



City of Bartlett

David Parsons, Mayor

Municipal Planning Commission

AGENDA

Monday, December 2, 2024 — 6:30 p.m.

Bartlett City Hall Assembly Chamber

Opening Prayer

****Official Business of the Day****

Minutes of the Monday, November 4, 2024 Meeting

Continued

1. Church Use, 0 Broadway Road (David Bray, The Bray Firm) – Traffic Study

NEW BUSINESS

Construction Plan

2. Walker Farms Planned Development Phase 3, Parcel B0138 00176 (Robert Reaves, Land Development Solutions)

Final Plan

3. Walker Farms Planned Development Phase 3, Parcel B0138 00176 (Robert Reaves, Land Development Solutions)

Ordinance Amendment

4. Zoning Ordinance, Section 6 Article 12, Residential Off-street Parking

Open Discussion

The public shall be provided an opportunity to address the Board or Commission during an Open Discussion period at the end of each regular and special meeting of the governing body. Prior to the start of the meeting, individuals will be required to complete and present to the Clerk the Open Discussion Citizen form provided at each meeting. The Open Discussion period for regular and special meetings of the Board or Commission shall be limited to twenty (20) minutes.

Individuals shall be allowed to speak for up to three (3) minutes each. Open Discussion periods will not be held for any meeting where there are no actionable items on the agenda or meetings where the governing body is conducting a disciplinary hearing for a member of the governing body or a person whose profession or activities fall within the jurisdiction of the governing body.

Adjourn

PLANNING COMMISSION
Monday, December 2, 2024 - 6:30 P.M.
Bartlett City Hall Assembly Chamber
Staff Comments

Continued

1. Church Use, 0 Broadway Road (David Bray, The Bray Firm) – Traffic Study

INTRODUCTION: Mr. David Bray with The Bray Firm, on behalf of Badrul Hassain with the Bartlett Muslim Society, is requesting Planning Commission approval of a favorable recommendation of a Special Use Permit (SUP) to allow for a church use to be located on the east side of Broadway Road on Parcel B0149 00261 which is located just north of the Ellendale 5-way intersection. The subject property is located within the “R-E” Residential Estate Zoning District.

BACKGROUND: On October 2, 2023, the Planning Commission continued the Special Use Permit application review until a traffic study could be obtained. The traffic analysis was completed utilizing the revised conceptual outline plan that reduced the proposed parking lot from 165 parking spaces to 52 parking spaces. Staff has copied over the public hearing input received at the October 2, 2023 Planning Commission meeting. The public hearing correspondence is attached to this staff report packet.

Bartlett Muslim Society is a 20 family congregation. Currently, worship services are held in the Bartlett Square Office Building located at 4210 Altruria Road. Article V, Chart 1 of the Bartlett Zoning Ordinance permits the church use in the “R-E” Residential Estate Zoning District with the granting of a Special Use Permit by the Board of Mayor and Aldermen. Surrounding uses include: residential single family homes with “R-E” zoning to the north, post office facility with “C-G” General Business zoning to the south, youth behavioral treatment facility with “R-E” zoning to the east, and residential single family homes with “RS-12” zoning to the west.

DISCUSSION: The applicant’s request for the SUP includes a conceptual outline plan for the future development of the property. The property is an 8.244-acre site that will potentially contain the following: a 5,000 square foot building that may be expanded to 15,000 square feet, a parking lot with 52 parking spaces, and driveway access off Broadway Road. Should the Planning Commission provide a positive recommendation to the Board of Mayor and Aldermen, and the SUP is granted, the applicant would be required to return to the Planning Commission for site plan approval.

Recommendation: Approval of a favorable recommendation to the Board of Mayor and Aldermen with conditions.

Engineering Conditions:

General:

1. A Commercial Site Plan contract may be required and will be prepared by Engineering and submitted to the developer/engineer for review to cover the fees to be paid to the City of Bartlett.
2. Applicant/ Engineer shall provide a **digital set of drawing** files showing the sanitary sewer lines, drainage lines, lot lines and all improvements in AutoCAD format to dhubbard@cityofbartlett.org and ecampbell@cityofbartlett.org for use in the preparation of the Water Design Plan. This plan will be coordinated with the site design engineer to resolve any conflicts.
3. A water line extension may be required to bore under railroad to meet commercial fire flow
4. A SWPPP and a TDEC permit may be required and shall be submitted to TDEC and also to the City of Bartlett Engineering office.
5. All new utilities shall be underground.
6. Detentions will be required.

Conceptual Site Plan:

7. The Fletcher creek pump station will need to be removed and sewer extended under railroad.
8. A traffic study will be required to assess the impact of traffic on the surrounding areas
9. Road widening may be required on Broadway Rd.
10. A sprinkler system will be required if the building is over 5,000 sqft.
11. The following plans will be required: landscaping, drainage, sewer, and water.
12. The driveway to Broadway may need to be shifted north to allow for adequate sight distance and vehicle stacking.
13. Additional 50' Railroad charter right of way easement shall be added along the 100' CSX railroad ROW.
14. Additional ROW dedication should be shown clearly and called out as "Dedicated to the City." The dedication required is 34' from the centerline of the roadway.

Traffic Study Analysis:

The Traffic Study was conducted by Martin Lipinski over a one-week period in March 2024. The study included the Level of Service (LOS) of the five way intersection for 1) the existing conditions, 2) the initial stage of construction (2025) of a 5,000 SF building with approximately 15-25 vehicular trip generations, and 3) the complete buildout (2028) of a 15,000 SF building with approximately 30-52 vehicular trip generations. The proposed site will have a single driveway onto Broadway and will consist of meeting rooms and worship space. The following observations were made:

- When traffic is heavy at the 5-way intersection, it is usually only heavy on one or two approaches at a time, so the intersection flow is pretty stable and longer queues dissipate quickly.
- Crash history analysis revealed no major concerns.
- Traffic volumes do not warrant signalization nor grade separation.
- No additional mitigation measures are warranted.
- Background traffic assumed to grow at 2% per year
- LOS for several approaches to the 5-way declined during the study period because of 2% growth rate of background traffic. However, none of the vehicular approaches declined further as a direct result of the Mosque Site Development.

