PROPERTY OWNER: SITE ACREAGE: TAX MAP: PARCEL: FEMA/FIRM MAP

SOUTH HARPETH FARMS LLC PROPERTIES METROPOLITAN EQUITIES L.P. 3810 BEDFORD AVE, #300 NASHVILLE TN 37215 615-271-2700

ZONING INFORMATION EXISTING ZONING EXISTING CCM: PROPOSED ZONING PROPOSED DENSITY MAXIMUM NUMBER OF LOTS MINIMUM OPEN SPACE REQUIRED

PURPOSE NOTE:

THE APPLICANT IS REQUESTING A CHANGE FROM THE CURRENT ZONING OF RS80 AND AR2A DISTRICTS TO SP REGULATING PLAN. THIS REQUEST IS NECESSARY FOR THE IMPLEMENTATION OF A DEVELOPMENT CONSISTENT WITH THE ALLOWED USES AND DEVELOPMENT STANDARDS OUTLINED WITHIN THIS DOCUMENT.

2020SP-034-001

DAVE ROSENBERG

SOUTH HARPETH FARMS

153, 154, 155, 168,169

Jay Easter RLA, AICP

315 WOODLAND STREET

AR2A, RS80, AND RS40

REGULATING PLAN S.P.

NASHVILLE TN 37206

615-244-8591

T2 RM & C0

.40 DU/AC

449

72%

METROPOLITAN EQUITIES L.P.

SOUTH HARPETH FARMS LLC PROPERTIES &

06, 08, 12, 12, 20, 29, 36, 37, 38, 40, 41, 70, 201, 298

47037C0316H, 47037C0317H, & 47037C0336H

PROJECT LANDSCAPE ARCHITECT/PLANNER

35TH

1,119± AC

THIS REQUEST IS NECESSARY FOR THE IMPLEMENTATION OF A RESIDENTIAL NEIGHBORHOOD CONSISTENT WITH THE DENSITY AND OPEN SPACE REQUIREMENTS OF THE UNDERLYING ZONING DISTRICTS TO PROVIDE SMALLER LOTS AND STANDARDS THAT BETTER WORK WITH THE EXISTING CONDITIONS. THIS REQUEST WILL MINIMIZE DISTURBANCE WHILE PRESERVING SIGNIFICANT OPEN SPACE.

GENERAL PLAN CONSISTENCY NOTE:

THE PROPOSED PLAN HELPS MAINTAIN THE CHARACTERISTICS OF THE T2 RURAL TRANSECT CATEGORY FOUND IN THE NASHVILLE NEXT GENERAL PLAN.

1. PREDOMINANTLY AGRICULTURAL AND LOW DENSITY RESIDENTIAL - SOUTH HARPETH FARMS WILL BE A LOW-DENSITY RESIDENTIAL NEIGHBORHOOD. THE REGULATORY PLAN ESTABLISHES A MAXIMUM DENSITY OF .44 UNITS PER ACRE.

2. SPARSELY DEVELOPED - THE HOMES WILL BE PLACED ALONG THE RIDGE TOPS AND WITHIN THE VALLEY OF THE FARM TOTALING ABOUT 30% OF THE SITE. THIS WILL PRESERVE THE REMAINING 70% OF THE

3. LOW DENSITY RURAL DEVELOPMENT PATTERN - THE MAXIMUM DENSITY SHALL BE .5 UNITS PER ACER AND THE DEVELOPMENT PATTERN WILL INCORPORATE ELEMENTS OF A "RURAL DEVELOPMENT PATTERN" VIA THE USE OF FLAG LOTS AND NON-TRADITIONAL OR IRREGULARLY SHAPED LOTS.

4. SINGLE FAMILY HOMES - THE NEIGHBORHOOD WILL CONTAIN SINGLE-FAMILY DETACHED HOMES AND COMPLIMENTARY ACCESSORY USES. THE USES SHALL BE BE PERMITTED AND REGULATED IN THE AR2A AND RS80 DISTRICTS AS MODIFIED IN THE REGULATORY SP.

5. NATURAL AND RURAL COUNTRYSIDE- THIS PLAN WILL PRESERVE THE NATURAL AND RURAL COUNTRYSIDE FROM THE SURROUNDING ROADS - THE PROPERTY'S ROADWAY FRONTAGE WILL REMAIN PRIMARILY UNDEVELOPED THUS BEING CONSISTENT WITH THE ADJACENT DEVELOPMENT PATTERN. FURTHERMORE, 70%+/- OF THE SITE WILL BE PRESERVED IN OPEN SPACE.

