

SP REGULATORY PLAN FOR SOUTH HARPETH FARMS (SP) SOUTH HARPETH FARMS LLC PROPERTIES & METROPOLITAN EQUITIES, L.P. CASE NO.: 2020SP-034-001

CONTACTS

OWNER/DEVELOPER

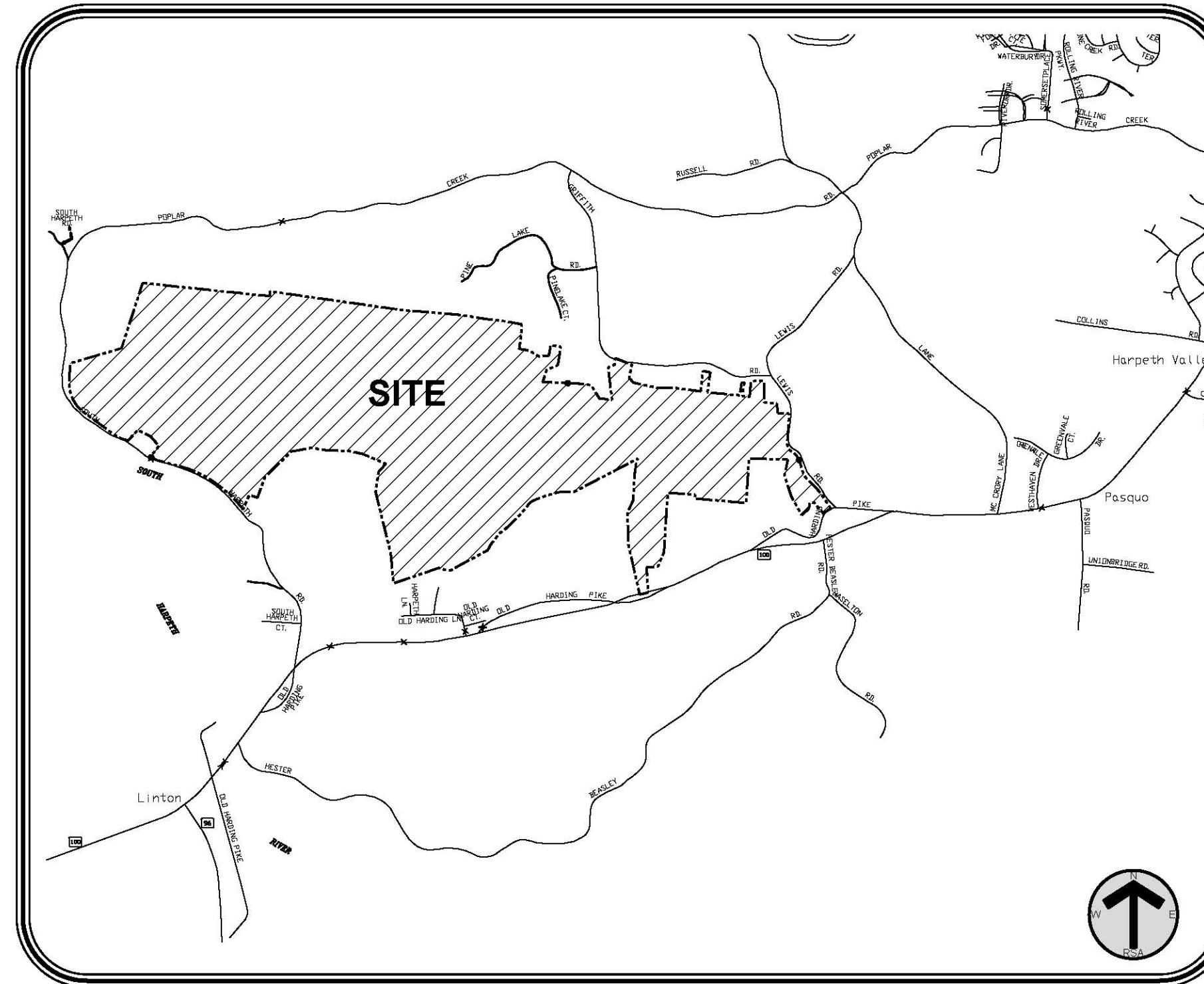
SOUTH HARPETH FARMS LLC PROPERTIES &
METROPOLITAN EQUITIES, L.P.
3810 BEDFORD AVE #300 NASHVILLE, TN 37215
(615) 271-2700
BOB.FREEMAN@FREEMANWEBB.COM

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315 WOODLAND STREET
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RAGAN SMITH ASSOCIATES
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(615) 244-8591
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LOCATION MAP
NOT TO SCALE

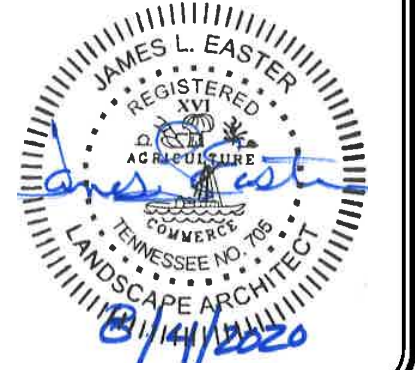
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CVR COVER SHEET