Planning Conditions:

1. The owner/applicant shall be present at the meeting in order to make decisions relative to any changes that may be suggested by the Planning Commission.
2. The applicant shall be present at the corresponding Board of Mayor and Aldermen meetings to make decisions relative to any changes that maybe suggested by the Board of Mayor and Aldermen.
3. Should the Special Use Permit be approved by the Board of Mayor and Aldermen, the applicant shall submit site plan applications for approval by the Planning Commission and Design Review Commission.
4. The applicant shall submit site plan applications for approval by the Planning Commission and Design Review Commission for all future building additions and parking lot expansions with a revised traffic study for each site plan request.
5. The applicant would need to revise the Special Use Permit and traffic study to add any other SUP permitted nonresidential uses such as a school use or other future ancillary uses.

NEW BUSINESS

Construction Plan

2. Walker Farms Planned Development Phase 3, Parcel B0138 00176 (Robert Reaves, Land Development Solutions)

INTRODUCTION: Mr. Robert Reaves with Land Development Solutions, is requesting Planning Commission approval of the Construction Plan for Walker Farms Planned Development, Phase 3. The subject property is located north of Old Brownsville Road, and west of Farmland Way within the "RS-12" Residential Zoning District.

BACKGROUND: In 2004, the Memphis and Shelby County's Land Use Control Board and the Shelby County Commission granted approval of the Walker Farms PD, a 295-single family residential lot Outline Plan. The Outline Plan consisted of 158.07-acres of land to be developed in phases with minimum lots sizes starting from 10,000 square feet.

On October 2, 2006, the Bartlett Planning Commission recommended to the Board of Mayor and Aldermen that the project be annexed into the City of Bartlett, and that it be zoned "RS-12" Residential. On December 12, 2006, the Board of Mayor and Aldermen granted the annexation of the property along with the recommended zoning. On March 2, 2009, the Bartlett Planning Commission approved the final plan for Phase 1, which featured 80-lots to be developed. On October 8, 2013, the Board of Mayor and Aldermen approved the following amendments to the planned development/outline plan that were requested by the developer, with the exception of maintaining 2,000-square feet of minimum heated floor area for all homes: Landscape provisions, minor reduction to rear-yard setbacks, the requirement that all mailboxes be of the same design, and the exterior of all houses be no less than 70 percent brick.

On June 3, 2019, the Planning Commission approved the Construction and Final Plans for Walker Farms, Phase 2 to subdivide 11.15 acres of land into 21 residential lots.

On August 15, 2024, the Board of Zoning Appeals approved a variance for a 20-foot front yard setback for the cul-de-sac lots of Phase 3 (Lots 12-15 and 28-31).

DISCUSSION: The specific request by the applicant is for Planning Commission approval of the Construction plan to subdivide 20.82 acres of land into 45 lots for Walker Farms Planned Development Phase 3. The construction plans for the subdivision include: storm water detention area, grading and drainage plans, erosion control plan, sanitary sewer plan, a landscape plan, signage plan and street plans for Walker Farms Drive, Walker Farms Cove, Long Cove and Short Drive. Access to the subdivision will be from Walker Farms Drive and Farmland Way.

Recommendation: Approval with conditions.

Engineering Conditions:

General:

- 1) A Subdivision Site Plan contract may be required and will be prepared by Engineering and submitted to the developer/engineer for review to cover the fees to be paid to the City of Bartlett.
- 2) If required, Applicant/ Engineer shall provide a **digital set of drawing** files showing the sanitary sewer lines, drainage lines, lot lines and all

improvements in AutoCAD format to dhubbard@cityofbartlett.org and ecampbell@cityofbartlett.org for use in the preparation of the Water Design Plan. This plan will be coordinated with the site design engineer to resolve any conflicts.

- 3) A SWPPP, TDEC General Construction Permit and a TDEC ARAP will be required and shall be submitted to the TDEC and the City of Bartlett Engineering office. Permit numbers will be recorded on each page of the erosion control plan.
- 4) All new utilities shall be underground.
- 5) Correct all markups.

Plat:

- 6) Areas reserved for detention shall be identified as non-buildable.
- 7) A sidewalk table is required.
- 8) Subdivision monuments shall be shown in accordance with the subdivision regulation.
- 9) Lots 14-17 shall be called out as no direct access allowed to New Brownsville Road.
- 10) Minimum finished floor elevations shall be determined for lots 22-29 and lots 36-39.
- 11) Note from the grading plan concerning property owners being responsible for maintaining swales shall be added to plat.

Grading Drainage Plan:

- 12) Portions of the existing turn-around in Phase 1 that are outside the proposed curb and gutter is to be removed and adequate fill installed to allow for proper drainage.
- 13) Structures 24, 27, 30, 31 and 33 require a chain link fence across the top and wing walls.

Detention Basin Plan:

- 14) As-built detention analysis will be required, add columns to table to accommodate this.

Erosion Control Plan Phase 1:

- 15) Additional EPSCs are required in COS areas while lot grading is being performed.
- 16) Silt fence is shown in the legend but not shown on the plans.

Erosion Control Plan Phase 2:

- 17) Silt fence is shown in the legend but not shown on the plans.
- 18) EPSCs to be installed behind curb and gutter until lots are final stabilized.