6. SHOULDER AND DITCH OR SWALE, NO CURB OR SIDEWALK - THE PROPOSED MODIFIED ROADWAY CROSS-SECTION FOR THE DEVELOPMENT WILL UTILIZE SHOULDER AND DITCH OR SWALES WITH NO CURB AND GUTTER ALONG THE HILLSIDE AND RIDGE TOPS.

7. CURVILINEAR STREETS, GREENWAYS, AND MULTI-USE PATH - THE STREET NETWORK IS MORE CURVILINEAR VS A MORE TRADITIONAL GRIDDED URBAN DEVELOPMENT. GREENWAYS AND MULTI-USE PATHS MAY BE CONSTRUCTED WITHIN THE OPEN SPACE AND CONSERVATION LAND.

8. LOW LOT COVERAGE- THE LOTS, HOMES, AND ROADS THROUGHOUT THE NEIGHBORHOOD WILL BE CONCENTRATED ALONG THE RIDGETOPS AND VALLEYS IN AREAS WHERE THE SLOPE IS LESS THAN 25%. CONCENTRATING/CLUSTERING THE DEVELOPMENT WITHIN THESE AREAS WILL MINIMIZE THE OVERALL LOT COVERAGE OF THE PROPERTY AND ALLOW THE OWNER TO SET ASIDE OVER 70% OF THE SITE TO COMMON OPENSPACE/ NATURAL PRESERVATION AREA.

9. DEEP AND VARYING SETBACKS - THE REGULATORY PLAN ESTABLISHES A 300' BUILDING SETBACK FROM ALL EXISTING ROADWAYS IDENTIFIED ON THE REGULATORY PLAN. ALSO, INTERNALLY THE BUILDING SETBACKS WILL VARY DEPENDING ON THE LOT SHAPE AND BUILDING PAD LOCATION. THE MINIMUM SETBACK SHALL BE 15' FROM THE ROW WITH A 25' GARAGE SETBACK ALONG THE RIDGE TOPS IN ORDER TO MINIMIZE THE DEVELOPMENT IMPACT. ALSO FLAG LOTS AND MORE IRREGULARLY SHAPED LOTS ARE ALLOWED IN ORDER TO PROVIDED FLEXIBLITY IN DESIGN. BUILDING SETBACK ON THESE LOTS MAY VARY AND WILL BE DETERMINED BY THE EXACT LOCATION OF THE PROPOSED BUILDING PAD.

10. LOW RISE DEVELOPMENT - THE REGULATORY PLAN ESTABLISHES A MAXIMUM BUILDING HEIGHT OF 35'

REGULATING PLAN TEXT

USES PERMITTED

POND/LAKE

1. SINGLE-FAMILY 2. GREENWAY 3. PARK

4. AGRICULTURAL ACTIVITY 5. CEMETERY

6. SAFETY SERVICES

ACCESSORY USE 1. ACCESSORY APARTMENT 2. GARAGE SALE 3. LEASING/SALES OFFICE 4. STABLE 5. COMMUNITY GARDENING (NONCOMMERCIAL)

ANY UTILITY INFRASTRUCTURE NECESSARY TO ACCOMMODATE THE PROPOSED DEVELOPMENT

BULK REQUIREMENTS

DEVELOPMENT OF THE COMMUNITY WILL BE GUIDED BY THE REGULATORY PLAN TEXT, AND THE USE DESCRIPTIONS PROVIDED. DEVELOPMENT OF PARCELS WILL FOLLOW THE PROVISIONS OF DIMENSIONAL REGULATIONS AND ACCESS & CIRCULATION CONDITIONS PROVIDED BELOW. THE DEVELOPMENT AREA IS DESIGNATED WITH A REFERENCED DISTRICT, REFERRING TO A ZONING DISTRICT IN THE METRO ZONING ORDINANCE. OTHER RESTRICTIONS NOT SPECIFICALLY ADDRESS HERE OR ELSEWHERE IN THE AGREEMENT (AND ITS ATTACHMENTS), INCLUDING BUT NOT LIMITED TO SETBACKS, SIDE AND REAR YARDS, MINIMUM LOT AREA. MINIMUM WIDTH, MINIMUM DEPTH, ACCESSORY USES AND PARKING AND LOADING SHALL BE AS DEFINED IN THE ZONING ORDINANCE AS APPLICABLE TO THE REFERENCED DISTRICT FOR THE PARTICULAR PARCEL IN QUESTION. WHERE PROVISION OF THIS AGREEMENT CONFLICT WITH THE ABOVE REFERENCED ORDINANCE, THESE PROVISIONS SHALL APPLY.

