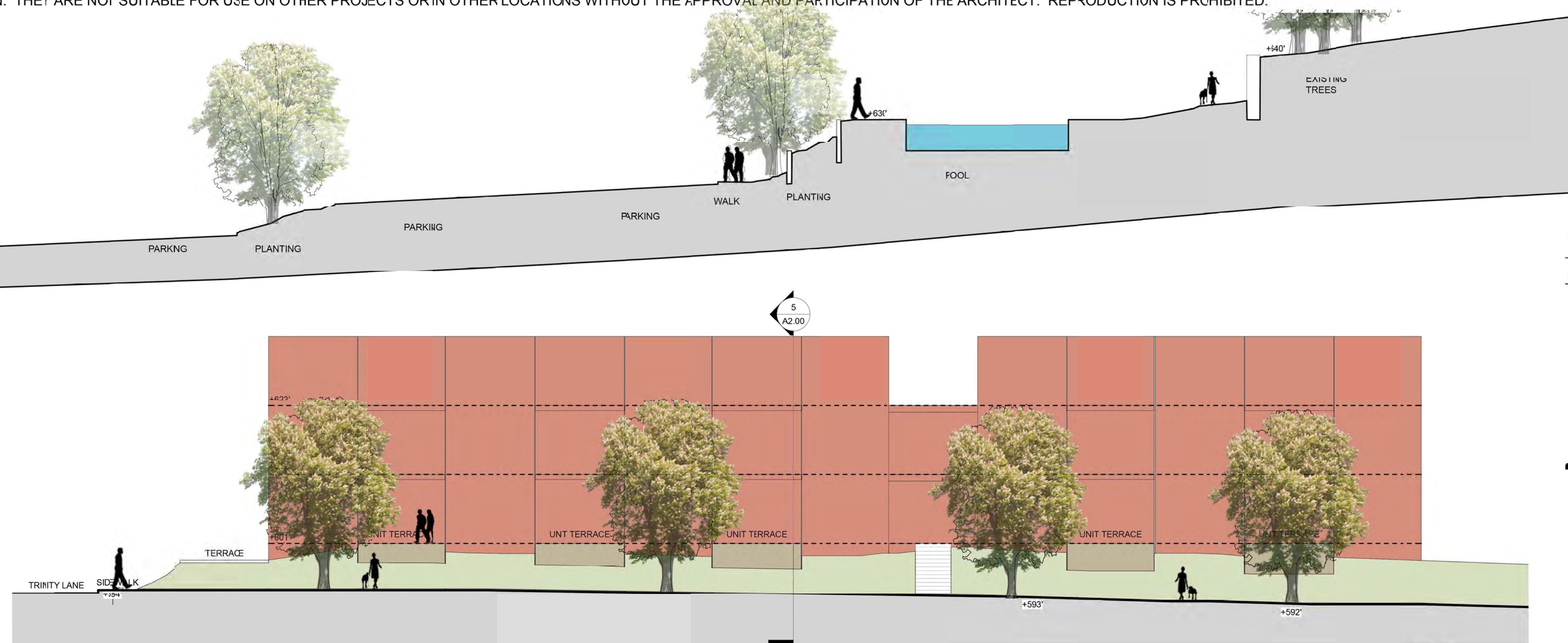
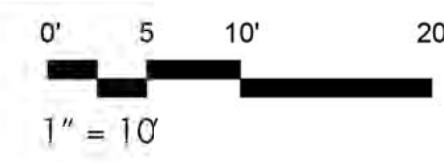
STREETSCAPE

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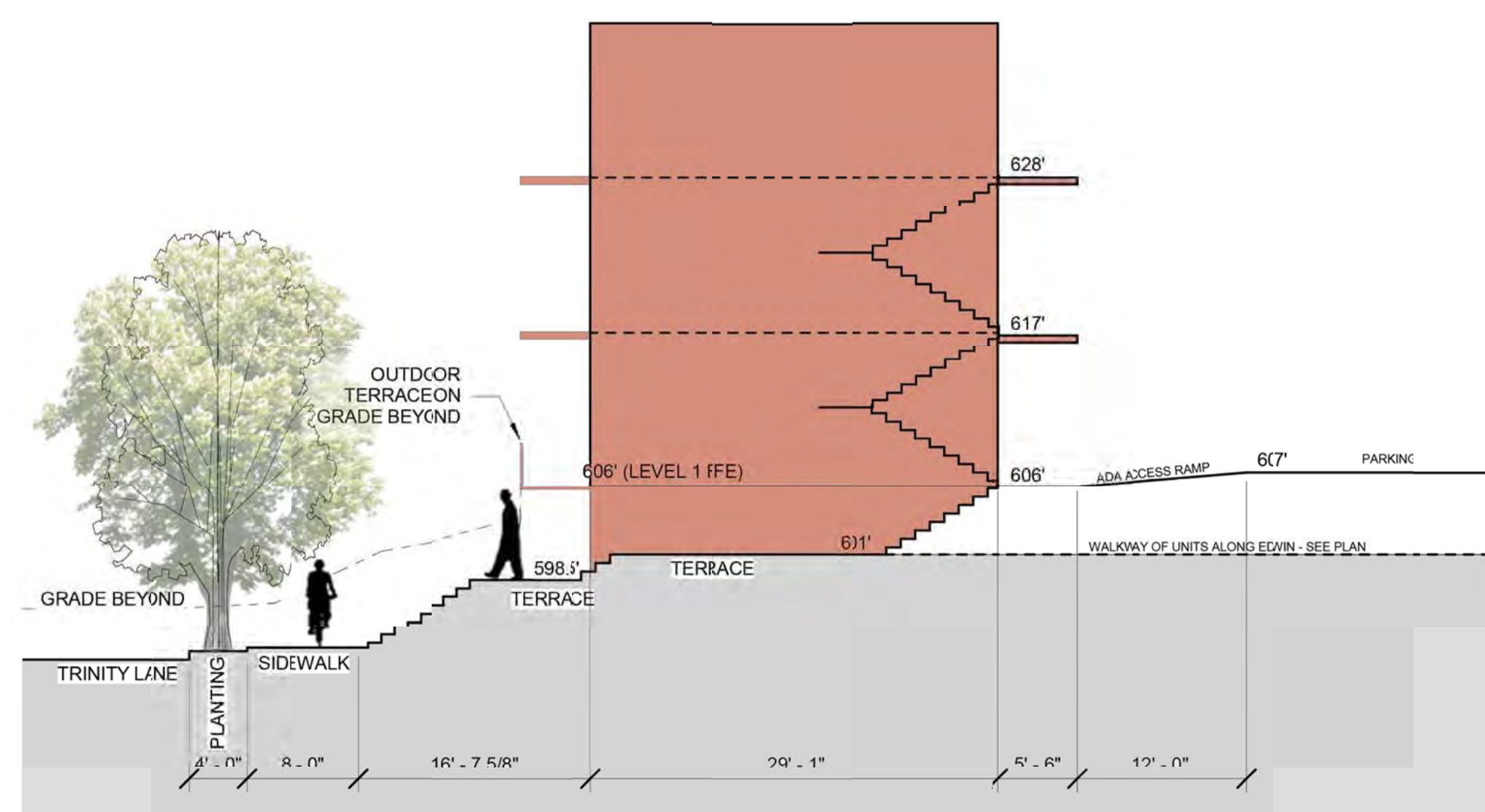
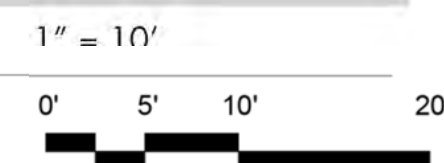
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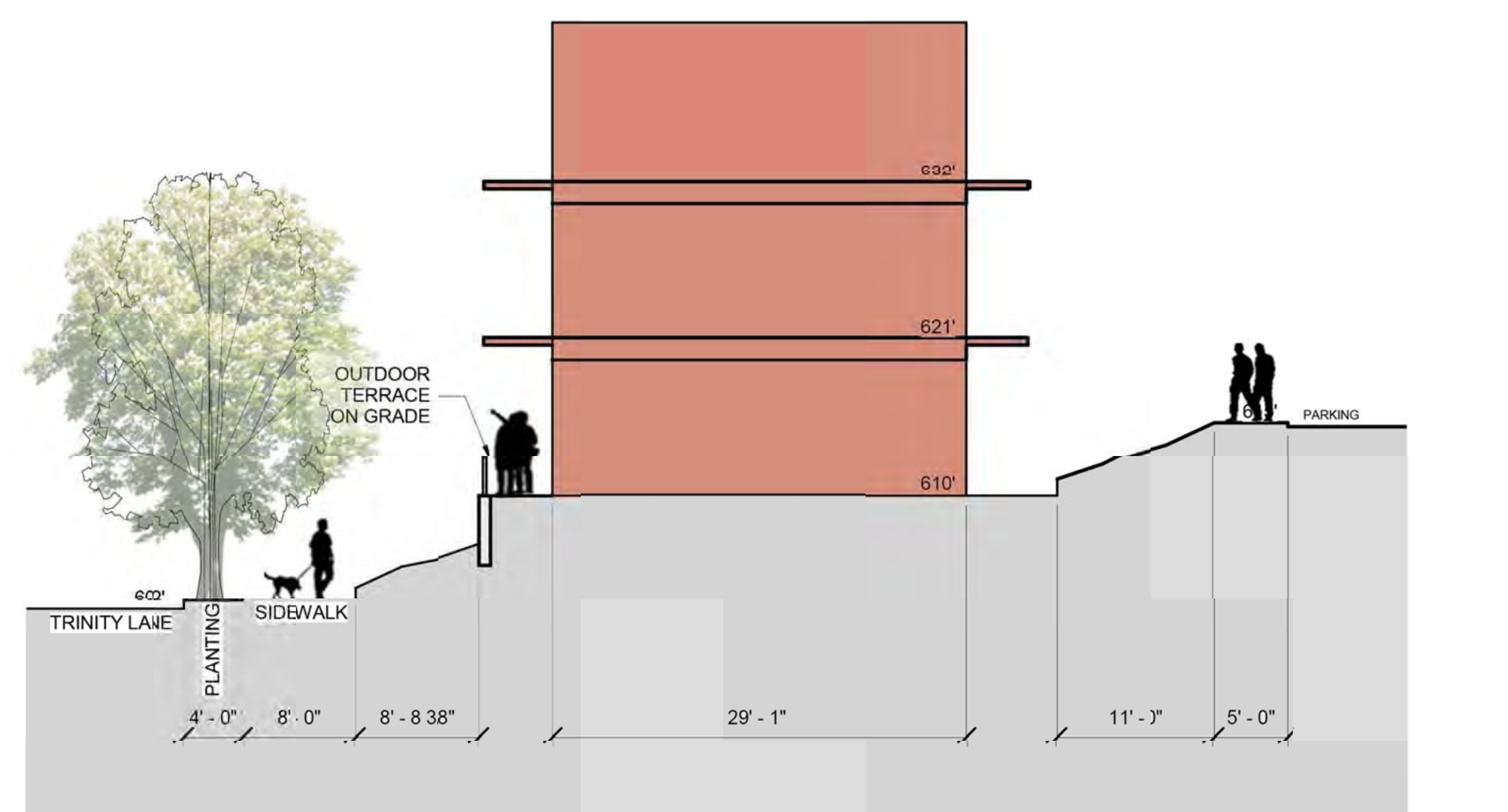
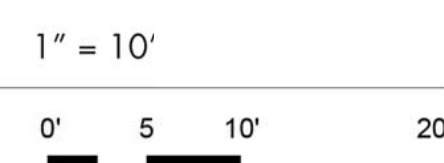
5 SECTION AT EDWIN STREET