Sanitary Sewer Plan:

- 19) Sewer services for lots 33 through 36, consider installing them in an existing sewer manhole with a drop connection as opposed to digging 25 or more feet down to install a service on the existing main.
- 20) Consider moving the service for lot 37 to the new main as opposed to digging 25 or more feet down to install a service on the existing main.

- 21) Sewer services for lots 12-15, 22 and 28-31 shall be moved towards a property line to avoid the placement of a driveway on the sewer service.
- 22) Sewer manholes in COS B may need the tops adjusted to grade.
- 23) The existing sewer manhole at STA 36+18 on Walker Farms Drive may need to be adjusted to grade.

Signage Plan:

- 24) No speed limit signs are required. There is a speed limit sign as the subdivision is entered from Rockyford Road (phase 2) and another as the subdivision is entered from New Brownsville Road (phase 1).
- 25) A D-3 sign is required for Short Drive.

Plan and Profile Sheets:

- 26) Street Section (Typical) should indicate the surface lift as 411-D as opposed to 411-E.
- 27) Street Section (Typical) has a note concerning when the wearing surface is to be installed. It shall be installed when the subdivision is 100% built out as opposed to prior to plat recording.
- 28) As-built columns are required for the structure and pipe tables.
- 29) Drainage profile should show length of runs and slopes.

Drainage Details:

- 30) Detail for type D headwall, the inlet elevation should show a concrete apron similar to the outlet elevation.

Box Culvert Interior Section:

- 31) Indicate which specific line on which table is to be used for this application.

Typical Wingwall Details:

- 32) Elevation view of wingwall has a note to see tables on a standard drawing that is not included in the plan set.

Landscape Plan:

- 33) Landscaping for areas outside this phase of subdivision construction shall be deleted.

Planning Comments:

- 1. The applicant is requesting a waiver from the Tree Survey and Density requirements of the Bartlett Zoning Ordinance. The applicant states the site work for the remaining phases will be within a pre-existing cleared site after the Planned Development was approved by Shelby County in 2004. As a residential development, tree density units are not required; just the newly planted tree on each lot before a final building permit is required. This request is for Phase 3 specifically.
- 2. The applicant was approved by the Board of Zoning Appeals for 20-foot front-yard setback to apply to Lots 12-15, 28-31, 64-68, 75-77, 79-82, 112-121, 50-63, 85, and 93-99 of Walker Farms Planned Development Phases 3, 4, and 5.
- 3. Due to grading differential and the future road alignment geometry of New Brownsville Road, the applicant proposes a transitional landscape easement

from 15 feet to 10 feet width along the rear of lots 14-17 to keep the lots buildable. The transition easement will prevent privacy fences from being built within the easement, and the landscaping will be maintained by the HOA.

Planning Conditions:

1. The applicant shall add a note to the final plat to deny driveway access on to New Brownsville Road for lots 14 - 17.
2. The applicant shall add to the Final Plat the transitional landscape plate for Lots 14 – 17.
3. The applicant shall provide the tree protection plan as mentioned in the cover letter.
4. The applicant shall identify the location for the Post Office required cluster box to the final plat.
5. The applicant shall apply to the Design Review Commission for the approval of subdivision fence materials, landscaping, and any other common features.
6. The Final Plat must have a phasing key map with the boundaries highlighted or bolded.
7. The applicant shall update the instrument numbers for the HOA By-Laws and Covenants and Restrictions shown on the final plat as related documents are re-recorded.
8. The owner/applicant shall be present at the meeting in order to make decisions relative to any changes that may be suggested by the Planning Commission.

Final Plan

3. Walker Farms Planned Development Phase 3, Parcel B0138 00176 (Robert Reaves, Land Development Solutions)

INTRODUCTION: Mr. Robert Reaves with Land Development Solutions, is requesting Planning Commission approval of the Final Plan for Walker Farms Planned Development, Phase 3. The subject property is located north of Old Brownsville Road, and west of Farmland Way within the “RS-12” Residential Zoning District.

BACKGROUND: In 2004, the Memphis and Shelby County's Land Use Control Board and the Shelby County Commission granted approval of the Walker Farms PD, a 295-single family residential lot Outline Plan. The Outline Plan consisted of 158.07-acres of land to be developed in phases with minimum lots sizes starting from 10,000 square feet.

On October 2, 2006, the Bartlett Planning Commission recommended to the Board of Mayor and Aldermen that the project be annexed into the City of Bartlett, and that it be zoned "RS-12" Residential. On December 12, 2006, the Board of Mayor and Aldermen granted the annexation of the property along with the recommended zoning. On March 2, 2009, the Bartlett Planning Commission approved the final plan for Phase 1, which featured 80-lots to be developed. On October 8, 2013, the Board of Mayor and Aldermen approved the following amendments to the planned development/outline plan that were requested by the developer, with the exception of maintaining 2,000-square feet of minimum heated floor area for all homes: Landscape provisions, minor reduction to rear-yard setbacks, the requirement that all mailboxes be of the same design, and the exterior of all houses be no less than 70 percent brick. On June 3, 2019, the Planning Commission approved the Construction and Final Plans for Walker Farms, Phase 2 to subdivide 11.15 acres of land into 21 residential lots.

On August 15, 2024, the Board of Zoning Appeals approved a variance for a 20-foot front yard setback for the cul-de-sac lots of Phase 3 (Lots 12-15 and 28-31).

DISCUSSION: The specific request by the applicant is for Planning Commission approval of the Final Plan to subdivide 20.82 acres of land into 45 lots for Walker Farms Planned Development Phase 3. Access to the subdivision will be from Walker Farms Drive and Farmland Way. Detention for the subdivision will be handled by the proposed detention basins on COS A & B. Common open spaces C & D run alongside the Phase 2 stream buffer located at the west end of this proposed phase.

Recommendation: Approval with conditions.