THE PROPOSED SP ZONING DISTRICT INCLUDES ALTERNATIVE DEVELOPMENT STANDARDS FOR A RESIDENTIAL SUBDIVISION. SUBDIVISIONS IN SP ZONING DISTRICTS ARE NOT EXEMPT FROM METRO'S SUBDIVISION REGULATION THE APPLICANT AGREES TO COMPLY WITH THE SUBDIVISION REGULATIONS IN EFFECT AT THE TIME THE FINAL SP IS SUBMITTED AND DEVELOPMENT OCCURS.

1. MAXIMUM DENSITIES: DWELLING UNITS PER ACRE (DUA) FOR THE PROPERTY SHALL BE AS

.40 DUA (449 HOMES) SINGLE FAMILY DETACHED HOMES

2. MINIMUM BUILDING SETBACKS

 MINIMUM BUILDING SETBACK FROM HWY. 100 SHALL BE 300' MINIMUM BUILDING SETBACK FROM S. HARPETH ROAD SHALL BE MINIMUM BUILDING SETBACK FROM GRIFFITH ROAD SHALL BE 300'

3. MINIMUM BUILDING SETBACK FROM INTERNAL NEIGHBORHOOD ROADS

 FRONT YARD SETBACK SHALL BE 15' - ALLEY LOADED HOMES 15' - FRONT LOADED HOME 15' - RIDGE TOP HOMES GARAGES SHALL BE SETBACK 20' - FROM ALLEYS 10' - BEHIND PRIMARY FACADE

25' - FROM PUBLIC ROW MINIMUM SIDE-YARD SETBACK SHALL BE

 MINIMUM REAR YARD SETBACK SHALL BE 20' - ALLEY LOADED HOMES 20' - FRONT LOADED HOMES 5' - RIDGE TOP HOMES HOMES WITH BALCONIES AND/OR PORTICOS MAY ENCROACH INTO FRONT YARD SETBACK NO MORE

5' OR 20' • MINIMUM SETBACK FROM PUBLIC OR PRIVATE ALLEY 4. MAXIMUM BUILDING HEIGHTS SHALL BE AS FOLLOWS ALL USES 35' MAX

5. MINIMUM LOT SIZE ALLEY LOADED HOMES (35'-50'x100'-145') FRONT LOADED HOMES (50'-80' x 75'-120')

RIDGE TOP HOMES

6. LOT LAYOUT

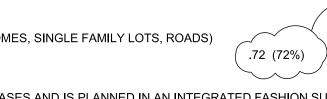
DIVERSITY AND AN IRREGULAR LOT LAYOUTS (FLAG LOTS) ARE ALLOWED

7. MINIMUM LOT FRONTAGE

8. MINIMUM OPEN SPACE

 OPEN SPACE RATIO (I.E. AREAS EXCLUDING OF HOMES, SINGLE FAMILY LOTS, ROADS) SHALL BE A MINIMUM OF

(50'-80' X 75'-120')



5,000 SF

6,000 SF

6,000 SF

• IN THE EVENT THAT AN AREA IS DEVELOPED IN PHASES AND IS PLANNED IN AN INTEGRATED FASHION SUCH AS A UNIFIED DEVELOPMENT, EACH INDIVIDUAL PHASE DOES NOT HAVE TO ACHIEVE THE MINIMUM OPEN SPACE REQUIREMENT ON ITS OWN, SO LONG AS THE ENTIRE AREA COMPLIES WITH THE MINIMUM OPEN SPACE REQUIRE SET FORTH ABOVE.

ROAD, ACCESS, AND CIRCULATION

1. HIGHWAY 100 AT HIGHWAY 96

 THE INTERSECTION OF HIGHWAY 100 AT HIGHWAY 96 IS EXPECTED TO MEET THE METRO NASHVILLE-DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS POLICY GOAL FOR LEVEL OF SERVICE AFTER THE SOUTH HARPETH FARMS DEVELOPMENT IS COMPLETE.

2. HIGHWAY 100 AT SOUTH HARPETH ROAD / OLD HARDING PIKE

 BASED ON THE INTERSECTION CAPACITY ANALYSIS LEVEL OF SERVICE RESULTS AND THE TURN LANE NEED ANALYSIS FOR THIS INTERSECTION, AN EASTBOUND LEFT TURN LANE, WESTBOUND RIGHT TURN LANE AND A SOUTHBOUND RIGHT TURN LANE SHOULD BE INSTALLED. THE TURN LANES SHOULD PROVIDE STORAGE AND TAPER LENGTHS BASED ON GUIDANCE FROM THE MUTCD. AASHTO AND TDOT.

• A TDOT GRADING PERMIT WILL BE REQUIRED FOR CONSTRUCTION OF THE TURN LANES AT THE INTERSECTION OF HIGHWAY 100 AND SOUTH HARPETH ROAD / OLD HARDING PIKE.