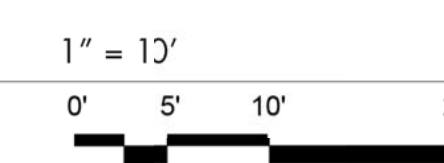
2 BUILDING ELEVATION EDWIN STREET



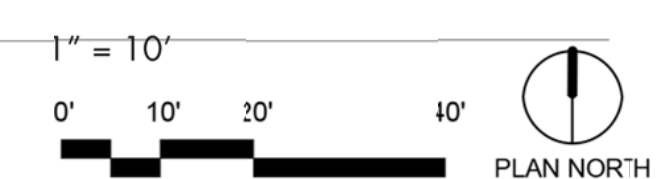
4 SECTION AT TRINITY NEAR EDWIN

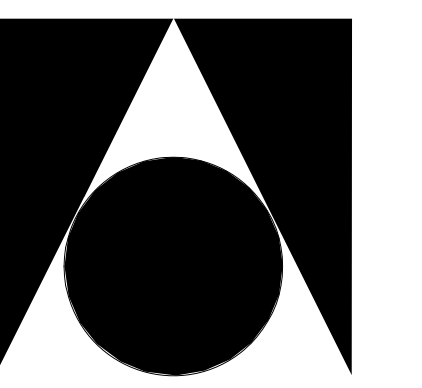


3 SECTION AT TRINITY



1 MULTI-FAMILY BUILDING AT TRINITY / EDWIN





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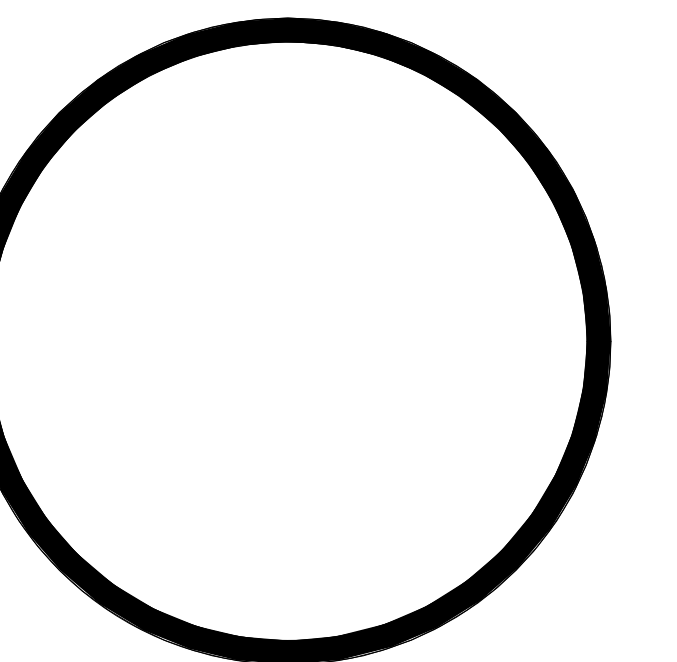
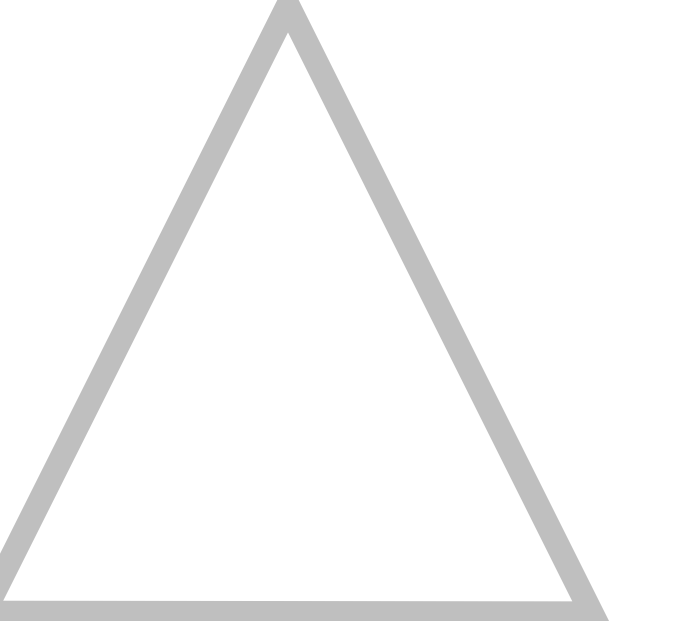
**TRINITY LN
MULTI-FAMILY
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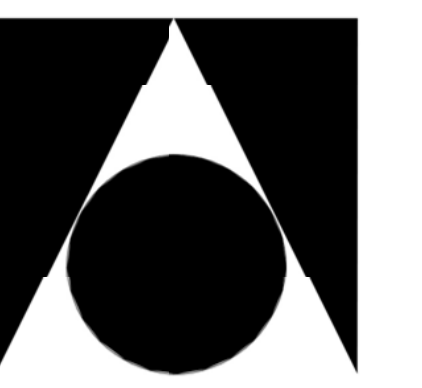
CHARACTER IMAGES

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CHARACTER IMAGES - MULTI-FAMILY