Engineering Conditions:

General:

- 1) A Subdivision Site Plan contract may be required and will be prepared by Engineering and submitted to the developer/engineer for review to cover the fees to be paid to the City of Bartlett.
- 2) If required, Applicant/ Engineer shall provide a **digital set of drawing** files showing the sanitary sewer lines, drainage lines, lot lines and all improvements in AutoCAD format to dhubbard@cityofbartlett.org and ecampbell@cityofbartlett.org for use in the preparation of the Water Design Plan. This plan will be coordinated with the site design engineer to resolve any conflicts.
- 3) A SWPPP, TDEC General Construction Permit and a TDEC ARAP will be required and shall be submitted to the TDEC and the City of Bartlett Engineering office. Permit numbers will be recorded on each page of the erosion control plan.

- 4) All new utilities shall be underground.
- 5) Correct all markups.

Plat:

- 6) Areas reserved for detention shall be identified as non-buildable.
- 7) A sidewalk table is required.
- 8) Subdivision monuments shall be shown in accordance with the subdivision regulation.
- 9) Lots 14-17 shall be called out as no direct access allowed to New Brownsville Road.
- 10) Minimum finished floor elevations shall be determined for lots 22-29 and lots 36-39.
- 11) Note from the grading plan concerning property owners being responsible for maintaining swales shall be added to plat.

Grading Drainage Plan:

- 12) Portions of the existing turn-around in Phase 1 that are outside the proposed curb and gutter is to be removed and adequate fill installed to allow for proper drainage.
- 13) Structures 24, 27, 30, 31 and 33 require a chain link fence across the top and wing walls.

Detention Basin Plan:

- 14) As-built detention analysis will be required, add columns to table to accommodate this.

Erosion Control Plan Phase 1:

- 15) Additional EPSCs are required in COS areas while lot grading is being performed.
- 16) Silt fence is shown in the legend but not shown on the plans.

Erosion Control Plan Phase 2:

- 17) Silt fence is shown in the legend but not shown on the plans.
- 18) EPSCs to be installed behind curb and gutter until lots are final stabilized.

Sanitary Sewer Plan:

- 19) Sewer services for lots 33 through 36, consider installing them in an existing sewer manhole with a drop connection as opposed to digging 25 or more feet down to install a service on the existing main.
- 20) Consider moving the service for lot 37 to the new main as opposed to digging 25 or more feet down to install a service on the existing main.
- 21) Sewer services for lots 12-15, 22 and 28-31 shall be moved towards a property line to avoid the placement of a driveway on the sewer service.
- 22) Sewer manholes in COS B may need the tops adjusted to grade.
- 23) The existing sewer manhole at STA 36+18 on Walker Farms Drive may need to be adjusted to grade.

Signage Plan:

- 24) No speed limit signs are required. There is a speed limit sign as the subdivision is entered from Rockyford Road (phase 2) and another as the subdivision is entered from New Brownsville Road (phase 1).

25) A D-3 sign is required for Short Drive.

Plan and Profile Sheets:

26) Street Section (Typical) should indicate the surface lift as 411-D as opposed to 411-E.

27) Street Section (Typical) has a note concerning when the wearing surface is to be installed. It shall be installed when the subdivision is 100% built out as opposed to prior to plat recording.

28) As-built columns are required for the structure and pipe tables.

29) Drainage profile should show length of runs and slopes.

Drainage Details:

30) Detail for type D headwall, the inlet elevation should show a concrete apron similar to the outlet elevation.

Box Culvert Interior Section:

31) Indicate which specific line on which table is to be used for this application.

Typical Wingwall Details:

32) Elevation view of wingwall has a note to see tables on a standard drawing that is not included in the plan set.

Landscape Plan:

33) Landscaping for areas outside this phase of subdivision construction shall be deleted.

Planning Conditions:

1. The applicant shall add a note to the final plat to deny driveway access on to New Brownsville Road for lots 14 - 17.
2. The applicant shall add to the Final Plat the transitional landscape plate for Lots 14 – 17.
3. The applicant shall identify the location for the Post Office required cluster box to the final plat.
4. The applicant shall apply to the Design Review Commission for the approval of subdivision fence materials, landscaping, and any other common features.
5. The Final Plat must have a phasing key map with the boundaries highlighted or bolded.
6. The applicant shall update the instrument numbers for the HOA By-Laws and Covenants and Restrictions shown on the final plat as related documents are re-recorded.
7. The owner/applicant shall be present at the meeting in order to make decisions relative to any changes that may be suggested by the Planning Commission.

Ordinance Amendment

4. Zoning Ordinance, Section 6 Article 12, Residential Off-street Parking

INTRODUCTION: This is a city initiated request to amend Article VI, Section 9 Supplementary District Regulations, Parking, Storage, or Use of Major Recreational Equipment; Article VI, Section 10 Parking and the Storage of Certain Vehicles in Residential Zoning Districts by adding Definitions; and Article VI, Section 12 Minimum Off Street Parking Requirements of the Codified Ordinances of the City of Bartlett, Tennessee.

BACKGROUND: The City of Bartlett desires to provide better service to the community by protecting property values by more efficiently addressing the parking and storage of certain vehicles, and the temporary parking of major recreational vehicles. Also, the City of Bartlett desires to make clear the location for the parking of certain vehicles and define appropriate parking surfaces within the Zoning Ordinance.

DISCUSSION: The proposed Ordinance will amend the Bartlett Zoning Ordinance by amending Article VI, Section 9 Parking, Storage, or Use of Major Recreational Equipment by removing and/or replacing text; and Article VI, Section 10 Parking of Certain Vehicles by adding/or removing text and adding definitions for clarification purposes; and Article VI, Section 12 Minimum Off Street Parking Requirements by removing and/or replacing text.