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SOUTH HARPETH FARMS (SP)
FOR
SOUTH HARPETH FARMS LLC PROPERTIES
35TH COUNCILMANIC DISTRICT BELLEVUE, DAVIDSON COUNTY, TENNESSEE

JOB NO.	WK. ORDER	DESIGNED	DRAWN	SCALE	DATE	REV.	DATE	DESCRIPTION
17164	1013	J. EASTER	A. TARSİ	NOT TO SCALE	06/10/2020	1	07/02/2020	PER CITY COMMENTS
						2	08/04/2020	PER CITY COMMENTS

COVER
CVR

35TH COUNCILMANIC DISTRICT
COUNCIL MEMBER - DAVE ROSENBERG
BELLEVUE, DAVIDSON COUNTY, TENNESSEE

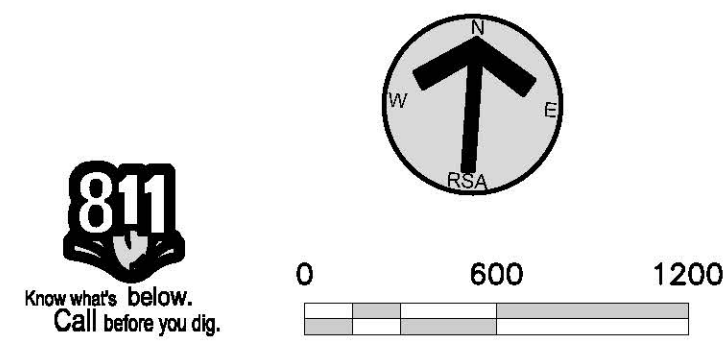


CITY OF NASHVILLE, TENNESSEE, 2020 SP REGULATORY PLAN FOR SOUTH HARPETH FARMS LLC PROPERTIES, L.P. PLOTTED BY ANDREW WEBB ON 06/22/2020 AT 10:00 AM. LAST UPDATED BY ANDREW WEBB ON 06/22/2020 AT 10:00 AM.



ZONING DATA

RS40:	±14 AC
RS80:	±818 AC
AR2A:	±287 AC



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 Nashville TN 37203
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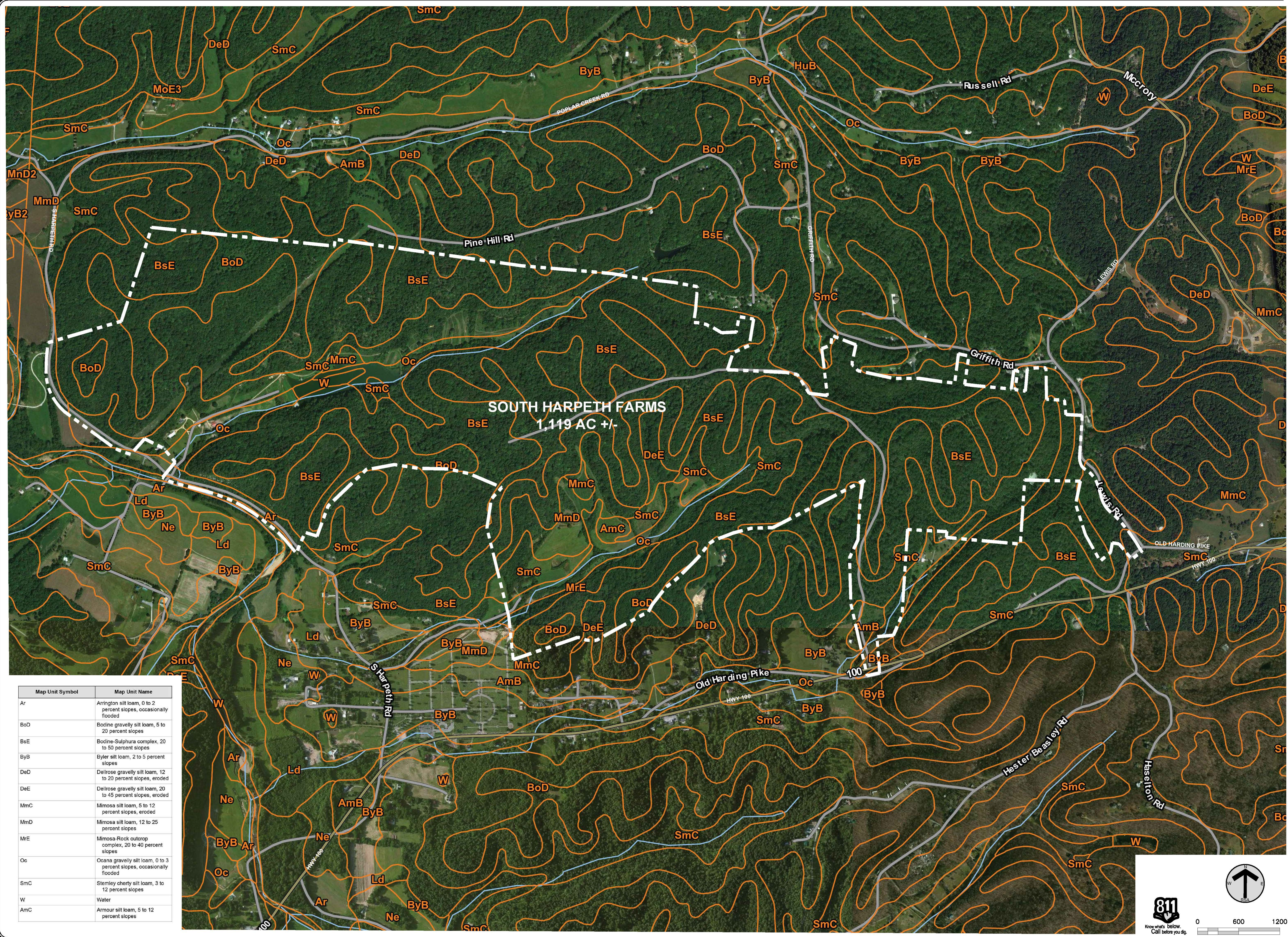