TRAFFIC OPERATIONS AT THE INTERSECTION OF HIGHWAY 100 AND SOUTH HARPETH ROAD/OLD HARDING PIKE ARE EXPECTED TO OPERATE AT LEVEL OF SERVICE F IN THE A.M. AND P.M. PEAK HOUR. ON ARTERIAL ROADS WITH HIGH PEAK HOUR TRAFFIC VOLUMES, IT IS AN EXPECTED OPERATIONAL CHARACTERIZATION THAT MANY MINOR STREET APPROACHES TO STOP-CONTROLLED INTERSECTIONS WILL INCUR DELAYS DURING PEAK HOURS RESULTING IN LEVELS OF SERVICE E OR F.

• TRAFFIC SIGNAL WARRANTS ARE NOT PROJECTED TO BE MET AT THE INTERSECTION PRIOR TO THE YEAR 2030 WITH THE CONSTRUCTION OF THE SOUTH HARPETH FARMS DEVELOPMENT.

3. HIGHWAY 100 AT OLD HARDING PIKE

 TRAFFIC OPERATIONS AT THE INTERSECTION OF HIGHWAY 100 AND OLD HARDING PIKE IS EXPECTED TO OPERATE AT LEVEL OF SERVICE F IN THE A.M. AND P.M. PEAK HOUR. ON ARTERIAL ROADS WITH HIGH PEAK HOUR TRAFFIC VOLUMES, IT IS AN EXPECTED OPERATIONAL CHARACTERIZATION THAT MANY MINOR STREET APPROACHES TO STOP-CONTROLLED INTERSECTIONS WILL INCUR DELAYS DURING PEAK HOURS RESULTING IN LEVELS OF SERVICE E OR F.

 BASED ON THE INTERSECTION CAPACITY ANALYSIS LEVEL OF SERVICE RESULTS AND THE TURN LANE NEED ANALYSIS FOR THIS INTERSECTION. THE ADDITION OF AN EASTBOUND LEFT TURN LANE IS NOT WARRANTED FOR THIS LOCATION. A WESTBOUND RIGHT TURN LANE ON HIGHWAY 100 IS PROVIDED AT THIS INTERSECTION.

4. HIGHWAY 100 AT MCCRORY LANE

 AN EASTBOUND LEFT TURN LANE AND A WESTBOUND RIGHT TURN LANE SHOULD BE INSTALLED. THE TURN LANES SHOULD PROVIDE STORAGE AND TAPER LENGTHS REQUIRED BY MUTCD, AASHTO AND

• THE TRAFFIC SIGNAL SHOULD BE MODIFIED TO INCLUDE A SOUTHBOUND RIGHT-TURN OVERLAP PHASE AND A WESTBOUND RIGHT-TURN OVERLAP PHASE. A TRAFFIC SIGNAL MODIFICATION PLAN SHOULD BE SUBMITTED AS PART OF THE SITE PLANS FOR APPROVAL BY THE METRO TRAFFIC ENGINEER.

• WITH THE ABOVE IMPROVEMENTS IMPLEMENTED, TRAFFIC OPERATIONS AT THE INTERSECTION OF HIGHWAY 100 AND MCCRORY LANE IS EXPECTED TO OPERATE AT LEVEL OF SERVICE F IN THE A.M. AND P.M. PEAK HOUR. ROADWAY SEGMENT AND CAPACITY IMPROVEMENTS INCLUDING BUT NOT LIMITED TO ADDITIONAL THROUGH LANES ON HIGHWAY 100 WILL BE NECESSARY TO PROVIDE ACCEPTABLE LEVELS OF SERVICE AT THIS INTERSECTION.

5. OLD HARDING PIKE AT LEWIS ROAD

THE INTERSECTION IS EXPECTED TO MEET THE METRO NASHVILLE-DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS POLICY GOAL FOR LEVEL OF SERVICE AFTER THE SOUTH HARPETH FARMS DEVELOPMENT IS COMPLETE.

6. LEWIS ROAD AT GRIFFITH ROAD

THE INTERSECTION IS EXPECTED TO MEET THE METRO NASHVILLE-DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS POLICY GOAL FOR LEVEL OF SERVICE AFTER THE SOUTH HARPETH FARMS DEVELOPMENT IS COMPLETE.

 THE SIGHT DISTANCE FOR A PROPOSED ENTRANCE IS NOT ADEQUATE AT THIS INTERSECTION. THE EXISTING HORIZONTAL CURVE AND VEGETATION TO THE SOUTH OF THE INTERSECTION OBSTRUCT THE LINE OF SIGHT FOR VEHICLES TURNING LEFT FROM GRIFFITH ROAD. IT IS RECOMMENDED THAT THE OBSTRUCTIONS BE ELIMINATED BY REMOVING EXISTING VEGETATION ALONG GRIFFITH ROAD.

