



City of White House, Tennessee

Planning and Codes Department

105 College Street • White House, TN 37188

www.cityofwhitehouse.com/yourgovernment/planning-and-codes

Phone (615) 672-4350 ext. 2121 • Fax (615) 616-1050

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Memo

To: City of White House Planning Commissioners

From: Ceagus Clark, Director of Planning & Code

Date: 7/14/2021

Re: Cover Page for the Planning Commission meeting

Item # 1 The Parks Subdivision-Phase 1A \$671,118 Current Amount.

Item # 2 Parker Wilkes/Bruce Rainey & Associates.:

Item # 3 White House Towne Center/GreenLID Design:

Item # 4 Copes Crossing/Land Solutions:

The comprehensive Plan district Single Family Medium Density summary will be at the end of this report as all items presented reference this district

Don't hesitate to give me a call.

615-672-4350 Ext 2119

Ceagus Clark
Director, Planning and Codes



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Item # 1 The Parks Subdivision-Phase 1A:

<u>Applicant or Representative- Overview:</u>	Staff Overview
One Year Bond Extension \$671,118.25	The developer has been in communications with city staff about getting a reduction. There still needs to be pavement, curve and storm water infrastructure improvements.
<u>Tax Parcel and ID</u> NA	
<u>Zoning</u> NCRPUD	
<u>Ordinance Reference and Notes:</u> 3-101.2	
<u>Project Area Description</u> This is phase 1A, a completed section of the Parks subdivision.	3-101.2 Surety Instrument Moreover, whenever such bond or letter of credit is extended according to these regulations, the price of completing all bondable improvements must be reanalyzed and established by the City Planning Commission in order that the surety instrument be adequate to cover the cost of all improvements.
<u>Staff Recommendation:</u> Approval of One Year Extension to: \$711,385	



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Item # 2 **Parker Wilkes:**

Applicant or Representative-
Overview: **Bruce Rainey &
Associates**

Tax Parcel and ID
**Sumner County Tax Map 077P,
Group A, Parcel 004.00**

Zoning and Property Description
Location Overview
**C-1 Central Business Service
District**
2926 Highway 31W

Comprehensive Plan District: **White
House Crossroads**
Planning Commission By-Law:
Rezoning Requests Review Criteria:

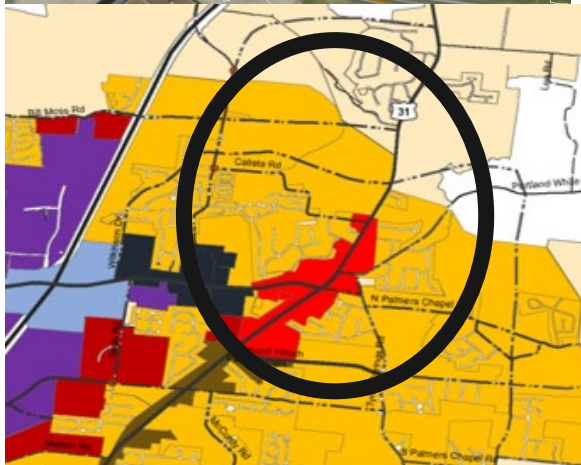
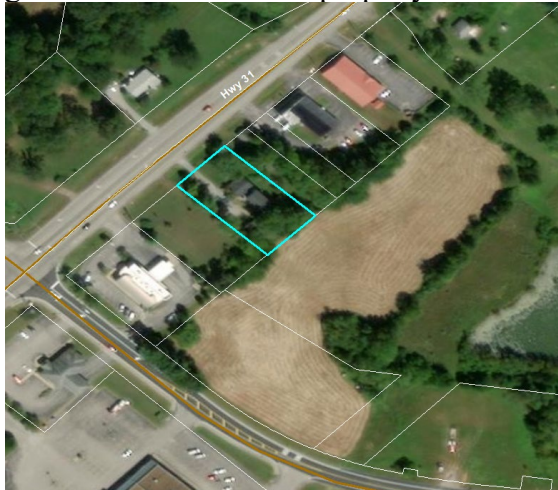
- A. Comprehensive Plan area designation
- B. Existing and adjacent property uses
- C. Future uses of area
- D. Permitted uses in the proposed zoning district.
- E. Major changes in the area created by public building projects, economic development, roadway and utility improvements, or other changes that are determined to necessitate a zoning change recommendation or denial

Staff Recommendation:
The zoning ordinance and comprehensive plan both provide recommendation for approval based on the location of the property abutting a similar zoning and this being a zoning request for comprehensive plan suggested zoning.