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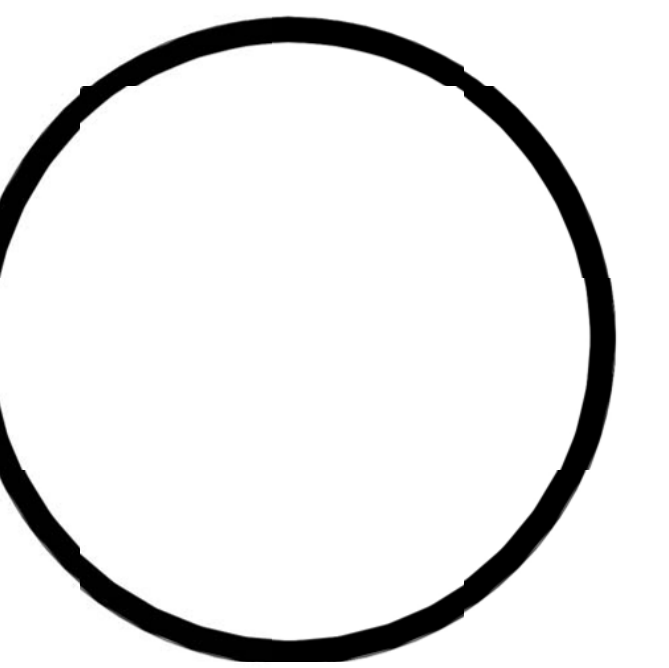
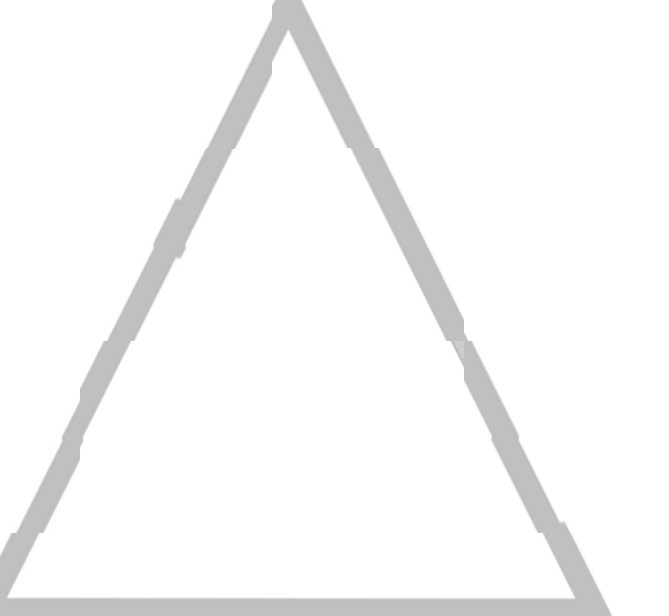
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SP SECTIONS

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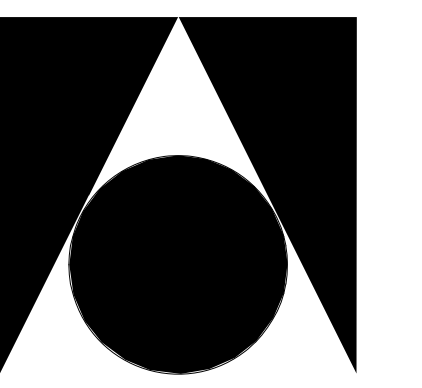
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2 SITE SECTION



1 CONTEXT PLAN



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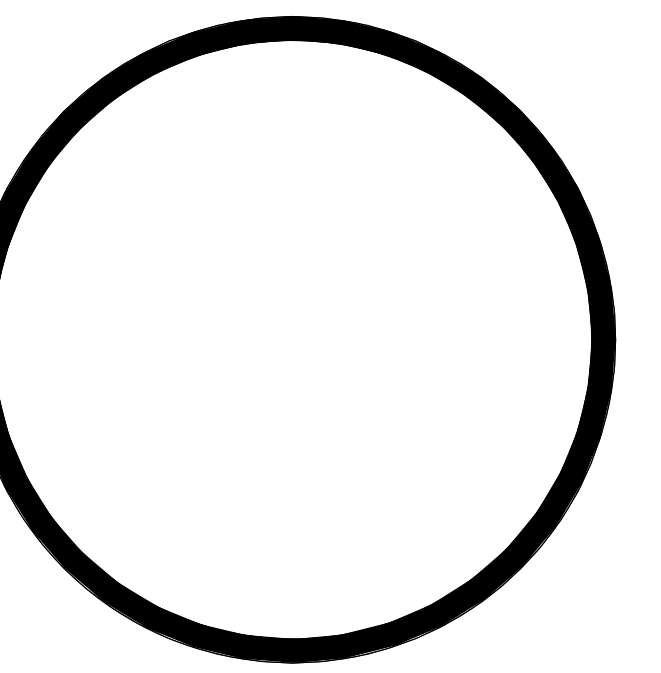
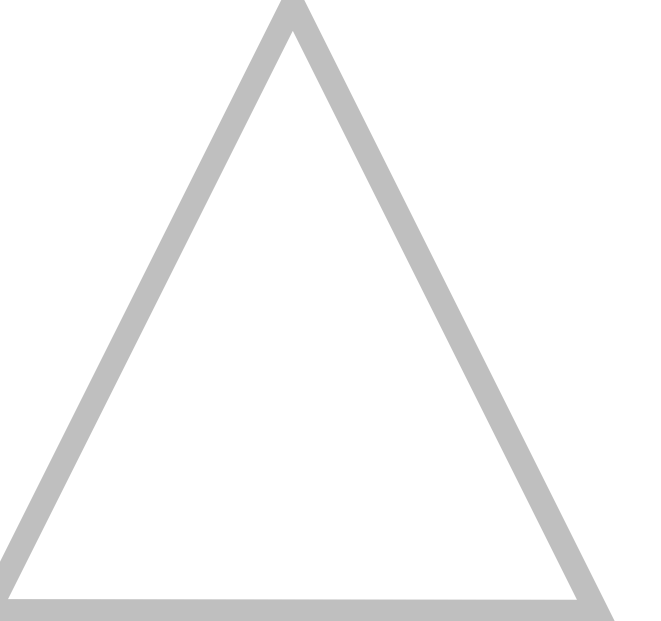
**TRINITY LN
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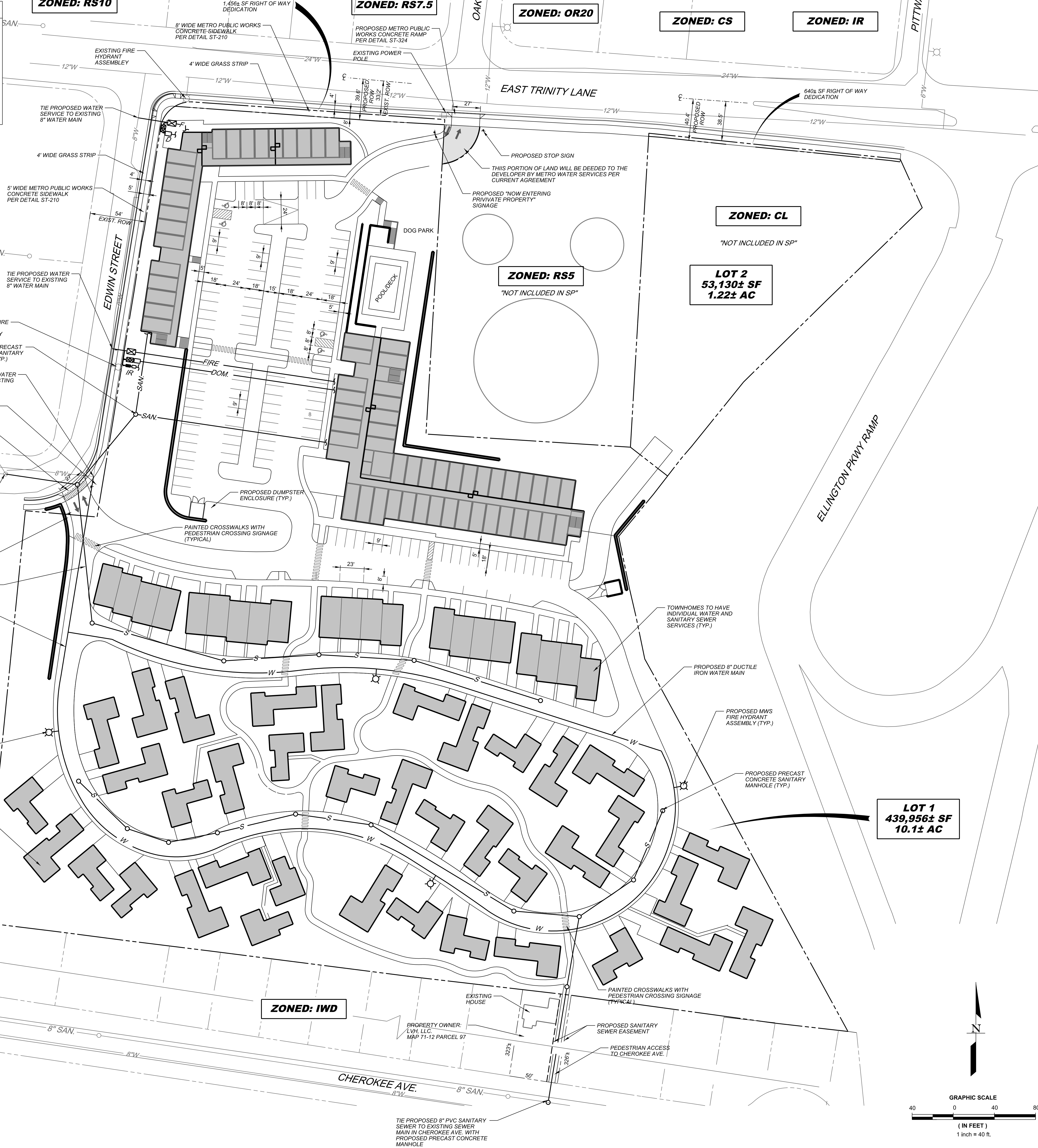
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CHARACTER IMAGES - COTTAGES