SOUTH HARPETH FARMS (SP)
 FOR
SOUTH HARPETH FARMS LLC PROPERTIES
 35TH COUNCILMANIC DISTRICT BELLEVUE, DAVIDSON COUNTY, TENNESSEE

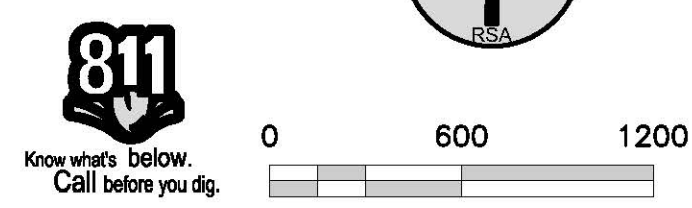
WK. ORDER	1013	DESCRIPTION
DESIGNED	J. EASTER	
DRAWN	A. TARSİ	
SCALE	1"=600'	
DATE	06/10/2020	

SITE CONTEXT
C1.0

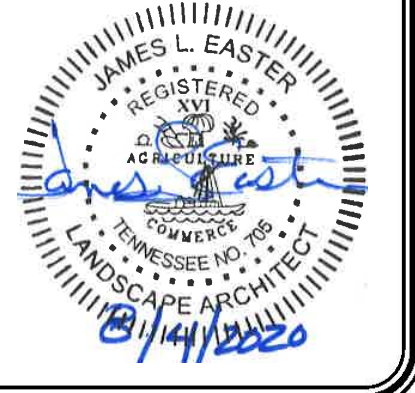
DATE PLOTTED: 06/10/2020 10:52 AM. PLOTTED BY: ANDREW WARR. OR: 10/2020 10:52 AM. LATE REVISIONS BY: ANDREW WARR. OR: 10/2020 10:52 AM.



Map Unit Symbol	Map Unit Name
Ar	Arrington silt loam, 0 to 2 percent slopes, occasionally flooded
BoD	Bodine gravelly silt loam, 5 to 20 percent slopes
BsE	Bodine-Sulphura complex, 20 to 50 percent slopes
ByB	Byler silt loam, 2 to 5 percent slopes
DeD	Delrose gravelly silt loam, 12 to 20 percent slopes, eroded
DeE	Delrose gravelly silt loam, 20 to 45 percent slopes, eroded
MmC	Mimosa silt loam, 5 to 12 percent slopes, eroded
MmD	Mimosa silt loam, 12 to 25 percent slopes
MrE	Mimosa-Rock outcrop complex, 20 to 40 percent slopes
Oc	Ocana gravelly silt loam, 0 to 3 percent slopes, occasionally flooded
SmC	Stemley cherty silt loam, 3 to 12 percent slopes
W	Water
AmC	Armour silt loam, 5 to 12 percent slopes



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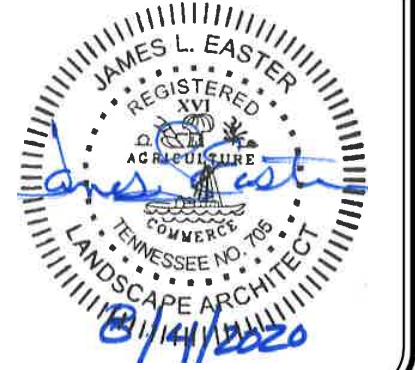


SOUTH HARPETH FARMS (SP)
 FOR
SOUTH HARPETH FARMS LLC PROPERTIES
 35TH COUNCILMANIC DISTRICT BELLEVUE, DAVIDSON COUNTY, TENNESSEE