Staff Overview

This was submitted in April, with a sketched site plan. The property owner has resubmitted with more detail on the intended use and is prepared to answer question regarding the proposed redevelopment of the parcel.

The property is located 3 parcels north of Raymond Hirsch Pkwy, located on the east side of 31W. The request is to rezone the property from C-1 (currently use is residential) to C1-R Central Business District Gateway Infill Residential. The property is right at 22,000 square feet or a ½ acre lot. The property owner requested C-6 which is allowed in this land use district; however, C-6 is not fitting compared to the C1-R. This lot is also adjacent to a lot currently zoned C1-R. This zoning allows for 13 units an acre. A concept plan was inserted in the Planning Commission packets to give an idea of what the property owner is considering.





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Item # 2

Parker Wilkes

5.053.1.1 C-1R Central Business Service District-Gateway Infill Residential

A. District Description

This district is designed to provide for a wide range of retail, office, amusement, service uses, in addition to residential uses in a mixed-use setting. In addition, this district provides for governmental uses, and community facilities and utilities necessary to serve the district or which are required for the general community welfare. The regulations are structured to permit maximum freedom of pedestrian movement and design flexibility need for in-fill type developments on smaller properties to incorporate residential uses on properties and within buildings of commercial permitted uses. Relative high density and intensity of use is permitted in this district. **The intention is for the C1R zoning districts to be in the gateway areas of the City's Town Center area including Hwy 31W from Raymond Hirsch Parkway to Calista Road and SR 76 from the City park to the town center area at the intersection of Hwy 31W/SR 76/College Street.**

B. Uses Permitted

In the C-1, Central Business Service District, the following uses and their accessory uses are permitted.

1. General retail sales and services.
2. Professional, finance, insurance, real estate, personal, business, and repair services.
3. Hotels, motels and boarding houses.
4. Commercial amusement establishments.
5. Churches and other places of assembly.
6. Governmental buildings and community centers.
7. Utility facilities (without storage yards) necessary for the provision of public services.
8. Communication business services.
9. Educational services.
10. Signs and billboards as regulated in Article IV, Section 4.070.
11. Food services.
12. Wholesale sales.



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Item # 2 Parker Wilkes:

13. Medical services.
14. Convenience sales and service.
15. Laundry and dry-cleaning services.
16. Essential municipal services.
17. Vehicular craft, and related equipment sales, rental and delivery.
18. Residential mixed use including upper story residential, single or two family detached, attached, semi-attached, and multi-family units not exceeding thirteen (13) units per acre.
19. Residential single family detached, attached, multi-family not exceeding thirteen (13) units per acre.

C. Uses Permitted as Special Exceptions

In the C-1, Central Business Service District, the following uses and their accessory uses may be permitted as special exceptions after review and approval in accordance with Article VII, Section 7.060.

1. Automotive parking lot.
2. Day care centers

D. Uses Prohibited

Industrial uses; automobile wrecking, junks, and salvage yards; uses not specifically permitted or uses not permitted upon approval as a special exception.

E. Dimensional Regulations

All uses permitted in the C-1R District shall comply with the following requirements, except as provided in Article VI.

1. Minimum Lot Size Requirements

No minimum lot size shall be required in the C-1 District.

2. Minimum Yard Requirements

Front Yard –Ten (10) feet* See Section 5 Parking Space



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Item # 2 Parker Wilkes:

Side Yard – Five (5) feet except one- and two-family dwellings side setback- 6.5** feet

**Five-foot side (5) minimum side setback permitted where fire protection meets City's Fire Department requirements for reduced building separation.

Rear Yard- Ten (10) feet

3. Maximum Lot Coverage

There are no restrictions on the area occupied by all buildings including accessory buildings on a lot or parcel located in the C-1 District.

4. Height Requirement

No building shall exceed fifty-three (53) feet in height, except as provided in Article VII, Section 7.040.

a. The maximum building height at the street line shall be thirty-five (35) feet.

b. For each foot the buildings is set back from the street line, the height of the building may be increased by one and one-half (1 1/2) feet to a maximum height of five-three (53) feet in height

5. Parking Space Requirements

As regulated in Article IV, Section 4.010 and 3.090. Increased front setback of thirty (30') feet is required for residential parking areas between secondary public streets and buildings to ensure parking in front would not block public sidewalks or roadways.