7. MCCRORY LANE AT LEWIS ROAD

 BASED ON THE INTERSECTION CAPACITY ANALYSIS LEVEL OF SERVICE RESULTS AND THE TURN LANE NEED ANALYSIS FOR THIS INTERSECTION, A SOUTHBOUND RIGHT TURN LANE SHOULD BE INSTALLED. THE TURN LANE SHOULD PROVIDE STORAGE AND TAPER LENGTHS BASED ON WHAT IS FEASIBLE ON SITE AND BASED ON GUIDANCE BY MUTCD, AASHTO AND TDOT. THE ADDITION OF A NORTHBOUND LEFT TURN LANE IS NOT WARRANTED FOR THIS LOCATION.

• TRAFFIC OPERATIONS AT THE INTERSECTION OF MCCRORY LANE AND LEWIS ROAD IS EXPECTED TO OPERATE AT LEVEL OF SERVICE F IN THE A.M. AND P.M. PEAK HOUR. ON ARTERIAL ROADS WITH HIGH PEAK HOUR TRAFFIC VOLUMES, IT IS AN EXPECTED OPERATIONAL CHARACTERIZATION THAT MANY MINOR STREET APPROACHES TO STOP-CONTROLLED INTERSECTIONS WILL INCUR DELAYS DURING PEAK HOURS RESULTING IN LEVEL OF SERVICE E OR F.

• THE EXISTING SIGHT DISTANCE FOR VEHICLES TURNING LEFT OFF LEWIS ROAD IS OBSTRUCTED BY THE EXISTING HORIZONTAL CURVE AND VERTICAL CURVE TO THE SOUTH OF THE INTERSECTION. IT IS RECOMMENDED THAT THE OBSTRUCTIONS BE ELIMINATED, IF POSSIBLE, OR MITIGATED WITH ADVISORY SIGNAGE IF THE OBSTRUCTION CANNOT BE ELIMINATED.

8. HIGHWAY 100 AT PROJECT ACCESS

• BASED ON THE INTERSECTION CAPACITY ANALYSIS LEVEL OF SERVICE RESULTS AND THE TURN LANE NEED ANALYSIS FOR THIS INTERSECTION, AN EASTBOUND LEFT TURN LANE AND A WESTBOUND RIGHT TURN LANE SHOULD BE INSTALLED. THE TURN LANES SHOULD PROVIDE STORAGE AND TAPER LENGTHS REQUIRED BY MUTCD, AASHTO AND TDOT.

• TRAFFIC SIGNAL WARRANTS ARE NOT PROJECTED TO BE MET AT THE INTERSECTION PRIOR TO THE YEAR 2030 WITH THE CONSTRUCTION OF THE SOUTH HARPETH FARMS DEVELOPMENT.

• A TDOT GRADING PERMIT WILL BE REQUIRED FOR CONSTRUCTION OF THE TURN LANES AT THE INTERSECTION OF HIGHWAY 100 AND PROJECT ACCESS.

• TRAFFIC OPERATIONS AT THE INTERSECTION OF HIGHWAY 100 AND PROJECT ACCESS ARE EXPECTED TO OPERATE AT LEVEL OF SERVICE F IN THE A.M. AND P.M. PEAK HOURS WITHOUT THE INSTALLATION OF A TRAFFIC SIGNAL. ON ARTERIAL ROADS WITH HIGH PEAK HOUR TRAFFIC VOLUMES, IT IS AN EXPECTED OPERATIONAL CHARACTERIZATION THAT MANY MINOR STREET APPROACHES TO STOP-CONTROLLED INTERSECTIONS WILL INCUR DELAYS DURING PEAK HOURS RESULTING IN LEVEL OF SERVICE E OR F.

• THE PROJECT ACCESS SHOULD BE INSTALLED PER TDOT STANDARD DRAWING RP-D-15 WITH A MINIMUM OF TWO EGRESS LANES AND ONE INGRESS LANE.

• THE EXISTING HORIZONTAL CURVE AND EXISTING BERMS TO THE EAST OF THE INTERSECTION MAY OBSTRUCT THE LINE OF SIGHT FOR VEHICLES TURNING RIGHT FROM THE PROJECT ACCESS. A DETAILED EVALUATION OF AVAILABLE SIGHT DISTANCE WILL BE NECESSARY TO ESTABLISH THE FINAL LOCATION OF THE PROJECT ACCESS AND OBSTRUCTIONS TO THE INTERSECTION SIGHT DISTANCE WILL NEED TO BE ELIMINATED PRIOR TO THE CONSTRUCTION OF THE INTERSECTION.