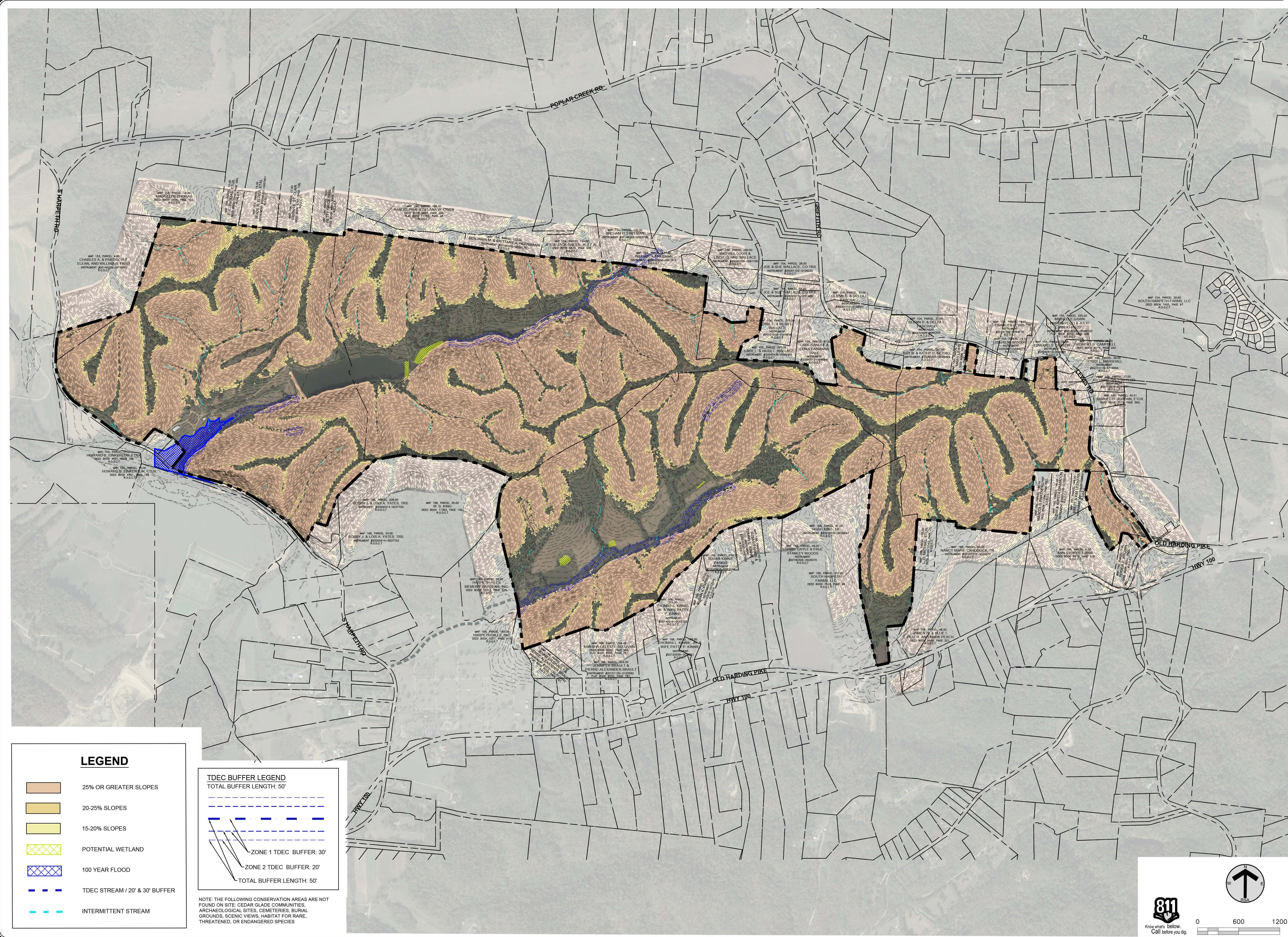
WK. ORDER	1013	DESCRIPTION
DESIGNED	J. EASTER	
DRAWN	A. TARSİ	
SCALE	1"=600'	
DATE	06/10/2020	

EXISTING CONDITIONS
C1.1

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SOUTH HARPETH FARMS (SP)
 FOR
SOUTH HARPETH FARMS LLC PROPERTIES
 35TH COUNCILMANIC DISTRICT BELLEVUE, DAVIDSON COUNTY, TENNESSEE



LEGEND

- 25% OR GREATER SLOPES
- 20-25% SLOPES
- 15-20% SLOPES
- POTENTIAL WETLAND
- 100 YEAR FLOOD
- TDEC STREAM / 20' & 30' BUFFER
- INTERMITTENT STREAM

TDEC BUFFER LEGEND
 TOTAL BUFFER LENGTH: 50'

ZONE 1 TDEC BUFFER: 30'

ZONE 2 TDEC BUFFER: 20'

TOTAL BUFFER LENGTH: 50'

NOTE: THE FOLLOWING CONSERVATION AREAS ARE NOT FOUND ON SITE: CEDAR GLADE COMMUNITIES, ARCHAEOLOGICAL SITES, CEMETERIES, BURIAL GROUNDS, SCENIC VIEWS, HABITAT FOR RARE, THREATENED, OR ENDANGERED SPECIES

811
 Know what's below.
 Call before you dig.

0 600 1200

WK. ORDER	1013	DESIGNED	J. EASTER	DATE	DESCRIPTION
JOB NO.	17164	DRAWN	A. TARSİ <td>REV.</td> <td></td>	REV.	
SCALE	1"=600'	DATE	06/10/2020		