F. Landscaping Requirements

See Article III, Section 3.120. Where a transitional buffer yard requires a buffer exceeding ten (10) feet, a solid fence or wall meeting the requirements of the City Commercial Design Standards with a solid understory vegetative screen is permitted to be completed within the ten (10') rear setback as determined by the Planning Commission based on site plan design and property conditions.

G. Outdoor Storage

1. All outdoor storage shall be prohibited in the front yard which shall be interpreted as that portion of the property abutting the portion of the property abutting the right-of-way.

2. Outdoor storage shall take place in the rear yard and shall be screened by fencing or landscaping.

H. All commercial and all new residential developments including



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Item # 2 **Parker Wilkes:**

one- and two-family residential buildings shall be regulated by the commercial design standards since the zoning district is intended for a mixed-use zoning district.

White House Crossroads

Character Area Policy

White House Crossroads

Character:

The White House Crossroads is the town center and community core for White House. The development pattern is established, but there are several under- or undeveloped tracts within the Character Area. Changes to the area are likely and encouraged as development and redevelopment occurs. Since this is the City's crossroads and town center, new development should focus on a mix of uses and services that are more urban in lot sizes and setbacks. Retail, restaurant, attached residential and multifamily residential uses are particularly appropriate for this area.

Appropriate Zoning Category and Uses

C-1 Central Business, C-6 Town Center Commercial, R-TC High Density Town Center Commercial, NC-PUD Neighborhood Center Planned Unit Development

Infrastructure:

Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.

Design and Context Principles:

This character area represents the crossroads and town center of White House. Therefore, the design and context should be more reflective of the most urban development in the City. This include short setbacks, small lot sizes, and complementary mixed uses. New developments should include a mix of architectural styles. Buildings should include quality materials with architectural details and features. Parking should be located to the side or behind commercial buildings and mitigated by landscaping.



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Item # 3 White House Towne Center/GreenLID Design:

Applicant or Representative- Overview: GreenLID Design

Tax Parcel and ID

Sumner County Tax Map 77G,
Group C, Parcels 005.00, 006.00,
008.00, 009.00, 010.00, & 011.00

Zoning

C-6

Ordinance Reference and Notes:

Zoning Ordinance 5.053.6

Project Area Description

Sumner County side of White House
at Portland Rd and Tyree Springs Rd.

Comprehensive Plan: *White House Crossroads*

The above agenda Item has reference
to the comprehensive plan district.

Staff Recommendation:

Approval. The developer has
complied with staff comments and
made no change from the PDMP to
the FMDP.