- METRO PLANNING NOTE:**
1. THE FINAL SITE PLAN/BUILDING PERMIT SHALL DEPICT THE REQUESTED PUBLIC SIDEWALKS, ANY REQUESTED 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 REQUESTED SIDEWALK, WHERE FEASIBLE. VERTICAL OBSTRUCTIONS ARE ONLY PERMITTED WITHIN THE REQUIRED GRASS STRIP OR FRONTAGE ZONE.
- FEMA NOTE:**
- NO PORTION OF THIS PARCEL DESCRIBED HEREON LIES WITHIN FLOOD HAZARD AREA IN ACCORDANCE WITH "INSURANCE RATE MAP PANEL NUMBER 47037C0234F", DATED: APRIL 5, 2017.
- FIRE MARSHAL NOTES:**
1. New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H. To see Table H go to: (<http://www.nashfire.org/prev/tables/H5.1.htm>)
 2. Project Engineer needs to meet with the Fire Marshals office concerning this project.
 3. No part of any building shall be more than 500 ft from a fire hydrant via a hard surface road.
 4. All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.6 feet.
 5. All dead end roads over 150 ft in length require a 100 ft diameter turnaround, this includes temporary turnarounds.
 6. Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.
 7. If more than three stories above grade, Class I standpipe system shall be installed.
 8. If more than one story below grade Class I standpipe system shall be installed.
 9. 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.
 10. A fire hydrant shall be provided within 100 ft of the fire department connection.
 11. Fire hydrants shall be in-service before any combustible material is brought on site.
- ON-SITE PARKING:**
- ALL USES TO BE PARKED ON SITE PER METRO ZONING ORDINANCE. PARKING TOTALS SHALL BE VERIFIED WITH FINAL DESIGN AND USE BEFORE ANY PERMITS ARE ISSUED.
- METRO WATER SERVICES NOTE:**
1. ANY EXCAVATION, FILL OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
 2. METRO WATER SERVICE 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.
- NES APPROVAL WITH CONDITIONS:**
- 1) NES can meet with developer upon request to determine service options.
 - 2) More information is necessary to provide more comments in detail. Currently the riser pole for this development will need to be near the entrance on East Trinity Ln. as the infrastructure along Edwin St. is not sufficient at this time. Infrastructure improvements along Edwin St. are a possibility. Construction phasing and overall development timing would determine if/when NES may make those improvements.
 - 3) NES needs any construction plans for road improvements to both East Trinity Lane and Edwin St. If NES facilities are required to relocate, those costs will be paid by the development.
 - 4) As proposed, it appears there is a conflict with an NES pole at the entrance on East Trinity Ln. This is a guy pole backing up both NES Transmission and Distribution circuits going Oakwood Ave. This could be a difficult pole to relocate. The developers will need to work with NES to find a suitable location for a new pole.
 - 5) This development will be fed with pad-mount transformers and underground conductor. Multi-family developments will be served with meter centers. The plans submitted to NES should proposed transformer, duct bank, and meter center locations. The final quantity and location of NES equipment to be determined by the NES Engineer after receiving final plans and electrical load information. A preliminary Exhibit 'B' design will be sent to the developer or representatives of the developer for review. Suggestions or requests to the design should be made during this review process. Any changes requiring re-design, after this document has been signed, will be at the developer's expense.
 - 6) Developer drawing shall show any existing utilities easements on property, the utility poles on the property and the poles along ROW.
 - 7) NES shall be placed in "PUE" inside development for conduit runs and meter centers.
 - 8) Any additional easements required that are not part of this parcel must be obtained by the developer or the engineer for the developer.
 - 9) NES follows the National Fire Protection Association rules: Refer to NFPA 70 article 450-27; and NESC Section 19-152.A.2 for complete rules (see NES Construction Guidelines under "Builders and Contractors" tab @ www.nespower.com).
 - 10) Overhead electrical power lines are required to meet or exceed the conditions as specified in the National Electrical Safety Code as adopted by the State of Tennessee in Chapter 89, Public Acts. The existing overhead power lines are located in the public right-of-ways and will require an electrical safety clearance that must be maintained during and after construction of any buildings. The National Electrical Safety Code, 2012 edition, dictates the clearances in Rule 234 C and G to provide the minimum horizontal and vertical clearances from live conductors. The overhead line must have a horizontal clearance of 7'-6" away from the nearest conductor to allow for blow-out conditions as it is configured today. It is the developer and his contractor's responsibility to ensure that they comply with OSHA regulations for working near energized conductors. Check with OSHA regulations for meeting clearances for construction near energized conductors for additional clearance requirements. Typically OSHA clearances will exceed what is required by the NESC. Often the locations of new buildings are impacted by the inability to de-energize the circuits to meet cost and construction schedules. Proper clearances must be maintained from not only the building envelope, but also from scaffolding and other construction equipment.
 - 11) If porches or walls are allowed to be constructed beyond the minimum setback limits and into the public utility easements; then the easement will be considered reduced by that much of the easement. Such encroachments may increase the cost of electrical infrastructure to allow for reduced or limited access to equipment. NES reserves the right to enter and to erect, maintain, repair, rebuild, operate and patrol electric power overhead and underground conductors and communications circuits with all necessary equipment reasonably incident thereto including the right to clear said easement and keep the same clear of brush, timber, flammable structures, buildings, permanent structures, and fire hazards; all over, under, upon, and across the easement as granted on any plat.
 - 12) Developer's vegetation design shall meet both Metro requirements and NES Vegetation Management requirements.
 - 13) NES facilities will not be allowed to sit in or to pass through retention areas including rain gardens, bio-retention, bio swales and the like. This includes primary duct between pad-mounted equipment, as well as service duct to a meter or meter center.
 - 14) NES needs electrical load information including any house, irrigation, or lighting services.
 - 15) A postal plan is required before NES's final construction drawings can be approved.
- TO APPLY FOR SERVICE:**
- **DIGITAL COPY:** Provide copy of civil site plan on a CD (no pdfs; no x-refs in .dwg file) registered to the TN State Plane Coordinate System, North American Datum 1983 (NAD83) with **NO Datum Adjustment applied**. Put data in separate layers and label them for easy identification.
 - Developer/Engineer will provide one complete set of **approved plans** by Metro Planning w/ all changes from other departments (fire, storm water, public works, etc.) to NES.
 - Developer/Engineer to provide a **proposed easement drawing** for the electric, phone and CATV.
 - Go to www.nespower.com click on the **"BUILDERS & CONTRACTORS"** tab. Next click on the **"Apply for Residential Substation"** link and the form. Then follow the direction for sending the digital drawing and the forms.