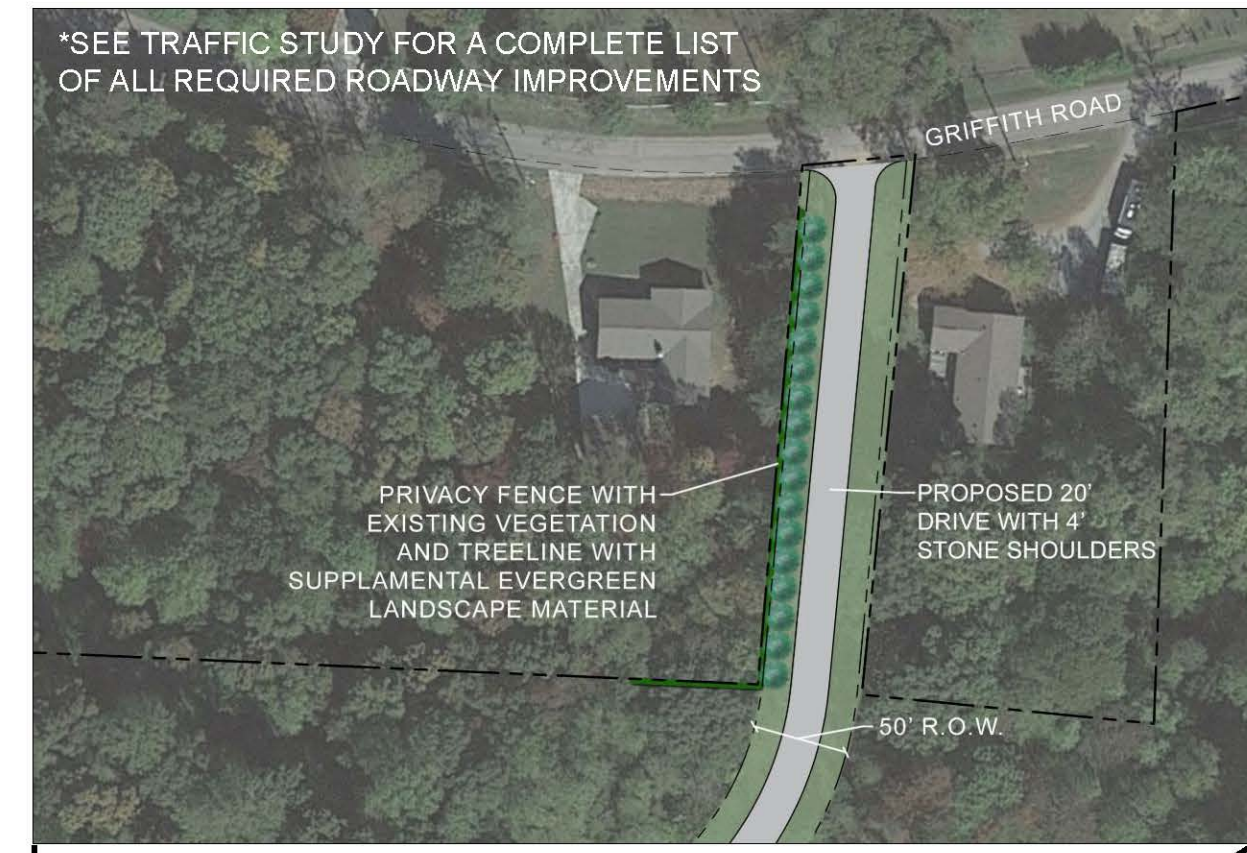
EXISTING CONDITIONS OVERLAY

C1.3

ORIGINAL SURVEY RECALCULATED BY RAGAN SMITH ENGINEERS, INC. ON 06/10/2020.
 PLOTTED BY ANDREW WARR ON 06/10/2020 10:59 AM. LAST UPDATED BY ANDREW WARR ON 06/10/2020 10:59 AM.

