

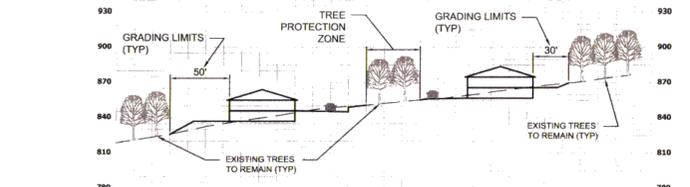
**General Notes:**

- The purpose and intent of this SP is to permit the development of a creative, environmentally sensitive residential community. The 51+ acre site has tremendous natural beauty, varied topography, a number of natural drainage ways, and many mature trees. It is these elements that shaped the proposed plan. Each home site and corresponding lot shape has been thoughtfully identified based on on-site topographic conditions and the desire to preserve significant trees and use natural drainage ways. Alternative street sections, a comprehensive open space and pedestrian circulation network, and creative home and lot configurations are proposed as part of this plan to help achieve an environmentally sensitive design.
- According to F.E.M.A. F.I.R.M. Map number 47037C0337F, effective date April 20, 2001 and Map number 47037C0341F (Non-printed Panel), this site lies within Zone X which is determined to be outside the 500-year floodplain.
- Lots shown with an asterisk (\*) have been identified as "critical lots" due to steep existing topography. The builder shall provide the required "critical lot" design information to Metro Codes before obtaining a building permit on these lots.
- The owner of this property intends to dedicate property (40-foot wide) for public right of way along the east side of Granny White Pike.
- The existing farm pond and the ditches on this property have been reviewed by TDEC and the Corps of Engineers, and they have determined that the ditches are "wet weather conveyances" and the farm pond is not a wetland.
- 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.
- The site plan is representative of the general layout of the development. The final lot count and layout may vary to accommodate site conditions and shall be determined at the final plan. Significant variation from the general lot layout may require re-approval from the Planning Commission and/or Metro Council. The building footprints shown are for illustration purposes; building locations will be regulated by the bulk standards of the SP.
- Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities in this site.
- Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15" CMP).
- Fire Department roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface.

**Public Works Conditions of Approval:**

- In conjunction with final construction plans, sight triangles should be provided to identify that adequate sight distance is available at the specific location of the project access.
- Construct access drive on Granny White Pike with a minimum of one entering lane and two exiting lanes, sloped separate left and right turn lanes with 100 feet of storage and transition per MUTCD and AASHTO standards.
- Construct a Southbound left turn lane on Granny White Pike at project access with 75 feet of storage and transition per MUTCD and AASHTO standards. If a revised traffic analysis is submitted to and approved by the Department of Public Works related to this condition, it may be modified or removed.
- With Construction plan submitted shall include a geotechnical report stamped by a licensed engineer evaluating the soils based upon field testing along the planned roadways and outline the necessary mitigations to prevent slippage and erosion.
- When used for roadway purposes, retaining walls shall be designed by a licensed engineer, and conform to the TDOT Earth Retaining Structures Manual latest edition. For the environmental design in this development, walls four feet or less may be adjacent to the back of the right-of-way line. Walls greater than four feet and less than ten feet must be moved back from the right-of-way a distance equal to the height over four feet. Walls greater than ten feet must be moved back from the right-of-way a distance equal to the height of the wall.
- The developer shall be responsible for removing trees that do not survive within the right-of-way for a period of three years beyond the street acceptance date.
- Public Works is agreeable to the proposed reduction in cross-section width for this particular project as long as adequate on-site parking is provided and a connection is made to the adjacent development. Should the proposed connection not be provided, the Public Works standard cross section ST-252 shall apply to all streets.
- Street grades shall be a minimum of 1 percent and a maximum of 12 percent unless the engineer documents an environmental hardship. In no case shall any grade exceed 15 percent and must comply with the regulations of the Metro Fire Department. Landings shall be required on all intersections. Approval of this concept plan does not constitute approval of the proposed road grades shown on the concept plan.
- All streets shall be crowned per Public Works standard drawings.
- Construction traffic shall access the site directly from Granny White Pike and not through Carlybrook Lane.
- A solid waste plan shall be filed with the final SP.
- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- A geotechnical report shall be prepared for each lot containing colluvial soils in areas to be disturbed by house construction or lot grading. Such report shall be prepared prior to house construction, by a geotechnical engineer licensed in the state of Tennessee, and any lot and home construction shall conform with the construction recommendations of the report.
- Construction hours, traffic, and noise shall conform with the regulations and policies of Metro Davidson County Codes. In addition, all construction parking shall occur within the boundary of the Voice property.