Staff Overview

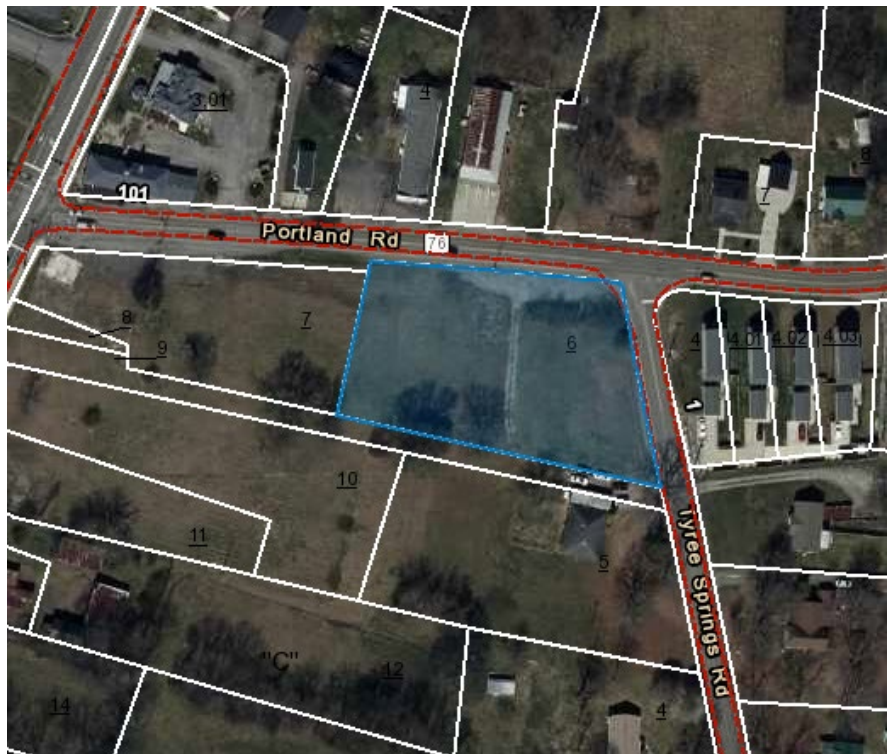
Staff Overview

The Preliminary Master Development Plan (PDMP) was approved at the March PC meeting. The developer is requesting Final Master Development Plan for the Town Center development located at the intersection of Tyree Springs Rd and Portland Rd. The proposed development consists of 31 townhome units, with attached garages. Staff has reviewed the site plan and made the following comments, shown below engineer response.

From Staff:

- Need to submit water quality plans, details, calcs that reveal compliance with City's water quality regulations

The Developer has complied with staff comments.





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Item # 3 White House Towne Center/GreenLID Design:

5.053.6 C-6,Town Center Commercial District

- A. District Description: This district is designed to provide for a mixed use Commercial, office, and residential zoning district for the redevelopment of the City's Town Center including retail, office service uses with high performance standards, community facilities, and high density residential uses. The regulations are structured to permit maximum freedom of pedestrian traffic. A relatively high intensity of use is permitted in this district.
- B. Permitted Uses: In the C-6 Town Center Commercial District, the following Uses and their accessory uses as described are permitted by right.

Community Facility Activities:
Cultural and Recreational Services
Essential Municipal Services

Commercial Activities:

Convenience Commercial. Drive thru lanes, open bays, and accessory uses shall not be visible from roadways and be located at the rear of buildings. Indoor Entertainment and Amusement Services, with the exception of adult entertainment uses as defined in zoning ordinance.

Financial, Consulting, and Administrative Services. Drive thru lanes, and accessory uses shall not be visible from roadways and be located at the rear of buildings.

Food and Beverage Services

Consumer Repair Services, not including vehicle and mechanical repair services.

General Business and Communication Services

General Personal Services

General Retail Trade

Medical and Professional Services

Hotels

Mixed Use Facility with Permitted Residential Activities

Other uses determined by Planning Commission that are compatible with town center uses but shall not include prohibited uses.

Retail Package Stores

Residential Activities:

Multi-Family Residential at density of 20 units per acre, or 50 units per acre if the residential units are housed in buildings of at least 4 stories and a minimum of 40 feet tall. Properties with limited lot area shall be permitted one residential unit per 750 sq ft of building area designated for multi-family use.

Mixed Use Facility with Permitted Commercial Activities including upper story residential uses.

- C. Uses Permitted as Special Exceptions:



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In the C-6, Town Center Commercial District, the following uses and their accessory uses may be permitted as special exceptions after review and approval in accordance with the provisions of the Zoning Ordinance.

Detached Single Family Residential Dwelling
Accessory Residential Family Dwelling Unit
Education and Day Care Facilities
Churches and Places of Community Assembly
Health Care Facilities

D. Prohibited Uses:

Industrial uses, automobile wrecking, recycling uses (except city recycling drop-off center), junk or salvage yards, van, car, or truck storage uses, body shops and other types of vehicular repair uses, automotive, marine, trailer, and farm implement sales uses, distribution, warehousing, and construction uses, all types of rental storage uses, as well as any type use requiring outdoor storage, as well as any other uses not otherwise permitted. Seasonal and permanent sales of fireworks. Other uses determined by the Planning Commission to be non-compatible with town center uses.

E. Dimensional Regulations:

Minimum Lot Size	1,000 sq ft
Lot Width at Building Setback	20 ft minimum
Maximum Lot Coverage	100%
Maximum Building Height	53 ft.
Minimum Building Height	25 ft
Front Setback	Minimum None/7.5 ft Maximum
• Only courtyards and landscaping are permitted in front setbacks.	
Side Yard Setback	Minimum None/10 ft Maximum
Rear Yard Setback	5 ft Minimum on Interior Roadways and Alleyways/20 ft Minimum for Perimeter Zoning Boundary

Special Conditions:

Building setback shall be listed on approved final subdivision plat. The Subdivision plat shall include five (5) ft building construction and maintenance easement. Due to building connections and reduced building setbacks then exterior walls shall be designed to meet provisions of City's adopted building and fire codes. The Planning Commission in review of the site plan and subdivision plats for all developments, including single family dwellings, may alter minimum lot size, lot width, and setback requirements due to the unique development characteristics with a mixed use town center redevelopment project.