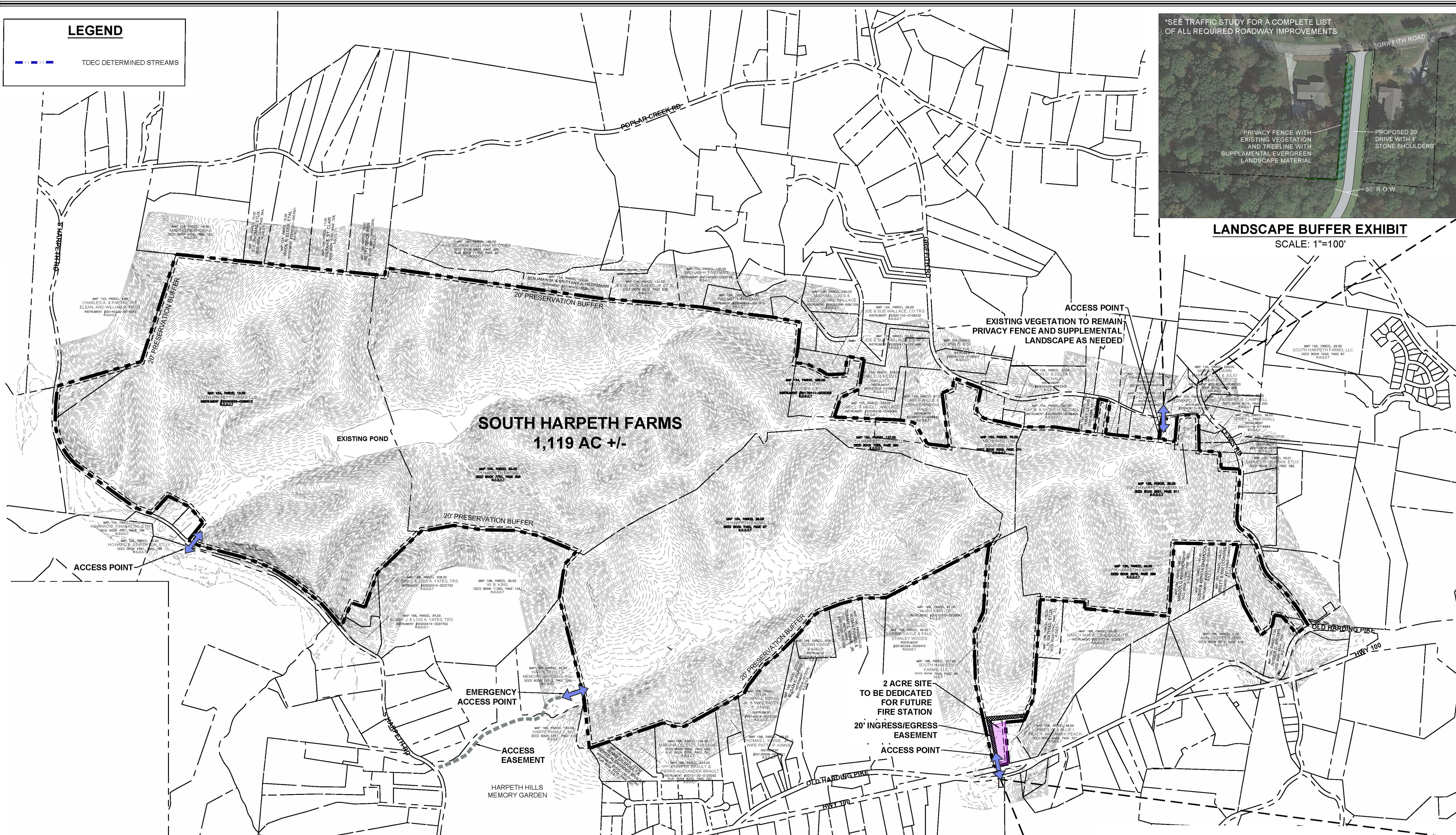
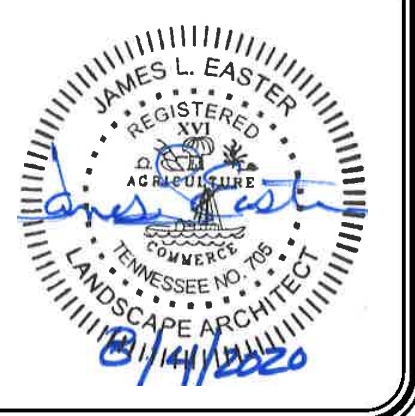
LEGEND

--- TDEC DETERMINED STREAMS



LANDSCAPE BUFFER EXHIBIT
SCALE: 1"=100'