The amendments are listed below:

Article VI, Section 9, Supplementary District Regulations: Parking, Storage, or Use of Major Recreational Equipment, shall be amended by removing and replacing text as follows:

For purposes of these regulations, major recreational equipment is defined as including boats and boat trailers, travel trailers, pick-up camper or coaches (designed to be mounted on automotive vehicles), motorized dwellings, tent trailers, and the like, and cases or boxes used for transporting recreational equipment, whether occupied by such equipment or not.

No major recreational equipment shall be parked or stored on any lot in a residential district except in a carport or enclosed building on a solid paved dust free surface ~~or behind the building line in accordance with Article VI Section 10.~~ However, such equipment may be parked anywhere on residential premises for a period not to exceed twenty-four (24) hours during loading or unloading. No such equipment shall be used for living, sleeping, or housekeeping purposes when parked or stored on a residential lot, or in any location not approved for such use.

Exceptions for short-term living or sleeping in recreational vehicle on a residential lot:

1. Short-term accommodation for emergency circumstances in the case of uninhabitable residential dwelling damage due to flood, wind, or fire.
2. Such short-term residential recreational vehicles and their occupants must submit a written request to include the specific reasons for the need for short-term living and the time frame for the request. Requests must be approved by the Director of Code Enforcement and shall be valid for up to six months but may be renewed for not more than one additional six-month period.

3. All short-term residential recreational vehicles must be legally registered and tagged.
4. Short-term residential recreational vehicles may only be parked in a carport or enclosed building or behind the building line and have the ability to discharge sanitary waste to the sanitary sewer.
5. Such recreational vehicles must be structurally sound and protect its occupants against the elements. The recreational vehicle must be maintained in good aesthetic appearance and function and be kept road-worthy. No structures such as porches, storage space, additional rooms, permanent stairs or the like, may be attached to recreational vehicles.
6. Construction repairs to the residential dwelling must start within (60) days of the short-term residential recreational vehicle approval. Only one short-term recreational vehicle shall be permitted on any parcel of land during the repair of the permanent dwelling.

Article VI, Section 10, Supplementary District Regulations: Parking and Storage of Certain Vehicles Use of Major Recreational Equipment, shall be amended by removing and replacing text and adding illustrations as follows:

Section 10 - Parking and Storage of Certain Vehicles **Definitions and Locations**

Amended by Ord. #15-05, 11/24/15

~~Automotive vehicles of any kind or type without current license plates shall not be parked or stored on any residentially zoned property other than in completely enclosed buildings. Trailers not stored in an enclosed building must be stored behind the front elevation of the house.~~

A. Definitions. As used in this section pertaining to the parking of trailers, boats, campers, RV's, ATV's and the like:

1. **"Residential Front Yard"** means the yard area directly in front of the habitable (main) portion of the house extending to the front property line and not occupied by a structure.
2. **"Residential Side Yard"** means the yard area from the rear elevation of the house extending to the side property lines and forward to the front property line nearest to the front elevation at each side of the home.
3. **"Residential Rear Yard"** means the yard area extending from the rear of the side yard and the rear of the habitable (main) portion of the house extending to the rear property line and not occupied by a structure.
4. **"Residential Area"** means that portion of the City zoned as a Residential District set forth by Article V of the Zoning Ordinance.
5. **"Driveway"** means the area approved by the Building and Planning Department for motor vehicle use.

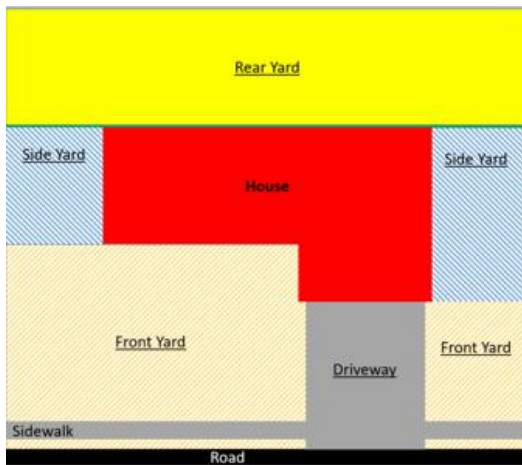
6. **“Parking Surface”** means a paved dust free surface consisting of asphalt paving, poured concrete, or other surface as approved by the Building Official in a residential district.

B. Parking Locations Prohibited

1. **Front Yard Parking Prohibited.** No parking shall be permitted in a residential front yard other than a licensed motor vehicle on an approved parking surface. Further, no person shall park, store, or leave unattended trailers, boats, campers, RV's, ATV's and the like in the front yard.
2. **Side Yard Parking Prohibited.** No parking shall be permitted in a residential side yard other than a licensed motor vehicle on an approved parking surface. Further, no person shall park, store, or leave unattended trailers, boats, campers, RV's, ATV's and the like in the side yard.

C. Parking Location Exceptions

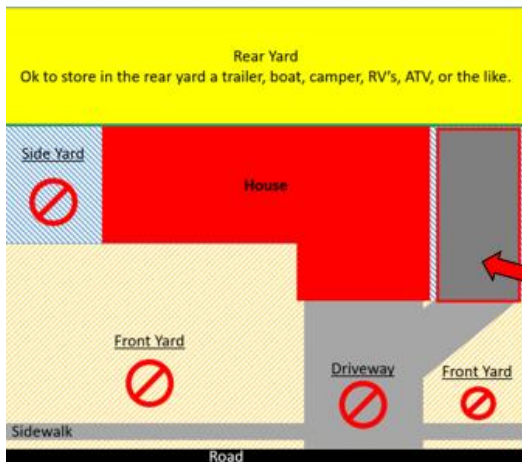
1. **Side Yard Parking Allowed.** Trailers, boats, campers, RV's, ATV's and the like may be allowed to be parked in a side yard if parked within a driveway on a paved parking surface, and completely screened in by an approved fence.
2. **Rear yard parking Allowed.** All rear yard parking areas must maintain any access through side and front yard areas, and completely screened in by an approved fence.