B. Other Provisions:

Accessory Structures



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Accessory structures may be located in rear yards only at the discretion of the Planning Commission on an approved site plan.

Parking Requirements

The number, size, and construction of parking spaces shall be regulated per zoning ordinance requirements and commercial design standards. Parking areas shall be located to rear of buildings to promote a continuous street-wall. On-street parking and shared parking facilities are encouraged.

Service Areas

The delivery, service, mechanical and electrical units, and dumpster/trash cart area shall be located at rear of site and shall not be visible from roadways.



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Item # 4 Copes Crossing: Land Solutions

Applicant or Representative-
Overview: **Land Solutions**

Tax Parcel and ID
**Sumner County Tax Map 077,
Parcel 084.00, 5.05 Acres**

Zoning and Property Description
Location Overview
**NCRPUD, located on Tyree
Springs @ Raymond Hirsch**

Comprehensive Plan District:
Residential SF Medium Density

Staff Recommendation:
Approval with the following
stipulations
1) All roads have proper fire
truck maneuver accessibility
2) provide an amenity area at the
mail box kiosk. Staff
Recommends a Grilling and
seating area.
3) Sidewalks on all sides of
roadways within the subdivision.

Staff Overview



Copes Crossing was previously approved in 2005 at what was then known as LDPUD (Low Density Planned Unit Development). The proposed development is similar to the previously approved plan, which had 102 lots. This development consists of 103 lots. I have copied the previous zoning description for LDPUD below. The engineer has met requirements for the PMDP. Buffer around the greenway of 50' will be adhered to per the cities ordinance. The development will have entry points onto the greenway. (notes from PDMP approval in January).

Developer and City Staff are having ongoing discussion regarding the perimeter sidewalk, as the developer has been in discussion about relief because of terrain issues. Staff will provide further guidance at Planning Commission issues regarding the sidewalk perimeter and the subdivision roadway design. These issues could possibly be worked out by the meeting, or they will be added as stipulations.



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Item # 4 Copes Crossing: Land Solutions

RE: Copes Crossing FMDP Resubmittal

Enclosed is the revised FMDP for the above referenced project (2 full-size, 12 11x17, and digital file). This is being sent to address comments received on June 16, 2021, and in preparation for the Planning Commission meeting on July 12, 2021.

1. Revise roads to be compliant with 25 mph minimum requirement (see AASHTO for design requirements). Not all issues noted but some jump out (horizontal curvature too tight in curves).

Response: Due to constraints on the property boundary (being deep and narrow) we are requesting that this project be permitted to have a design speed of 20 mph and 15 mph on the Dunbar Lane and Moray Way since it will have limited traffic. We believe that these reduced speed limits are also appropriate for the neighborhood to encourage traffic calming on the one-way streets that are being constructed as discussed with City staff.

2. Check for property intersection alignment and curvature at intersections where two way ends and one-way begins (short turn around intersections).

Response: All two-way roads have intersections of 90°. The one-way road has alternate roadway design at the split to better accommodate fire truck maneuvers.

3. Check all roads for proper fire truck maneuver (tight intersection looks impassible).

Response: Fire truck turn movements have been added to the set as Sheet C2.3 and the layout accommodates these movements.



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Item # 4 Copes Crossing: Land Solutions

4. S-shape reverse curves need review vs. city standard for roadway design.

Response: As noted in the response to item 1, we are requesting a reduced design speed of 20 mph. The S-turn is proposed in order to accommodate the existing stream and buffers. In addition, the turn is at the main entrance which is a stop condition and cars would be traveling less than the design speed.

5. Show driveway/setback distance/dimensions.

Response: Final driveway locations for each lot is to be determined by the builder. We have shown preliminary locations on the site plan and a location on the typical lot detail.

6. Call out repair and roadway removal details/plans at the new connection to valley view cul-de-sac.

Response: Labeling added to sheet C2.1 accordingly.