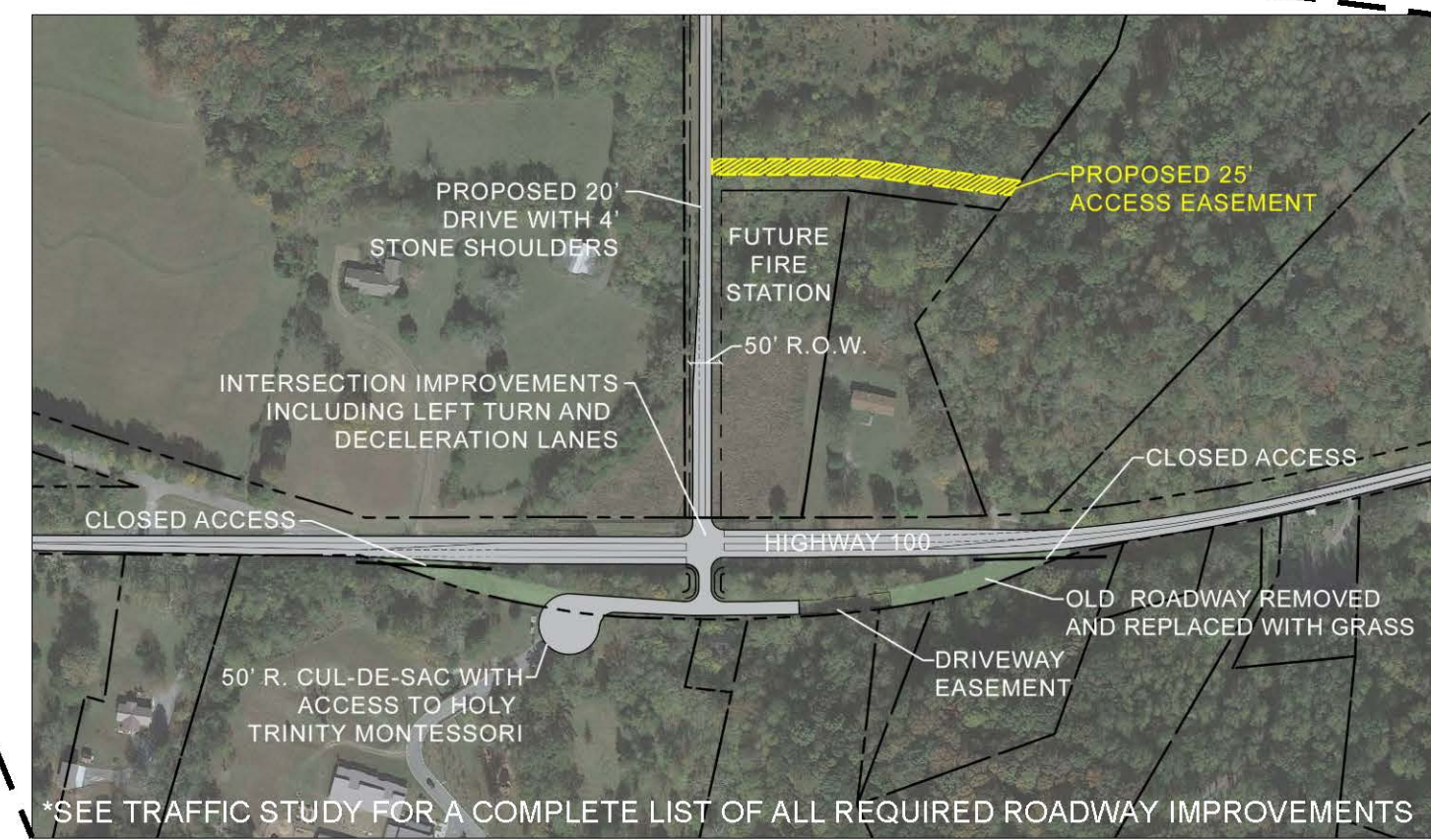
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SOUTH HARPETH FARMS (SP)
FOR
SOUTH HARPETH FARMS LLC PROPERTIES
35TH COUNCILMANIC DISTRICT BELLEVUE, DAVIDSON COUNTY, TENNESSEE

SITE DATA

S.P. APPLICATION NUMBER: 2020SP-034-001
 COUNCIL DISTRICT NUMBER: 35TH
 COUNCIL MEMBER: DAVE ROSENBERG
 SP NAME: SOUTH HARPETH FARMS
 PROPERTY OWNER: SOUTH HARPETH FARMS LLC PROPERTIES & METROPOLITAN EQUITIES L.P.
 SITE ACREAGE: 1,119± AC
 ZONING INFORMATION
 EXISTING ZONING: AR2A, RS80, AND RS40
 EXISTING CCM: T2 RM & C0
 PROPOSED ZONING: REGULATING PLAN S.P.
 PROPOSED DENSITY: 44 DU/AC
 MAXIMUM NUMBER OF LOTS: 506
 MINIMUM OPEN SPACE REQUIRED: 70%



HIGHWAY 100 ENTRANCE & ROADWAY IMPROVEMENTS
SCALE: 1"=300'

WK. ORDER	NO.	DESIGNED BY	DRAWN BY	SCALE	DATE	DESCRIPTION
17164	1013	J. EASTER	A. TARSİ	1"=600'	06/10/2020	SP REGULATORY PLAN

C1.4

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PROPERTY INFORMATION:

S. P. APPLICATION NUMBER: 2020SP-034-001
COUNCIL DISTRICT NUMBER: 35TH
COUNCIL MEMBER: DAVE ROSENBERG
SP NAME: SOUTH HARPEETH FARMS
PROPERTY OWNER: SOUTH HARPEETH FARMS LLC PROPERTIES & METROPOLITAN EQUITIES L.P.

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

ZONING INFORMATION: EXISTING ZONING: AR2A, RS80, AND RS40
EXISTING CCM: T2 RM & CO
PROPOSED ZONING: REGULATING PLAN S.P.
PROPOSED DENSITY: 44 DU/AC
MAXIMUM NUMBER OF LOTS: 506
MINIMUM OPEN SPACE REQUIRED: 70%

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.

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 HARPEETH 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 FARM.
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 THIS 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 60% OF THE SITE TO COMMON OPENSACE/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 FLEXIBILITY 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

Table with 2 columns: USES PERMITTED and ACCESSORY USE. Lists various permitted uses like single-family, religious institution, greenway, park, agricultural activity, cemetery, safety services, pond/lake, accessory apartment, garage sale, home occupation, leasing/sales office, stable, day care home, community gardening, day care home, rural bed and breakfast homestay.