Typical Residential Lot



No Parking in areas marked .



Trailers, boats, campers, RV's, ATV's, or the like, permitted to be stored in this area if parked within a driveway or a paved parking surface, and completely screened in by an approved fence.

Trailers, boats, campers, RV's, ATV's, or the like, permitted to be stored in this area if parked within a driveway or a paved parking surface, and completely screened in by an approved fence.



Typical Residential Corner Lot

Article VI, Section 12, Supplementary District Regulations: Minimum Off-Street Parking Requirements shall be amended to remove text as follows:

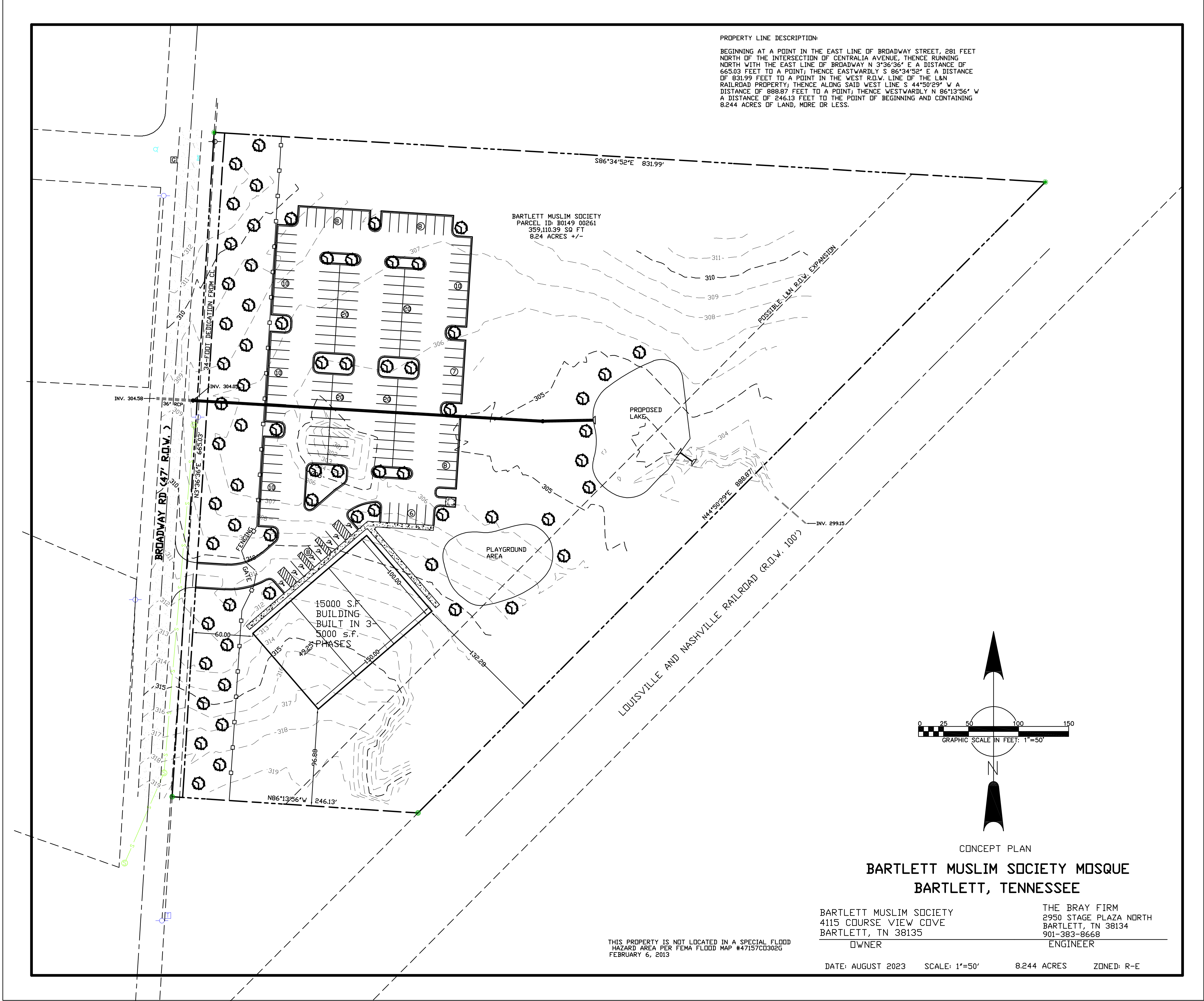
Hereafter no building shall be erected or altered and no land used unless there is provided adequate off-street parking space or spaces for the needs of tenants, personnel and patrons together with means of ingress and egress.