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**TRINITY LN
MULTI-FAMILY
& COTTAGES**

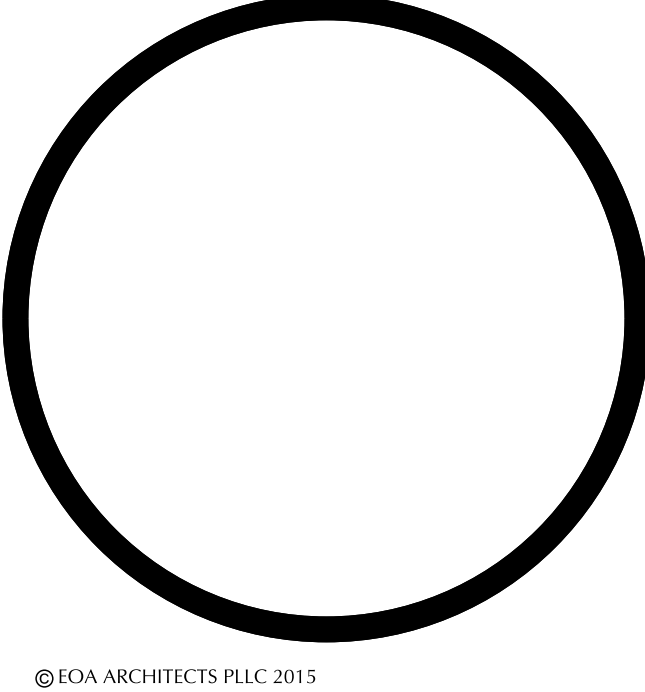
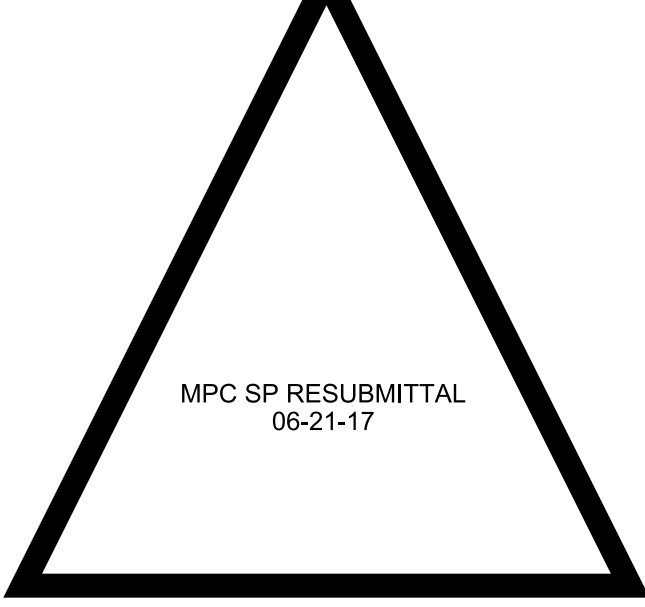
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NASHVILLE TN, 37207



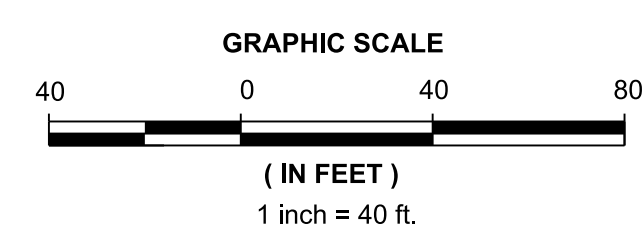
MPD CASE NO.
2017SP-035-001

DESIGN PHASE

REVISIONS		
DELTA	ISSUE	DATE



SITE UTILITIES
C1.00
015.035.00
10 MARCH 2017



METRO PLANNING NOTE:

1. THE FINAL SITE PLAN/BUILDING PERMIT SHALL DEPICT THE REQUESTED PUBLIC SIDEWALKS, ANY REQUESTED GRASS STRIP OR FRONTAGE ZONE AND THE LOCATION OF ALL EXISTING AND PROPOSED VERTICAL OBSTRUCTIONS WITHIN THE REQUESTED 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 REQUESTED SIDEWALK. VERTICAL OBSTRUCTIONS ARE ONLY PERMITTED WITHIN THE REQUESTED GRASS STRIP OR FRONTAGE ZONE.

FEMA NOTE:

NO PORTION OF THIS PARCEL DESCRIBED HEREON LIES WITHIN FLOOD HAZARD AREA IN ACCORDANCE WITH "INSURANCE RATE MAP PANEL NUMBER 47030234H", DATED: APRIL 5, 2017.

FIRE MARSHAL NOTES:

1. New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H. To see Table H go to: (<http://www.nashfire.org/pretableH51.htm>)
2. Project Engineer needs to meet with the Fire Marshals office concerning this project.
3. No part of any building shall be more than 500 ft from a fire hydrant via a hard surface road. Metro Ordinance 095-154 Sec: 1968.020 B
4. All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.6 feet.
5. All dead end roads over 150 ft in length require a 100 ft diameter turnaround, this includes temporary turnarounds.
6. Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshals Office.
7. If more than three stories above grade, Class I standpipe system shall be installed.
8. If more than one story below grade Class I standpipe system shall be installed.
9. 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.
10. A fire hydrant shall be provided within 100 ft of the fire department connection.
11. Fire hydrants shall be in-service before any combustible material is brought on site.

ON-SITE PARKING:

ALL USES TO BE PARKED ON SITE PER METRO ZONING ORDINANCE. PARKING TOTALS SHALL BE VERIFIED WITH FINAL DESIGN AND USE BEFORE ANY PERMITS ARE ISSUED.

METRO WATER SERVICES NOTE:

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

STORMWATER NOTES:

1. 78-840 NOTE: ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.)
2. PRELIMINARY PLAN NOTE: THIS DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF FINAL APPLICATION.
3. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED ACCESS IN ORDER TO MAINTAIN AND REPAIR UTILITIES IN THIS SITE.
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 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.

METRO PUBLIC WORKS NOTE:

1. 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.
2. ALL CONSTRUCTION WITHIN THE RIGHT OF WAY SHALL COMPLY WITH ADA AND METRO PUBLIC WORKS STANDARDS AND SPECIFICATIONS
3. 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.

 THIS SHADE REPRESENTS MAXIMUM 20% SLOPE



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**TRINITY LN
MULTI-FAMILY
& COTTAGES**

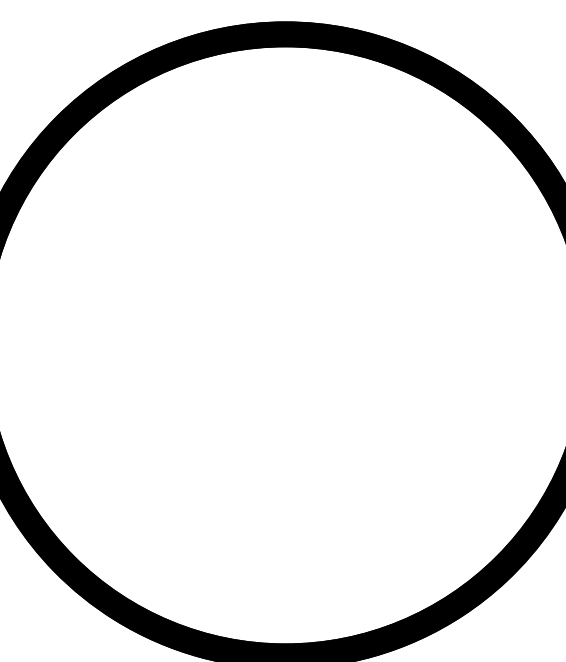
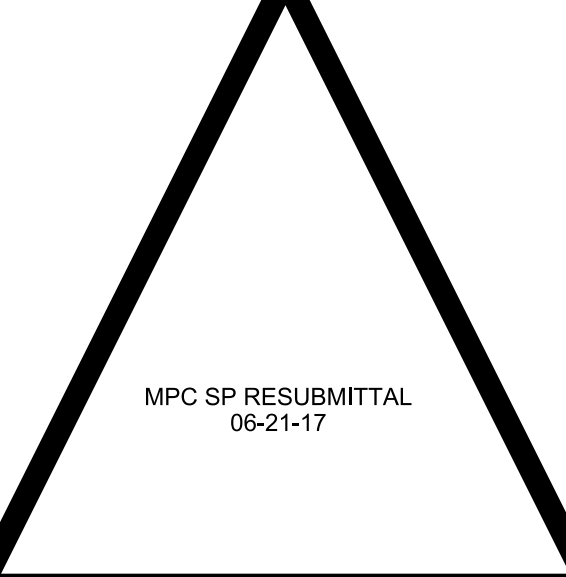
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NASHVILLE TN, 37207