BUILD 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.

Table with 2 columns: REQUIREMENT and VALUE. Lists building set-backs, lot layout, minimum lot size, lot layout, minimum lot frontage, minimum open space, maximum building heights, minimum lot size, lot layout, minimum lot frontage, minimum open space, open space ratio, etc.

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
2. HIGHWAY 100 AT SOUTH HARPEETH ROAD / OLD HARDING PIKE
3. HIGHWAY 100 AT OLD HARDING PIKE
4. HIGHWAY 100 AT MCCRORY LANE
5. OLD HARDING PIKE AT LEWIS ROAD
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 HARPEETH FARMS DEVELOPMENT IS COMPLETE.

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.

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

THE INTERSECTION IS EXPECTED TO MEET THE METRO NASHVILLE-DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS POLICY GOAL FOR LEVEL OF SERVICE AFTER THE SOUTH HARPEETH 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 HARPEETH 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 HARPEETH 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 HARPEETH ROAD ARE NOT WARRANTED FOR THIS LOCATION.

THE INTERSECTION OF THE PROJECT ACCESS TO SOUTH HARPEETH 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 HARPEETH 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 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 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 REGULATORY SP DOCUMENT. THE EXACT LOCATION OF THE EASEMENT SHALL BE FINALIZED AND RECORDED WITH THE APPROVAL OF THE FINAL SP.

GENERAL NOTES

- 1. 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
2. 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.
3. FIRE DEPT. NOTE: FIRE-FLOW SHALL MEET THE REQUIREMENTS OF THE INTERNATIONAL FIRE CODE - 2012 EDITION; AS AMENDED.
4. 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.

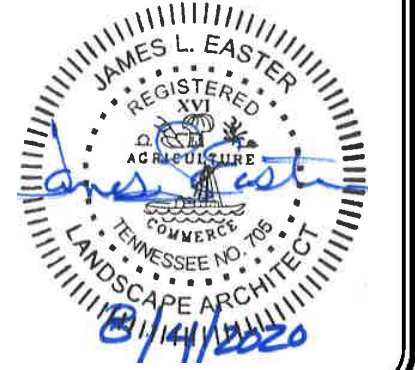
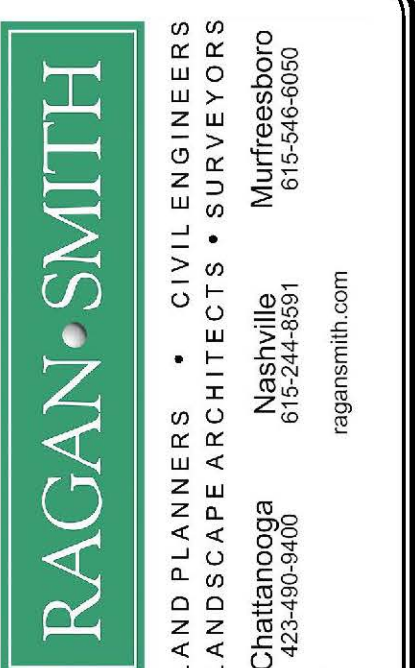
- 6. SURVEY NOTE: BOUNDARY INFORMATION TAKEN FROM BOUNDARY INFORMATION PROVIDED BY H & H LAND SURVEYING, INC. MICHAEL V. HOLMS, JR. 612 A FITZHUGH BOULEVARD SMYRNA, TENNESSEE 37167 PHONE (615) 831-0758/ E-MAIL HANDHLAND@BELLSOUTH.NET TOPOGRAPHIC INFORMATION TAKEN FROM METRO NASHVILLE GIS.
7. CLEARANCE 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.
8. 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.
9. 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).
11. 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
13. 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 ZONE.
14. 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.
15. 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.
16. NON-STANDARD AND DITCH CROSS SECTIONS ARE ONLY TO BE USED IN AREAS OF EXTREME TOPOGRAPHY WHERE APPROVED BY THE PUBLIC WORKS DEPARTMENT.
17. 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

- 1. 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
2. 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

- 1. BUILDING WALLS SHALL BE FINISHED IN FIBER CEMENT SHAKES/SIDING, VERTICAL AND/OR LAP SIDING, OR MASONRY PRODUCT.
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 2:1:OR 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.



SOUTH HARPEETH FARMS (SP) FOR SOUTH HARPEETH FARMS LLC PROPERTIES 35TH COUNCILMANIC DISTRICT BELLEVUE, DAVIDSON COUNTY, TENNESSEE

Table with 4 columns: JOB NO., WK. ORDER, REV., DATE. Shows job number 17164 and work order 1013.

Table with 4 columns: DESIGNED, DRAWN, SCALE, DATE. Shows designer J. Easter, drafter A. Tarsi, and date 06/10/2020.

SP REGULATORY TEXT

C1.5

DATE PLOTTED: 06/10/2020 10:59 AM. PLOTTED BY: ANDREW WARD ON: 06/10/2020 10:59 AM. LAST REVISION: 06/10/2020 10:59 AM. REVISIONS: 0