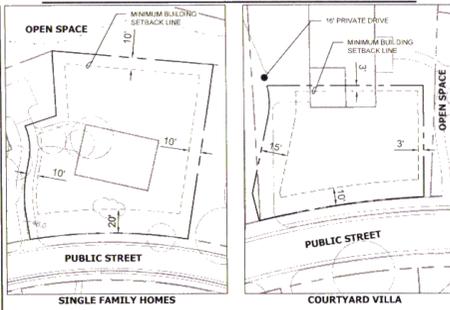
\* GRADING LIMITS SHOWN ON CRITICAL LOT SECTIONS ARE TYPICAL. ACTUAL LIMITS MAY BE MORE OR LESS DEPENDING UPON SITE CONDITIONS.



\* SECTION "C" - TYPICAL CRITICAL LOT GRADING COURTYARD VILLAS (LOTS 49 - 57) SCALE: 1" = 60'

LOT AREA TABLE				
Lot Number	Sq. Ft.	Acres	Type	Phase
1	26,428	0.61	Courtyard Villa	Phase 1
2	17,833	0.41	Courtyard Villa	Phase 1
3	16,004	0.37	Courtyard Villa	Phase 1
4	14,552	0.33	Courtyard Villa	Phase 1
5	15,152	0.35	Courtyard Villa	Phase 2
6	18,140	0.42	Courtyard Villa	Phase 1
7	16,368	0.38	Courtyard Villa	Phase 1
8	17,250	0.40	Courtyard Villa	Phase 1
9	16,327	0.38	Courtyard Villa	Phase 1
10	17,840	0.41	Courtyard Villa	Phase 1
11	18,512	0.43	Courtyard Villa	Phase 1
12	15,297	0.35	Courtyard Villa	Phase 1
13	35,953	0.83	Single Family	Phase 2
14	56,775	1.30	Single Family	Phase 2
15	48,311	1.11	Single Family	Phase 2
16	38,646	0.89	Single Family	Phase 2
17	41,819	0.96	Single Family	Phase 2
18	20,274	0.47	Single Family	Phase 2
19	20,511	0.47	Single Family	Phase 2
20	28,241	0.65	Single Family	Phase 1
21	24,309	0.56	Single Family	Phase 1
22	19,175	0.44	Single Family	Phase 1
23	20,927	0.48	Single Family	Phase 1
24	20,795	0.48	Single Family	Phase 1
25	17,228	0.40	Single Family	Phase 1
26	38,435	0.88	Single Family	Phase 3
27	22,216	0.51	Single Family	Phase 3
28	16,463	0.38	Single Family	Phase 3
29	36,703	0.84	Single Family	Phase 2
30	21,524	0.49	Single Family	Phase 2
31	21,575	0.50	Single Family	Phase 2
32	29,312	0.67	Single Family	Phase 2
33	39,877	0.92	Single Family	Phase 2
34	27,165	0.62	Single Family	Phase 2
35	80,765	1.85	Single Family	Phase 2
36	84,213	1.93	Single Family	Phase 2
37	88,615	2.04	Single Family	Phase 2
38	51,731	1.19	Single Family	Phase 3
39	90,159	2.07	Single Family	Phase 3
40	70,198	1.61	Single Family	Phase 3
41	100,494	2.31	Single Family	Phase 3
42	20,648	0.47	Single Family	Phase 3
43	82,699	1.90	Single Family	Phase 3
44	6,223	0.14	Courtyard Villa	Phase 3
45	5,501	0.13	Courtyard Villa	Phase 3
46	6,774	0.16	Courtyard Villa	Phase 3
47	6,701	0.15	Courtyard Villa	Phase 3
48	6,961	0.16	Courtyard Villa	Phase 3
49	8,247	0.19	Courtyard Villa	Phase 2
50	6,838	0.16	Courtyard Villa	Phase 2
51	7,205	0.17	Courtyard Villa	Phase 2
52	9,111	0.21	Courtyard Villa	Phase 2
Open Space	953,947	21.90		
R.O.W.	136,730	3.12		
R.O.W.				
Dedication	27,225	0.62		
<b>Total</b>	<b>2,667,317.69</b>	<b>61.23</b>		

\*AREAS OF LOTS ARE APPROXIMATE AND SUBJECT TO CHANGE

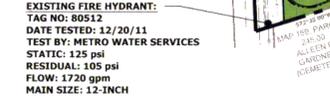


SITE DATA TABLE	
Council District	34 - Carter Todd
Owner(s) of Record	Granny White Cabin Realty, LLC 2811 Blair Blvd Nashville, TN 37212 (615) 516-8507 Contact: Shannon Pollard E-mail: spollard@gapre.net
SP Name	Vocé Development
SP Number	2012SP-005-001
Use (Proposed)	The allowed uses for this SP include: • Detached Single Family Residential • Community Room & Sales Center • Single Family Cluster ("Courtyard Villa") • Temporary Construction Trailer • Passive and Active Open Space ("Active Open Space" includes community garden, walking trails, playground, event lawn, multi-use play lawn)
Design Professional	Civil Site Design Group, PLLC 630 Southgate Ave., Suite A Nashville, TN 37203 P: (615) 248-9999 F: (615) 251-0575 Contact: Kevin Gangaware, PE E-mail: kevingangaware@csdgroup.com
Acreage	61.31+ Ac.
Density	Total: 1.09 units per Acre
Dwelling Units	Phase 1: 10 Courtyard Villas 6 Single Family 1 Sales Center Total Phase 1 = 16 Units Phase 2: 6 Courtyard Villas 15 Single Family Total Phase 2 = 21 Units Phase 3: 5 Courtyard Villas 10 Single Family Total Phase 3 = 15 Units Total: 21 Courtyard Villas 31 Single Family 1 Sales Center