9. SOUTH HARPETH ROAD AT PROJECT ACCESS

• BASED ON THE INTERSECTION CAPACITY ANALYSIS LEVEL OF SERVICE RESULTS AND THE TURN LANE NEED ANALYSIS FOR THIS INTERSECTION, TURN LANES ON SOUTH HARPETH ROAD ARE NOT WARRANTED FOR THIS LOCATION.

• THE INTERSECTION OF THE PROJECT ACCESS TO SOUTH HARPETH ROAD IS EXPECTED TO MEET THE METRO NASHVILLE-DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS POLICY GOAL FOR LEVEL OF SERVICE.

• THE PROJECT ACCESS SHOULD BE INSTALLED PER METRO PUBLIC WORKS STANDARD DRAWING ST-324 WITH A MINIMUM OF ONE EGRESS LANE AND ONE INGRESS LANE.

• THE EXISTING HORIZONTAL CURVE AND ROCK EMBANKMENT TO THE SOUTH OF THE INTERSECTION WILL OBSTRUCT THE LINE OF SIGHT FOR VEHICLES TURNING FROM THE PROJECT ACCESS ONTO SOUTH HARPETH ROAD. A DETAILED EVALUATION OF AVAILABLE SIGHT DISTANCE WILL BE NECESSARY TO ESTABLISH THE FINAL LOCATION OF THE PROJECT ACCESS AND OBSTRUCTIONS TO THE INTERSECTION SIGHT DISTANCE WILL NEED TO BE ELIMINATED OR MITIGATED PRIOR TO THE CONSTRUCTION OF THE INTERSECTION.

10. GRIFFITH ROAD AT PROJECT ACCESS

• BASED ON THE INTERSECTION CAPACITY ANALYSIS LEVEL OF SERVICE RESULTS AND THE TURN LANE NEED ANALYSIS FOR THIS INTERSECTION, TURN LANES ON GRIFFITH ROAD ARE NOT WARRANTED FOR THIS LOCATION.

• THE INTERSECTION OF THE PROJECT ACCESS TO GRIFFITH ROAD IS EXPECTED TO MEET THE METRO NASHVILLE-DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS POLICY GOAL FOR LEVEL OF

• THE PROJECT ACCESS SHOULD BE INSTALLED PER METRO PUBLIC WORKS STANDARD DRAWING ST-324 WITH A MINIMUM OF ONE EGRESS LANE AND ONE INGRESS LANE.

• THE INTERSECTION IS EXPECTED TO PROVIDE THE MINIMUM SIGHT DISTANCE REQUIRED BY AASHTO. HOWEVER, DURING THE DESIGN OF THE INTERSECTION, THE AVAILABLE SIGHT DISTANCE SHOULD BE CONFIRMED AND ANY OBSTRUCTIONS TO THE INTERSECTION SIGHT DISTANCE SHOULD BE IDENTIFIED AND ELIMINATED OR MITIGATED.

11. DRIVEWAY ACCESS EASEMENT

A 20' INGRESS/EGRESS EASEMENT SHALL BE PROVIDED TO MAP 168 PARCEL 50, TO ALLOW FOR DRIVEWAY CONNECTION TO THE FUTURE DEVELOPMENT, AS ILLUSTRATED ON THE REGULATOR SP DOCUMENT. THE EXACT LOCATION OF THE EASEMENT SHALL BE FINALIZED AND RECORDED WITH THE APPROVAL OF THE FINAL SP.

GENERAL NOTES

REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT. HTTP://WWW.ADA.ORG

US JUSTICE DEPT: HTTP://WWW.JUSTICE.GOV/CRT/HOUSE/FAIRHOUSING/ABOUT_FAIRHOUSINGACT.HTML

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 DEPT. OF WATER SERVICES.

FIRE DEPT. NOTE: FIRE-FLOW SHALL MEET THE REQUIREMENTS OF THE INTERNATIONAL FIRE CODE -2012 EDITION, AS AMENDED.

PRELIMINARY PLAN NOTE: MINOR MODIFICATIONS TO THIS 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 THIS ENACTING ORDINANCE, OR ADD VEHICULAR ACCESS POINTS NOT CURRENTLY PRESENT OR APPROVED.

FEMA NOTE: THE PROPERTY LIES WITHIN AN AREA DESIGNATED AS ZONE X (UNSHADED) AS SAID TRACTS PLOTS BY SCALED APPROXIMATION ON FEMA/FIRM MAP UNDER 47037C0291F. 4703C0292F. &47037C0294F, DATED APRIL 05, 2017 ON THE FLOOD INSURANCE RATE MAPS FOR NASHVILLE, DAVIDSON COUNTY, TENNESSEE

AF INFORM TI INFOVIDED BY H & H LAND SURVEY NOTE: BOUNDARY I D STYRNA, JENNY SSEE 37167 PHONE (615) FORWATION TAKEN FROM METRO SURVEYING, INC. MICHAEL V. H 831-0756/ E-MAIL HANDHLAND@B NASHVILLE GIS.