MPD CASE NO.
2017SP-035-001

DESIGN PHASE

REVISIONS		
DELTA	ISSUE	DATE



SITE GRADING
AND DRAINAGE

C2.00

015.035.00
10 MARCH 2017

DESIGN TEAM DEVELOPER:
CORE DEVELOPMENT
2206 21ST AVE S, SUITE 200
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CIVIL ENGINEER:
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615.356.9911
jgore@bargcauthen.com

PROPERTY INFORMATION
COUNCIL DISTRICT: (8) SCOTT DAVIS

PARCEL ID: 07205005800
ADDRESS: 0 EAST TRINITY LN
NASHVILLE, TN 37207
OWNER: J. STEVENS TRUST
CURRENT ZONING: R55 (NORTHEAST PORTION IS ZONED CL)
ACREAGE: 11.33 ACRES

TOTAL SITE AREA: 11.33 ACRES
SP SITE: 1.24 ACRES (ACREAGE NOT INCLUDED IN SP)
FUTURE DEVELOPMENT: NOTE: SEE CIVIL PLAN FOR FINAL ACREAGE AFTER ROW DEDICATION

PURPOSE: THE PURPOSE OF THIS DEVELOPMENT IS TO PROVIDE A VARIETY OF RESIDENTIAL USES IN A WALKABLE COMMUNITY ALONG THE MAJOR ARTERIAL AND COLLECTOR NODE OF TRINITY LANE AND EDWIN STREET. WHILE RETAINING THE DEEPER SETBACKS, MATURE TREES, AND VIEWS DESIRED BY COMMUNITY AND PLANNING.

GENERAL PLAN COMMUNITY CHARACTER CONSISTENCY
THE TRINITY LANE SP IS CONSISTENT WITH THE FOLLOWING POLICIES WITHIN THE NASHVILLE NEXT COMMUNITY PLAN

T4-NE NEIGHBORHOOD EVOLVING
SUPPORTS DENSITIES UP TO 40 DWELLING UNITS PER ACRE (SOME EXCEPTIONS FOR HIGHER DENSITY CAN BE MADE). ADDITIONAL SUPPORT FROM THE COM INCLUDE: THE RESULTING DEVELOPMENT PATTERN MAY HAVE HIGHER DENSITIES THAT EXISTING URBAN NEIGHBORHOODS AND/OR SMALLER LOTS SIZES, WITH A BROADER RANGE OF HOUSING TYPES PROVIDING HOUSING CHOICE. T4 URBAN NEIGHBORHOOD EVOLVING AREAS DEMONSTRATE A DEVELOPMENT PATTERN OF MODERATE TO HIGH DENSITY RESIDENTIAL... ATTACHED AND DETACHED RESIDENTIAL, CIVIC AND PUBLIC BENEFIT BUILDINGS ARE FOUND REGULARLY SPACED WITH SHALLOW SETBACKS AND MINIMAL SPACING BETWEEN BUILDINGS. T4 URBAN NEIGHBORHOOD EVOLVING POLICY AREA ARE INTENDED TO BE MODERATE TO HIGH DENSITY.

T4-RC (RESIDENTIAL CORRIDOR)
SUPPORTS DENSITIES UP TO 80 DWELLING UNITS PER ACRE (SOME EXCEPTIONS FOR HIGHER DENSITY CAN BE MADE). ATTACHED AND DETACHED RESIDENTIAL BUILDINGS ARE FOUND REGULARLY SPACED, WITH MINIMAL SPACING BETWEEN BUILDINGS AND SHALLOW SETBACKS FRAMING THE CORRIDOR WITH BUILDINGS. T4 URBAN RESIDENTIAL CORRIDOR POLICY IS INTENDED TO BE MODERATE TO HIGH DENSITY.

T4-NC (NEIGHBORHOOD CENTER)
DIRECTLY SUPPORTS DENSITIES UP TO 80 DWELLING UNITS PER ACRE. IT ALSO SUPPORTS ZONING DISTRICTS AS INTENSE AS M-1A. THE DENSITY OF RESIDENTIAL DEVELOPMENT IS ENVISIONED TO BE HIGHER THAN THAT OF SURROUNDING NEIGHBORHOODS. THIS POLICY AREA SUPPORTS HIGHER DENSITY MULTI-FAMILY.

THE DEVELOPMENT INDICATES HIGHER DENSITY RESIDENTIAL USES IN THE PORTION OF THE SITE POLICIES AS T4-RC, PROVIDING A CONCENTRATED WALKABLE DEVELOPMENT. THE SOUTH PORTION OF THE SITE IS POLICIES AS T4-NE. AS SUCH, THE DEVELOPMENT PLAN INDICATES A VARIETY OF HOUSING TYPES WITH SENSITIVITY TO THE EXISTING TREE CANOPY AND GRADES.

LAND USE AND BLOCK DESIGNATIONS OVERALL DEVELOPMENT:

RESIDENTIAL UNITS:
- CONDOMINIUMS: 190 MAXIMUM UNITS
- TOWNHOMES: UP TO 25 UNITS
- SINGLE FAMILY LOTS: UP TO 25 UNITS

NORTH PROPERTY | MULTI-FAMILY RESIDENTIAL:
APPROXIMATELY 3.71 ACRES

MULTI-FAMILY BUILDINGS:
COMMUNITY CHARACTER:
DWELLING UNITS: 120 MAXIMUM CONDOMINIUMS & AMENITIES
USES ALLOWED:

BUILDING MASS:
E TRINITY LN SETBACK: 40' MAX
EDWIN ST SETBACK: 0' MAX
PRIVATE DRIVE SETBACK: 10-20' FROM CURB
SIDE SETBACK: 0'
REAR SETBACK: 0'
HEIGHT MAXIMUM: 3-5 STORIES MAX, 75' DUE TO GRADE VARIATIONS

PARKING: PROVIDED PER ZONING CODE, 129 SPACES REQUIRED, 129 SPACES SHOWN. ASSUMES (1) 11 BEDROOM AND (9) 2-BEDROOM MAX. RATIO MAY CHANGE ONCE PLANS FINALIZED, BUT WILL NOT EXCEED METRO PARKING REQUIREMENTS.

SOUTH PROPERTY | SINGLE FAMILY RESIDENTIAL:
APPROXIMATELY 6.37 ACRES

TOWNHOMES (ATTACHED):
COMMUNITY CHARACTER:
DWELLING UNITS: UP TO 25 LOTS TO MATCH R50D
USES ALLOWED:

BUILDING MASS:
PRIVATE DRIVE SETBACK: 15' - 45'
SIDE SETBACK: 0'
REAR SETBACK: 0'
HEIGHT MAXIMUM: 2-3 STORIES, 35'. A THIRD EXPOSED BASEMENT LEVEL SHALL BE ALLOWED, WHERE NEEDED, TO ACCOMMODATE SITE GRADE CHANGE

PARKING: ALL PRIVATE GARAGE OR PRIVATE DRIVE: 2 PER UNIT. IF 3-BEDROOM OCCURS, SPACE IS ACCOMMODATE BEHIND UNIT. SEE PLAN.

SINGLE FAMILY COTTAGES (DETACHED):
COMMUNITY CHARACTER:
DWELLING UNITS: UP TO 45 UNITS SINGLE FAMILY RESIDENTIAL
USES ALLOWED:

BUILDING MASS:
STREET SETBACK: VARIES DUE TO TOPOGRAPHY AND COURTYARDS @ MIN BETWEEN UNITS
SIDE SETBACK: 0'
REAR SETBACK: 0'
HEIGHT MAXIMUM: 2-3 STORIES, 35'. A THIRD EXPOSED BASEMENT LEVEL SHALL BE ALLOWED, WHERE NEEDED, TO ACCOMMODATE SITE GRADE CHANGE

PARKING: 90 SPACES PROVIDED VIA PRIVATE GARAGE OR DRIVES, OR COURTYARD UNITS ACCESSED VIA WALKS: 2 PER UNIT. IF THREE BEDROOM OCCURS, SPACE WILL BE ACCOMMODATED ADJACENT TO UNIT IN DRIVE OR OFF-STREET

ARCHITECTURAL
THE FINAL BUILDING ELEVATIONS SHALL BE SUBMITTED WITH THE FINAL SITE PLAN AND SHALL BE CONSISTENT WITH THE FOLLOWING ARCHITECTURAL STANDARDS:

A. ANY CORNER UNIT/BUILDING SHALL ADDRESS BOTH CORNERS. IT SHALL BE ACCOMPLISHED VIA WRAP AROUND PORCH/WINDOWS, BAY WINDOWS, OR OTHER FACADE PROJECTIONS.