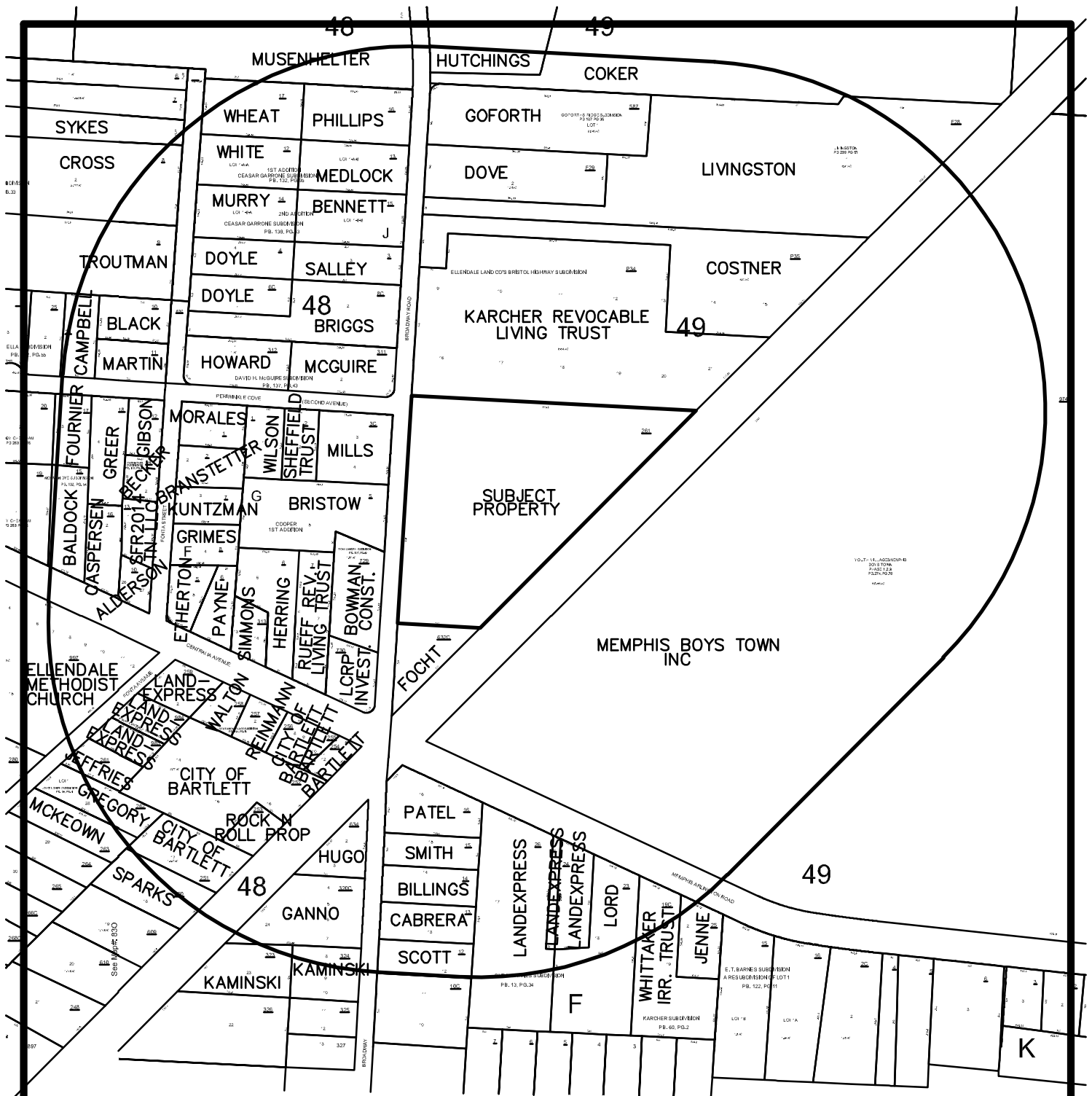
A. GENERAL PROVISIONS

- I. Off-Street parking for other than residential uses shall be either on the same lot or within three hundred (300) feet of the building it is intended to serve measured from the nearest point of the building to the nearest point of the off-street parking lot. **The parking lot is subject to Planning Commission and Design Review Commission approval.**

2. Residential off-street parking spaces shall consist of a parking strip, driveway, garage, or combination thereof and shall be located on the premises they are intended to serve. In all zoning districts, no vehicle that may be parked in a front yard shall be **frequently** parked or stored on any part of the front yard other than a paved driveway or any other hard surface area that is normally considered the driveway area of the lot **as defined in Article VI, Section 10(5)**. To pave any area of a front yard, other than the driveway, for additional parking will require a building permit from the City of Bartlett Building Department. ~~and approval of the proposed paving by the City of Bartlett Planning Department.~~
3. Any area once designated as required off-street parking shall not be changed to any other use unless and until equal facilities are provided elsewhere, **subject to site plan approval by the Planning Commission and the Design Review Commission.**
4. In the instance of dual function of off-street parking where operating hours do not overlap, the Board of Zoning Appeals may grant an exception.
5. Two (2) or more buildings or uses may collectively provide the required off-street parking in which case the required number of parking spaces shall not be less than the sum of the requirements for the several individual uses computed separately.
6. For uses not specifically mentioned in this section the requirements for off-street parking for a similar use specifically mentioned in this section shall apply.
7. ~~Landscape area equal to ten (10) percent of the gross parking area shall be provided and shall include not less than one (1) tree for each twenty (20) parking spaces or fraction thereof. Such landscaping shall be approved by the Design and Review Commission.~~

Recommendation: Favorable recommendation to the Board of Mayor and Aldermen for approval.





SUP APPLICATION FOR 0 BROADWAY

(EAST SIDE OF BROADWAY, 330 NORTH OF INTERSECTION OF
BROADWAY AND CENTRALIA)

**APPLICANT: BARTLETT MUSLIM SOCIETY
BARTLETT, TENNESSEE**

PREPARED BY THE BRAY FIRM

LAND DEVELOPMENT SERVICES
2950 STAGE PLAZA NORTH
BARTLETT, TENNESSEE
AUGUST 31, 2023

TELEPHONE 901-383-8668
E-MAIL dgbray@comcast.net
SCALE 1"=400'