CLEARANCE FOR FIRE TRUCK ACCESS: 20 FEET OF UNOBSTRUCTED AREA MUST BE MAINTAINED ALONG PUBLIC OR PRIVATE STREETS, INCLUDING ANY ALLEY FOR FIRE TRUCK ACCESS, UNLESS STREET IS A DIVIDED ROAD.

CUL-DE-SACS: ANY CUL-DE-SAC LONGER THAN 150' MUST HAVE A TURNAROUND APPROVED BY THE FIRE MARSHAL FOR FIRE TRUCK TURNAROUND, WITH A LANDSCAPED OPEN SPACE IN THE CENTER (SPECIFIC DIMENSIONS TO BE DETERMINED). MAXIMUM CUL-DE-SAC LENGTH IS 750', MEASURED FROM FIRST INTERSECTING STREET TO END OF CUL-DE-SAC. CUL-DE-SACS LONGER THAN 750' MAY BE REQUIRED TO INCLUDE MID-BLOCK TRAFFIC CALMING DEVICES APPROVED BY METRO PUBLIC WORKS.

STREAM BUFFER NOTE: STREAM BUFFERS SHALL BE PROVIDED PER STATE/LOCAL REQUIREMENTS.

10. CULVERT/DRIVEWAY NOTE: SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANUAL. (MINIMUM DRIVEWAY CULVERT IN METRO ROW IS 15" CMP).

STORMWATER QUALITY AND QUANTITY REQUIREMENT INCLUDING THE LOCATION AND SIZING OF PERMANENT STORMWATER MANAGEMENT PRACTICES WILL BE IN COMPLIANCE WITH APPLICABLE REGULATIONS AT THE TIME OF FINAL SP AND CONSTRUCTION PLAN SUBMITTAL.

12. SIDEWALK NOTE: A MINIMUM 5' SIDEWALK AND 4' PLANTING STRIP SHALL BE PROVIDED ALONG STREET FRONTAGES AS ILLUSTRATED ON THE ROADWAY CROSS-SECTIONS ON SHEET C1.3

. THE FINAL SITE PLAN/ BUILDING PERMIT SITE PLAN SHALL DEPICT THE REQUIRED PUBLIC SIDEWALKS. ANY REQUIRED GRASS STRIP OR FRONTAGE ZONE AND THE LOCATION OF ALL EXISTING AND PROPOSED VERTICAL OBSTRUCTIONS WITHIN THE REQUIRED SIDEWALK AND GRASS STRIP OR FRONTAGE ZONE. PRIOR TO THE ISSUANCE OF USE AND OCCUPANCY PERMITS. EXISTING VERTICAL OBSTRUCTIONS SHALL BE RELOCATED OUTSIDE OF THE REQUIRED SIDEWALK. VERTICAL OBSTRUCTIONS ARE ONLY PERMITTED WITHIN THE REQUIRED GRASS STRIP OR FRONTAGE

THAT A DETAILED GEOTECHNICAL REPORT WILL BE PROVIDED WITH EACH SET OF CONSTRUCTION DOCUMENTS EVALUATING THE SOILS AND SLOPE STABILITY AS RELATES TO THE CONSTRUCTION DOCUMENTS, AND THE REPORT WILL INCLUDE RECOMMENDATIONS AND REMEDIATION WHERE NECESSARY. THE DEVELOPER WILL PROVIDE PRIVATE MONITORING OF CUT AND FILL OPERATIONS AND PROVIDE REPORTS TO PUBLIC WORKS DOCUMENTING COMPLIANCE WITH ALL RECOMMENDATIONS OF THE GEOTECHNICAL REPORT.

FINAL CONSTRUCTIONS PLANS SHALL COMPLY WITH THE DESIGN REGULATIONS ESTABLISHED BY THE DEPARTMENT OF PUBLIC WORKS. FINAL DESIGN AND IMPROVEMENTS MAY VARY BASED ON ACTUAL FIELD CONDITIONS.

. NON-STANDARD AND DITCH CROSS SECTIONS ARE ONLY TO BE USED IN AREAS OF EXTREME TOPOGRAPHY WHERE APPROVED BY THE PUBLIC WORKS DEPARTMENT.

