

Exhibit A

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.

ZONING INFORMATION: EXISTING ZONING: T2 RM & CO
PROPOSED ZONING: REGULATING PLAN S.P.
PROPOSED DENSITY: .40 DU/AC

PROJECT LANDSCAPE ARCHITECT/PLANNER: Jay Easter RLA, AICP
315 WOODLAND STREET
NASHVILLE TN 37206
615-244-8591

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.

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.
2. SPARSELY DEVELOPED - THE HOMES WILL BE PLACED ALONG THE RIDGE TOPS AND WITHIN THE VALLEY OF THE FARM...
3. LOW DENSITY RURAL DEVELOPMENT PATTERN - THE MAXIMUM DENSITY SHALL BE .5 UNITS PER ACRE...
4. SINGLE FAMILY HOMES - THE NEIGHBORHOOD WILL CONTAIN SINGLE-FAMILY DETACHED HOMES AND COMPLIMENTARY ACCESSORY USES...

REGULATING PLAN TEXT

USES PERMITTED

- 1. SINGLE-FAMILY
2. GREENWAY
3. PARK
4. AGRICULTURAL ACTIVITY
5. CEMETERY
6. SAFETY SERVICES
7. POND/LAKE

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 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

7. MCCRRORY LANE AT LEWIS ROAD

- 1. MAXIMUM DENSITIES: DWELLING UNITS PER ACRE (DUA) FOR THE PROPERTY SHALL BE AS SINGLE FAMILY DETACHED HOMES
2. MINIMUM BUILDING SETBACKS
3. MINIMUM BUILDING SETBACK FROM INTERNAL NEIGHBORHOOD ROADS
4. MAXIMUM BUILDING HEIGHTS SHALL BE AS FOLLOWS

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 HARPEETH FARMS DEVELOPMENT IS COMPLETE.

2. HIGHWAY 100 AT SOUTH HARPEETH 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.

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

TRAFFIC OPERATIONS AT THE INTERSECTION OF HIGHWAY 100 AND SOUTH HARPEETH ROAD/OLD HARDING PIKE ARE EXPECTED TO OPERATE AT LEVEL OF SERVICE F IN THE A.M. AND P.M. PEAK HOUR.

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.

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.

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.

4. HIGHWAY 100 AT MCCRRORY 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 TDOT.

THE TRAFFIC SIGNAL SHOULD BE MODIFIED TO INCLUDE A SOUTHBOUND RIGHT-TURN OVERLAP PHASE AND A WESTBOUND RIGHT-TURN OVERLAP PHASE.

WITH THE ABOVE IMPROVEMENTS IMPLEMENTED, TRAFFIC OPERATIONS AT THE INTERSECTION OF HIGHWAY 100 AND MCCRRORY LANE IS EXPECTED TO OPERATE AT LEVEL OF SERVICE F IN THE A.M. AND P.M. PEAK HOUR.

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 HARPEETH 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 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.

7. MCCRRORY 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.

TRAFFIC OPERATIONS AT THE INTERSECTION OF MCCRRORY LANE AND LEWIS ROAD IS EXPECTED TO OPERATE AT LEVEL OF SERVICE F IN THE A.M. AND P.M. PEAK HOUR.

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.

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.

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.

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.

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.

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 REGULATOR SP DOCUMENT.

GENERAL NOTES

- 1. REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT.
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.
5. 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

RAGAN SMITH LAND PLANNERS • CIVIL ENGINEERS LANDSCAPE ARCHITECTS • SURVEYORS Murfreesboro Nashville Chattanooga

SCOTT MICHAEL BENJON REGISTERS PROFESSIONAL LANDSCAPE ARCHITECT ASSOCIATION OF TENNESSEE

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

SP REGULATORY TEXT C1.5 JOB NO. 17164 WK ORDER 1013

FIRE MARSHALL 1. 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.

OPEN SPACE PRESERVATION NOTE 1. 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.