B. FOR TOWNHOMES, COTTAGES AND SINGLE FAMILY HOMES
1. BUILDING FACADES FACING STREET, PROVIDE ONE PRINCIPAL ENTRANCE OR OUTDOOR TERRACE, AND A MINIM 25% GLAZING

C. PROHIBITED MATERIALS: VINYL SIDING AND EIFS (EXTERIOR INSULATED FINISH SYSTEM) IS PROHIBITED ON ALL FACADES UNCOATED CHAIN-LINK FENCING IS PROHIBITED.

D. ALLOWED MATERIALS SHALL INCLUDE, NOT BE LIMITED TO, FIBER CEMENT/TILES SIDING/PANELS, BRICK, STONE, CMU BLOCK AND CONCRETE FOR FOUNDATIONS, AND ARCHITECTURAL SHINGLES OR METAL FOR DECORATIVE SIDING OR SLOPED ROOFING.

ENCROACHMENTS
EXPOSED, COVERED, OR ENCLOSED PORCHES AND DECKS MAY EXTEND INTO FRONT, SIDE, AND BACK SETBACKS OR COMMON SPACE NOT EXCEEDING 4'-0" INTO COMMON SPACE OR 3'-0" FROM PRIVATE LOT PROPERTY LINES.

REFER TO MUNICOE 17.12.040; OTHER SETBACKS FOR ALL OTHER ALLOWABLE ENCROACHMENTS NOT IDENTIFIED ABOVE.

PARKING
FINAL PARKING COUNT SHALL BE SUBJECT TO METRO ZONING PARKING REQUIREMENTS

LANDSCAPE
THE DEVELOPMENT OF THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS FOR METRO ZONING CODE CHAPTER 17.24 ARTICLE 8: TREE PROTECTION AND REPLACEMENT, AND WITH CHAPTER 17.40 ARTICLE X: TREE PROTECTION AND REPLACEMENT PROCEDURES. DETAILED LANDSCAPE ORDINANCE PLAN TO BE SUBMITTED WITH THE FINAL SP SUBMITTAL.

ANY RETAINING WALLS FRONTING A PUBLIC STREET ABOVE HEIGHT OF 36" SHALL NOT BE CONSTRUCTED OUT OF CONCRETE BLOCK AND SHALL BE LANDSCAPED.

NO LANDSCAPE BUFFERS ARE PROVIDED.

SOIL CLASSIFICATIONS
MIMOSA - URBAN LAND COMPLEX (5-25% SLOPES)
MAURY - URBAN LAND COMPLEX (2-7% SLOPES)

ROADWAY CLASSIFICATIONS
EAST TRINITY LANE: T4-R-AB3 LOCAL STREET
EDWIN STREET: LOCAL STREET

REFER TO TRAFFIC IMPACT STUDY, PREPARED BY RPM TRANSPORTATION.

GENERAL NOTES
ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND FAIR HOUSING ACT.

THIS PROPERTY DOES NOT LIE WITHIN AN AREA DESIGNATED AS A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE MAPS (REFER TO CIVIL PLAN).

TRASH AND RECYCLING SERVICES TO BE CONTRACTED BETWEEN THE DEVELOPER/OWNER AND A PRIVATE HAULER FOR ALL UNITS.

USPS MAIL DELIVERY WILL BE PROVIDED BY CENTRALIZED KIOSKS/SMALL ROOMS WITHIN MULTI-FAMILY BUILDING AND BY INDIVIDUAL MAILBOXES SERVICED FROM THE DRIVES AND ROADS FOR OTHER RESIDENTIAL USES.

THE FINAL SITE PLAN BUILDING PERMIT SITE PLAN SHALL DEPICT A MINIMUM 3' CLEAR PATH OF TRAVEL FOR PEDESTRIAN WAYS, INCLUDING PUBLIC SIDEWALKS, AND THE LOCATION OF ALL EXISTING AND PROPOSED OBSTRUCTIONS. PRIOR TO THE ISSUANCE OF USE AND OCCUPANCY PERMITS, EXISTING OBSTRUCTIONS, INCLUDING POWER POLES AND SIGNAGE, WITHIN THE PATH OF TRAVEL SHALL BE RELOCATED TO PROVIDE A MINIMUM OF 5'-0" OF CLEAR ACCESS.

SIDEWALKS ALONG TRINITY LANE AND EDWIN STREET SHALL BE PER MCSP.

STORMWATER UTILITIES/INFRASTRUCTURE:
STORMWATER PLANS FOR THIS DEVELOPMENT TO BE PROVIDED IN A MANNER CONSISTENT WITH THE STORMWATER VOLUME 5.1LD MANUAL. THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES TO INDICATE THE BASIC PREMISE OF THIS DEVELOPMENT AND PROPOSED STORMWATER LOCATIONS AND METHODS. FINAL DETAILS SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF THE SUBMITTAL.

SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY METRO STORMWATER MANAGEMENT MANUAL.

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

ALL ABOVE GROUND UTILITY BOXES/DEVICES WILL BE SCREENED APPROPRIATELY.

ALL PROPOSED NEW PUBLIC UTILITIES AND SERVICES SHALL BE INSTALLED UNDERGROUND.

ALL ACCESS DRIVES AND DRIVEWAYS WITHIN THIS DEVELOPMENT SHALL BE PRIVATE.

ALL PRIVATE DRIVES/ALLEYS MAY BE PAVED WITH PERVIOUS PAVEMENT WITH MATERIAL AND CROSS-SECTION TO BE APPROVED BY METRO PUBLIC WORKS AND ADA STANDARDS.

REFER TO CIVIL DRAWINGS FOR ALL OTHER UTILITIES / EASEMENTS.

PROJECT TOTALS ARE SUBJECT TO COMPLIANCE WITH METRO PARKING REQUIREMENTS

MULTI-FAMILY BUILDINGS
120 UNITS

PARKING:
129 REQUIRED
@ 1 SPACE PER BED
129 TOTAL PROVIDED

TOWNHOMES
25 UNITS MAX
PARKING: PRIVATE GARAGES

SINGLE FAMILY COTTAGES
45 UNITS MAX
PARKING: PRIVATE GARAGES/CARPORTS OR DRIVEWAY

COLOR LEGEND

- MULTI-FAMILY UNITS
- TOWNHOUSE
- AMENITY AREA
- SINGLE FAMILY COTTAGES
- COMMON COURTYARDS
- PROPERTY LINE
- PHASE LINE

VICINITY MAP

ARCHITECTURAL
THE FINAL BUILDING ELEVATIONS SHALL BE SUBMITTED WITH THE FINAL SITE PLAN AND SHALL BE CONSISTENT WITH THE FOLLOWING ARCHITECTURAL STANDARDS:

A. ANY CORNER UNIT/BUILDING SHALL ADDRESS BOTH CORNERS. IT SHALL BE ACCOMPLISHED VIA WRAP AROUND PORCH/WINDOWS, BAY WINDOWS, OR OTHER FACADE PROJECTIONS.

B. FOR TOWNHOMES, COTTAGES AND SINGLE FAMILY HOMES
1. BUILDING FACADES FACING STREET, PROVIDE ONE PRINCIPAL ENTRANCE OR OUTDOOR TERRACE, AND A MINIM 25% GLAZING

C. PROHIBITED MATERIALS: VINYL SIDING AND EIFS (EXTERIOR INSULATED FINISH SYSTEM) IS PROHIBITED ON ALL FACADES UNCOATED CHAIN-LINK FENCING IS PROHIBITED.

D. ALLOWED MATERIALS SHALL INCLUDE, NOT BE LIMITED TO, FIBER CEMENT/TILES SIDING/PANELS, BRICK, STONE, CMU BLOCK AND CONCRETE FOR FOUNDATIONS, AND ARCHITECTURAL SHINGLES OR METAL FOR DECORATIVE SIDING OR SLOPED ROOFING.