THE BUFFER ALONG WATERWAYS WILL BE AN AREA WHERE THE SURFACE IS LEFT IN A NATURAL STATE AND IS NOT DISTURBED BY CONSTRUCTION ACTIVITY. THIS IS IN ACCORDANCE WITH THE STORMWATER MANAGEMENT MANUAL VOLUME 1 - REGULATIONS

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

LANDSCAPE/BUFFER REQUIREMENTS

A PRIVACY FENCE AND SUPPLEMENTAL EVERGREEN PLANT MATERIAL SHALL BE INSTALLED ALONG THE EAST BOUNDARY LINE ADJACENT TO MAP 155 PARCEL 255 AS NOTED ON THE REGULATORY SP PLAN SHEET SHEET 2.0

A 20' LANDSCAPE PRESERVATIONS BUFFER SHALL BE MAINTAINED AROUND THE PROPERTY BOUNDARY. THIS BUFFER MAY ONLY BE DISTURBED TO ALLOW FOR ROW AND UTILITY CROSSING

ARCHITECTURAL DESIGN STANDARD

. BUILDING WALLS SHALL BE FINISHED IN FIBER CEMENT SHAKES/SIDING, VERTICAL AND/OR LAP SIDING, OR MASONRY

2. ROOFS SHALL BE CLAD IN ASPHALT DIMENSIONAL SHINGLES, METAL, OR TPO.

3. STRUCTURES SHALL HAVE A COMPLEMENTARY DESIGN WITH REGARDS TO COLOR AND ARCHITECTURAL DESIGN.

4. ELEMENTS, BUILDING FACADES FRONTING A STREET SHALL PROVIDE A MINIMUM OF ONE PRINCIPAL ENTRANCE.

5. (DOORWAY) AND A MINIMUM OF 25% GLAZING.

6. WINDOWS SHALL BE VERTICALLY ORIENTED AT A RATIO OF 2:10R GREATER, EXCEPT FOR DORMERS.

7. EIFS. VINYL SIDING, ALUMINUM SIDING, AND UNTREATED WOOD SHALL BE PROHIBITED.

8. PORCHES SHALL PROVIDE A MINIMUM OF SIX FEET OF DEPTH.

9. ALL LIGHT FIXTURES ARE REQUIRED TO BE "DARK SKY FRIENDLY" FIXTURES AND HAVE FULLY SHIELDED LIGHT SOURCES (FULL CUT-OFF) SO THAT LIGHT EMITTED FROM THE FIXTURE, DIRECTLY OR INDIRECTLY, IS PROJECTED BELOW A HORIZONTAL PLANE THROUGH THE LOWEST POINT OF THE FIXTURE WHERE LIGHT IS EMITTED.

FIRE MARSHALL

DETAILS ON ACCESS ROAD, ROAD GRADES, FIRE HYDRANT FLOWS & LOCATIONS, SIZE AND TYPE OF PROPOSED UNITS SHALL MEET ALL FIRE MARSHALL REQUIREMENTS AND BE SUBMITTED TO FIRE MARSHALL AT FINAL SP FOR REVIEW AND APPROVAL.

EMERGENCY ACCESS EASEMENT SHALL MEET FIRE MARSHALL'S REQUIREMENTS: 20' MINIMUM PAVEMENT WIDTH CAPABLE OF SUPPORTING 75,000 LB. MAXIMUM ALLOWABE GRADE FOR EMERGENCY ACCESS FOR FIRE ROUT 10% DETAIL PLANS AND ENGINEERING ANALYSIS FOR EMERGENCY ACCESS SHALL BE SUBMITTED TO FIRE MARSHALL FOR REVIEW AND APPROVAL WITH FINAL SP.

OPEN SPACE PRESERVATION NOTE

THE 800 +/- ACRES BEING PRESERVED INTO PERPETUITY WILL BE ACCOMPLISHED THROUGH A BINDING LEGAL MECHANISM (E.G. DEED RESTRICTION OR CONVEYANCE TO CONSERVATION ORGANIZATION, ETC) TO PROHIBIT COMMERCIAL OR RESIDENTIAL DEVELOPMENT, BU WOULD NOT FORECLOSE PUBLIC OR PRIVATE ROADWAY ACCESS USE OR CONSTRUCTION, PUBLIC OR PRIVATE UTILITY ACCESS USE OR CONSTRUCTION, PUBLIC OR PRIVATE RECREATIONAL ACTIVITIES, AND THE CONSTRUCTION AND MAINTENANCE OF ANCILLARY FACILITIES RELATED TO ENJOYING THE OUTDOORS, INCLUDING, BUT NOT LIMITED TO, HIKING, HUNTING, FISHING, WILDLIFE VIEWING, TRAIL RIDING OR OTHER SIMILAR ACTIVITIES AND WOULD BE ACHIEVED IN A MANNER SUBJECT TO THE REASONABLE APPROVAL OF THE EXECUTIVE DIRECTOR OF THE PLANNING DEPARTMENT, UPON FINAL SITE PLAN APPROVAL.

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