7. Show mail kiosk and plan for access in this vicinity (parking, sidewalks)

Response: Mail kiosk and parking is shown on Sheet C2.2.

8. Add sidewalk for both sides in the rear roadway loop.

Response: Due to the loop and lack of homes in the interior of the loop, we included this one-way road section with the approved PMDP.

9. Add sidewalk to outer perimeter along Tyree. Consider a wooden structure that links to greenway. We will require this as we are trying to get walkability to the town center.

Response: Prior to the approval of the PMDP, it was agreed upon by the City that the connections being provided to the Greenway, as still shown on this plan, were a good equal alternative to the sidewalk down Tyree. We respectfully request that the City honor this prior agreement.



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Item # 4 Copes Crossing: Land Solutions

G. Neighborhood Center Residential Planned Development

1. Density, Bulk and Open Space Regulations for One Family Detached Dwellings

a. Density and Open Space Regulations

Maximum Density 6.0 Units/Acre

Minimum Lot Size 4,500 sq. ft. *

Maximum Density Minimum Open Space %

2.5 to 3.0 Units/Acre 20 %

3.0 to 4.0 Units/Acre 25 %

4.0 to 6.0 Units/Acre 30 %

A minimum 100-foot setback where a residential collector intersects a major collector shall be observed. This requirement may be waived for innovative/alternative designs.

The remaining area shall be left as common open space and used for designated purposes as approved by the Planning Commission. A minimum of five (5) percent of the site shall be improved recreational open space.

2. Yards

Minimum Front Yard 35 ft.
Minimum Side Yard 6.5* ft. or zero lot line
Minimum Rear Yard 6.5*ft.

**Five-foot side (5) minimum side setback permitted where fire protection meets City's Fire Department requirements for reduced building separation.*

A twenty-five (25) foot building setback consisting of dedicated open space is required around the outside boundary of the development.

3 Density, Bulk and Open Space Regulations for Multi-Family Dwellings

a. Density, Bulk and Open Space Regulations

The following requirements shall apply to multi-family dwellings within a high-density residential planned development:

Maximum Area per Dwelling Unit 3,000 Sq. Ft.
Minimum Required Open Space 30 percent
Minimum Developed Open Space 10 percent
Maximum Building Height 53 Feet



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Item # 4 **Copes Crossing: Land Solutions**

- b. The maximum overall densities shall be in terms of the number of dwelling units per gross acre of all the area within said development.
- c. The maximum floor area shall be in terms of a ratio of total floor area per total area within said development, as provided herein.
- d. Yard requirements are waived and the above minimum controls shall be applied with the following exception a twenty-five (25) foot building setback consisting of dedicated open space is required around the outside boundary of the development.
- e. The minimum total outdoor area (including all uncovered outdoor areas, such as streets, parking, lawn, landscaped areas, patios, recreation, as well as usable roofs and uncovered balconies) shall be provided at no less than a minimum ratio of outdoor area per total floor area, as provided herein.
- f. The minimum total living space (that part of the total outdoor area which includes lawn, landscaping, and recreation areas and excluding streets and parking) shall be provided at no less than a minimum ratio of living space area per total floor area, as provided

H. Limitation on Density

The planning commission and board of mayor and aldermen may, within their discretion, limit the density to a figure lower than the maximum permitted above. This type of limitation shall be exercised only if the character of the adjoining neighborhood is inappropriate for the proposed development or if the development would place an excessive burden on the existing street and utility system

TABLE 2

GENERAL DESIGN STANDARDS FOR STREETS

	<u>RESIDENTIAL STREET</u>	<u>NONRESIDENTIAL STREET</u>
<u>Design Speed (MPH)</u>		
Access Lane	25	N/A
Access Street	30	30
Residential Collector Street	35	N/A
Arterial Street	40	40
<u>Maximum Percentage Grade</u>		
Access Lane	12%	N/A
Access Street	10%	7%
Residential Collector Street	7%	N/A
Arterial Street	7%	7%



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Minimum Percentage Grade		
All Streets	1%	1%
Horizontal Curvature		
Vehicle curves are to be designed as per AASHTO standards for various design speeds and slopes		
Maximum Super-Elevation (Foot/Foot)	0.08	0.08
Minimum Tangent Between Reverse Curves		
Vehicle curves are to be designed as per AASHTO standards for various design speeds and slopes		
Minimum Stopping Sight Distances (In Feet)		
Access Lane	150	N/A
Access Street	200	250
Collector Street	250	N/A
Arterial Street	300	300
Minimum Radius of Return at Intersections		
At Right-of-Way	25 ft.	30 ft.
At Pavement	30 ft.	50 ft.
* Applies where a deflection angle of fifteen (15) degrees or more in the alignment of pavement occurs.		