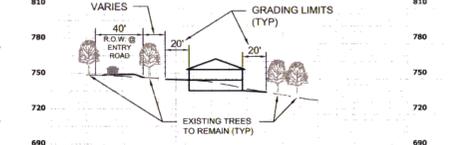
**Variances:**

The following is a list of variances to the Subdivision Regulations that are being requested as part of the Preliminary SP application:

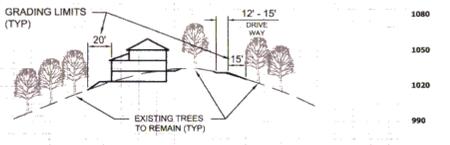
- Request to provide "funds in lieu of" instead of constructing the public sidewalk along the east side of Granny White Pike for the length of this parcel property frontage (Section 3-8.2 of the Subdivision Regulations). This variance is supported by the fact that Granny White Pike is nearly completely void of sidewalks and the addition of this sidewalk would do very little to serve the community. Furthermore, the topography of the property on the east side of Granny White Pike is very steep and wooded. The construction of a new sidewalk would require extensive grading of the land which would remove a critical amount of existing large trees. This in turn would disrupt the quality of Granny White Pike from a lane meandering through the hills to something more wide open and "industrial" feeling.
- Request to provide sidewalks on one side only of the proposed public streets (Section 3-8.1 of the Subdivision Regulations). This variance is supported by the fact that this development is intended to have a less formal, more natural feel. This can be accomplished by retaining most of the existing trees on the property. We intend to provide a pedestrian system throughout the development which will consist of public sidewalks, private walks and natural trails.
- Request to allow variation of lot Dimensions - "Flag Lots" (Section 3-4.2d of the Subdivision Regulations). Due to the variation in proposed lot sizes and the developer's desire to minimize the disturbance to the natural features of the property, the construction of the public roads is being limited and common private driveways are proposed to access multiple lots. Based on this design approach, "flag lots" are being proposed in order to have public road frontage for each of the larger lots. Note that the smaller "cottage" lots are utilizing the policies in 3-4.2b of the Subdivision Regulations.
- A variance has been granted to the developer by the Metro Board of Fire and Building Codes Appeals at their December 2011 meeting. The variance included the following:
  - Three short sections of public road may have grades of up to 15%.
  - Three short shared "private" driveways may have widths of 12-foot, with grades of up to 20% and no turn around.
  - One long shared "private" driveway may have widths of 12-foot, with grades of up to 20% with a turnaround near the end of the driveway.



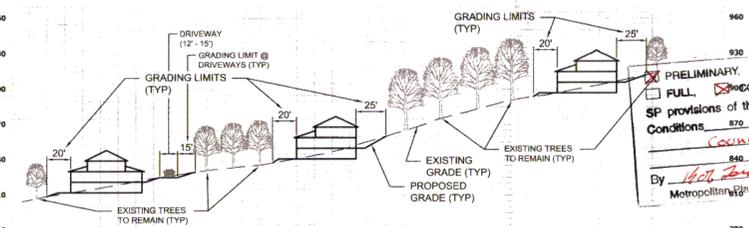
\* SECTION "C" - TYPICAL CRITICAL LOT GRADING COURTYARD VILLAS (LOTS 49 - 57) SCALE: 1" = 60'



\* SECTION "A" - TYPICAL CRITICAL LOT GRADING SINGLE FAMILY HOMES @ MAIN ENTRY ROAD (LOTS 24 & 28) SCALE: 1" = 60'



\* SECTION "D" - TYPICAL CRITICAL LOT GRADING SINGLE FAMILY HOMES @ RIDGETOP (LOTS 44-48) SCALE: 1" = 60'



\* SECTION "B" - TYPICAL CRITICAL LOT GRADING SINGLE FAMILY HOMES (LOTS 34 - 43; 47; 18 - 23) SCALE: 1" = 60'

PRELIMINARY  FINAL  as AMENDED, in accordance with the conditions of the Council Approved Plan (Amended at Council) No. 40-12-12  
 By: *Kevin F. Gangaware* MPC Date: 4-12-12  
 Metropolitan Planning Commission

DEVELOPER / NEIGHBOR COMMENTS: JAN. 10, 2013  
 INITIAL SUBMITTAL: JAN. 21, 2012  
 RESUBMITTAL: FEB. 13, 2012  
 RESUBMITTAL: MAR. 19, 2012  
 ADDED PW CONDITIONS OF APPROVAL: APR. 18, 2012