ENCROACHMENTS
EXPOSED, COVERED, OR ENCLOSED PORCHES AND DECKS MAY EXTEND INTO FRONT, SIDE, AND BACK SETBACKS OR COMMON SPACE NOT EXCEEDING 4'-0" INTO COMMON SPACE OR 3'-0" FROM PRIVATE LOT PROPERTY LINES.

REFER TO MUNICOE 17.12.040; OTHER SETBACKS FOR ALL OTHER ALLOWABLE ENCROACHMENTS NOT IDENTIFIED ABOVE.

PARKING
FINAL PARKING COUNT SHALL BE SUBJECT TO METRO ZONING PARKING REQUIREMENTS

LANDSCAPE
THE DEVELOPMENT OF THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS FOR METRO ZONING CODE CHAPTER 17.24 ARTICLE 8: TREE PROTECTION AND REPLACEMENT, AND WITH CHAPTER 17.40 ARTICLE X: TREE PROTECTION AND REPLACEMENT PROCEDURES. DETAILED LANDSCAPE ORDINANCE PLAN TO BE SUBMITTED WITH THE FINAL SP SUBMITTAL.

ANY RETAINING WALLS FRONTING A PUBLIC STREET ABOVE HEIGHT OF 36" SHALL NOT BE CONSTRUCTED OUT OF CONCRETE BLOCK AND SHALL BE LANDSCAPED.

NO LANDSCAPE BUFFERS ARE PROVIDED.

SOIL CLASSIFICATIONS
MIMOSA - URBAN LAND COMPLEX (5-25% SLOPES)
MAURY - URBAN LAND COMPLEX (2-7% SLOPES)

ROADWAY CLASSIFICATIONS
EAST TRINITY LANE: T4-R-AB3 LOCAL STREET
EDWIN STREET: LOCAL STREET

REFER TO TRAFFIC IMPACT STUDY, PREPARED BY RPM TRANSPORTATION.

GENERAL NOTES
ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND FAIR HOUSING ACT.

THIS PROPERTY DOES NOT LIE WITHIN AN AREA DESIGNATED AS A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE MAPS (REFER TO CIVIL PLAN).

TRASH AND RECYCLING SERVICES TO BE CONTRACTED BETWEEN THE DEVELOPER/OWNER AND A PRIVATE HAULER FOR ALL UNITS.

USPS MAIL DELIVERY WILL BE PROVIDED BY CENTRALIZED KIOSKS/SMALL ROOMS WITHIN MULTI-FAMILY BUILDING AND BY INDIVIDUAL MAILBOXES SERVICED FROM THE DRIVES AND ROADS FOR OTHER RESIDENTIAL USES.

THE FINAL SITE PLAN BUILDING PERMIT SITE PLAN SHALL DEPICT A MINIMUM 3' CLEAR PATH OF TRAVEL FOR PEDESTRIAN WAYS, INCLUDING PUBLIC SIDEWALKS, AND THE LOCATION OF ALL EXISTING AND PROPOSED OBSTRUCTIONS. PRIOR TO THE ISSUANCE OF USE AND OCCUPANCY PERMITS, EXISTING OBSTRUCTIONS, INCLUDING POWER POLES AND SIGNAGE, WITHIN THE PATH OF TRAVEL SHALL BE RELOCATED TO PROVIDE A MINIMUM OF 5'-0" OF CLEAR ACCESS.

SIDEWALKS ALONG TRINITY LANE AND EDWIN STREET SHALL BE PER MCSP.

STORMWATER UTILITIES/INFRASTRUCTURE:
STORMWATER PLANS FOR THIS DEVELOPMENT TO BE PROVIDED IN A MANNER CONSISTENT WITH THE STORMWATER VOLUME 5.1LD MANUAL. THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES TO INDICATE THE BASIC PREMISE OF THIS DEVELOPMENT AND PROPOSED STORMWATER LOCATIONS AND METHODS. FINAL DETAILS SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF THE SUBMITTAL.

SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY METRO STORMWATER MANAGEMENT MANUAL.

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

ALL ABOVE GROUND UTILITY BOXES/DEVICES WILL BE SCREENED APPROPRIATELY.

ALL PROPOSED NEW PUBLIC UTILITIES AND SERVICES SHALL BE INSTALLED UNDERGROUND.

ALL ACCESS DRIVES AND DRIVEWAYS WITHIN THIS DEVELOPMENT SHALL BE PRIVATE.

ALL PRIVATE DRIVES/ALLEYS MAY BE PAVED WITH PERVIOUS PAVEMENT WITH MATERIAL AND CROSS-SECTION TO BE APPROVED BY METRO PUBLIC WORKS AND ADA STANDARDS.

REFER TO CIVIL DRAWINGS FOR ALL OTHER UTILITIES / EASEMENTS.



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TRINITY LN MULTI-FAMILY & COTTAGES

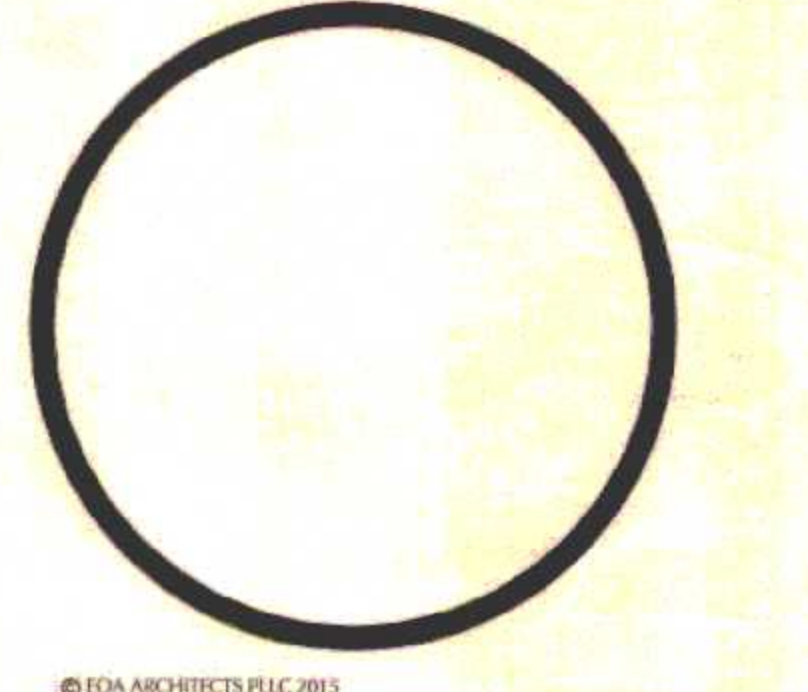
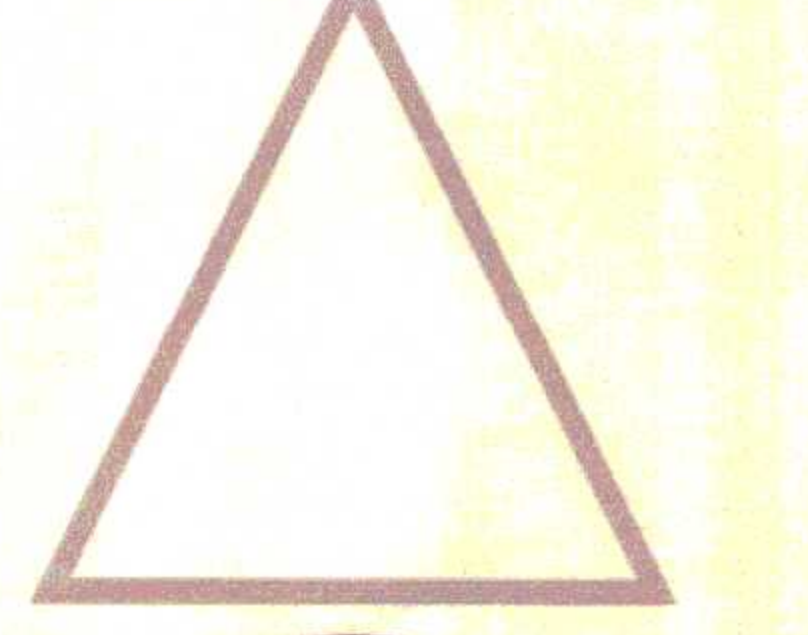
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NASHVILLE TN, 37207

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MPD CASE NO. 2017SP-035-001

SP SUBMITTAL

REVISIONS		
DELTA	ISSUE	DATE



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SITE PLAN

A1.00

015.035.00
31 MAY 2017

1 TRINITY LANE MASTERPLAN