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Item # 4 **Copes Crossing: Land Solutions**

TABLE 2 (Continued)

GENERAL DESIGN STANDARDS FOR STREETS

	<u>RESIDENTIAL STREET</u>	<u>NONRESIDENTIAL STREET</u>
Minimum Sight Distance (in Feet)*		
Access Lane	100	N/A
Access Street	150	200
Residential Collector Street	200	N/A
Arterial Street	250	250
Intersection	Across Corners 75 feet back	Across Corners 75 feet back
Maximum Grade at Intersections		
Access Lane (Within 50 ft.)	5%	N/A
Access Street (Within 50 ft.)	5%	3%
Residential Collector Street	3%	N/A
Arterial Street (Within 100 ft.)	3%	3%
Pavement Crown		
The paved surface shall slope downward from the centerline of the street outward to the edge of the paved surface on each side 2/5 of an inch per foot.		
Turnaround Standard (No Outlet Streets) On all turnarounds longer than 150 feet, there shall be a minimum cul-de-sac paved radius of 45 feet. Alternative turnarounds shall be designed to meet the City's adopted Fire Code standards. The turnaround, including sidewalk where required, shall be within the right-of-way. The maximum length of permanent cul-de-sac streets shall be 900 feet and shall serve no more than 20 dwelling units. Temporary cul-de-sac streets may be a maximum of 1200 feet in length. (Amended by Resolution, November 13, 2001)		
* The sight distance is measured from a point 4 1/2 feet above the center line of the roadway surface to a point 4 inches above the center line of the roadway surface.		



City of White House, Tennessee

Planning and Codes Department

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- c. Minimum curb or edge of pavement radius shall be determined according to the specifications for the street of higher classification in the street system hierarchy, as specified below:

Minimum Radius of Returns at Street Intersections

STREET CLASSIFICATION	MINIMUM RETURN RADIUS*
RESIDENTIAL ACCESS LANE	20 feet
RESIDENTIAL ACCESS STREET	25 feet
RESIDENTIAL COLLECTOR	25 feet
ARTERIAL STREET	30 feet
HIGHER ORDER STREETS	As determined by the City Engineer
* This is minimum. The actual spacing shall be determined by the City Engineer based upon the traffic characteristics of the higher order street	

- d. Whenever a proposed street intersects an existing or proposed street of higher order in the street hierarchy, the street of lower order shall be made a stop street. The street of lower order shall also be designed to provide a minimum corner sight distance as specified in item g. within this Subsection.
- e. Intersections shall be designed with a flat grade wherever practical. In hilly or rolling areas, at the approach to an intersection, a leveling area shall be provided having not greater than a two (2) percent grade for a distance of sixty (60) feet, measured from the nearest right-of-way line of the intersecting public way.
- f. The cross-slope on all public ways, including intersections, shall be three (3) percent or less.
- g. In all cases, within an area formed by the centerlines of the intersecting or intercepting streets and/or railroads and a line joining points on such centerlines at a distance of seventy-five (75) feet, there shall be no obstruction to vision between the height of three and one-half (3 1/2) feet and a height of ten (10) feet above the average grade of each street and/or railroad at the centerline, thereof.

4-104.403 Acceleration and Deceleration Lanes

- a. Deceleration or turning lanes may be required by the city along existing and proposed streets as determined by a traffic impact study required by Subsection 4-103.206, or where the city can justify the need.



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b. Deceleration Lanes Shall Be Designed to the Following Standards:

- (i) The lane width shall be the same as the required width of the roadway moving lanes.
- (ii) The lane shall provide the full required lane width for its full length. It shall not be tapered.
- (iii) The minimum lane length shall be as follows:

<u>Design Speed of Road</u>	<u>Minimum Deceleration Lane Length</u>
30 mph	165 feet
40 mph	230 feet
50 mph	310 feet

- c. Acceleration lanes are only required when indicated as needed by a traffic impact study. The design shall be as per the recommendation of the City Engineer.