Bartlett Muslim Society
4115 Course View Cv.
Bartlett, TN 38135-5185

The Bray Firm
2950 Stage Plaza North
Bartlett, TN 38134

Owner

Engineer

Karcher Revocable Living Trust
3522 Glen Trace Cv.
Bartlett, TN 38135-3043

Brian Costner
4200 Broadway Rd
Arlington, TN 38002

Carol Livingston
4214 Broadway Rd.
Bartlett, TN 38135-7504

Justin & Victoria Dove
4220 Broadway Rd.
Arlington, TN 38002-7504

Charles & Ann Goforth
P.O. Box 134
Ellendale, TN 38029

Barry & Linda Coker
270 Fawn Ridge Rd.
Parsons, TN 38363

Thomas & Anita Murry
P.O. Box 544
Ellendale, TN 38029-0544

Claude Hutchings
3566 Perennial Gap Dr.
Bartlett, TN 38133-2788

Joyce & Thomas White
4218 Fonta Rd.
Bartlett, TN 38002-9813

Keith Musenhelter
4285 Broadway Rd.
Arlington, TN 38002-9740

Jacqueline Phillips
4241 Broadway Rd.
Arlington, TN 38002-9740

Jon & Denise Medlock
P.O. Box 482
Ellendale, TN 38029-0482

Tillman & Sandra Wheat
P.O. Box 752
Ellendale, TN 38029-0752

James & Linda Bennett
P.O. Box 296
Ellendale, TN 38029

George Sykes
2847 Shelby St.
Ste. 211
Bartlett, TN 38134

Susan Salley
P.O. Box 176
Ellendale, TN 38029

Landon & Lynn & William Cross
4215 Fonta
Arlington, TN 38002-7814

Cecily Briggs
604 Shotwell St.
Memphis, TN 38111-7521

Kenneth Troutman
4185 Fonta Rd.
Arlington, TN 38002-7813

David & Sandra McGuire
4161 Broadway Rd.
Arlington, TN 38002-5152

Lyndora Howard
P.O. Box 136
Ellendale, TN 38029-0136

Paul Jr & Sheila Black
P.O. Box 115
Ellendale, TN 38029

Charles & Sue Doyle
4184 Fonta
Arlington, TN 38002

Charles & Jeri Doyle
P.O. Box 548
Ellendale, TN 38029

Betty Martin
4163 Fonta Rd.
Arlington, TN 38002-7813

Alan, Austin, & Aaron Campbell
P.O. Box 577
Ellendale, TN 38029-0577

Jade Fournier
7231 Periwinkle Cv.
Bartlett, TN 38002-2574

Kenneth & Robbie Greer
P.O. Box 133
Ellendale, TN 38029

George Gibson
P.O. Box 14
Ellendale, TN 38029-0014

Sophia & Jacob Becker
4131 Fonta Rd.
Arlington, TN 38002-7813

SFR 2014 – TN LLC
23975 Park Sorrento
Ste. 300
Calabasas, CA 91302-4012

Sharon Alderson
P.O. Box 356
Ellendale, TN 38029

Danny & Karen Caspersen
7228 Centralia Ave.
Ellendale, TN 38029

Randall & Tammy Baldock
7218 Centralia Rd.
Bartlett, TN 38135

Ellendale Methodist Church
P.O. Box 85
Ellendale, TN 38029

Landexpress
3973 Brunswick Rd.
Memphis, TN 38133

Billy Jr. & Jeriann Jeffries
3907 Oak Rd.
Bartlett, TN 38135-1938

Daniel Gregory
4044 Fonta Rd.
Arlington, TN 38002-9772

Esther McKeown
10388 Latting Rd.
Cordova, TN 38016-5501

Nellie Sparks
330 Norse Rd.
Eads, TN 38028

City of Bartlett
6400 Stage Rd.
Bartlett, TN 38134-3739

Rock N Roll Properties LLC
7475 Memphis-Arlington Rd.
Bartlett, TN 38135

Scarlet Walton
7281 Centralia Rd.
Bartlett, TN 38135-1881

Scott & Wendi Reinmann
7291 Centralia Rd.
Bartlett, TN 38135-1881

John Focht
1579 Lacewing Trace
Cordova, TN 38016

LCRP Investors
74 Dana Rd.
Buffalo, NY 14216-3513

Bowman Construction Inc.
3000 Catfish Dr.
Lake City, AR 72437-9017

Barbara & George Rueff Revocable
Living Trust
205 Elm St.
Quitman, AR 72131-9338

Braxton Jr. & Sannie Herring
P.O. Box 141
Ellendale, TN 38029-0141

Joe & Marjorie Simmons
P.O. Box 263
Ellendale, TN 38029-0263

Tracy & Shaun Payne
7266 Centralia Rd.
Bartlett, TN 38135-1880

Donna & Michael Etherton
P.O. Box 355
Ellendale, TN 38029

Frederick & Charlotte Grimes
4106 Fonta Rd.
Bartlett, TN 38002-7816

Sinead & Clifford Kuntzman
4118 Fonta St.
Arlington, TN 38002-7816

Judy & Theodore Branstetter
4132 Fonta Rd.
Arlington, TN 38002

Kacy & Thomas Jr. Morales
4140 Fonta Rd.
Arlington, TN 38002-7816

Harry & Emma Wilson
P.O. Box 345
Ellendale, TN 38029

Oneal & Vicki Sheffield Living Trust
P.O. Box 206
Ellendale, TN 38029-0206

Connie Mills
P.O. Box 340
Ellendale, TN 38029

Christopher & Carrie Bristow
4117 Broadway Rd.
Arlington, TN 38002

Memphis Boys Town Inc.
7410 Memphis Arlington Rd.
Memphis, TN 38135-1908

Manish & Rina Patel
5089 Sawyer Lake Dr.
Arlington, TN 38002

Joyce & Charles Smith
4020 Broadway Rd.
Memphis, TN 38135-1943

Larry Billings
9401 Greywood Cv.
Cordova, TN 38018-7008

Deanna Cabrera
4004 Broadway Rd.
Bartlett, TN 38135-1943

Billy & Margaret Scott
P.O. Box 354
Ellendale, TN 38029

Jonathan & Lslie Lord
7387 Memphis-Arlington Rd.
Bartlett, TN 38135-1907

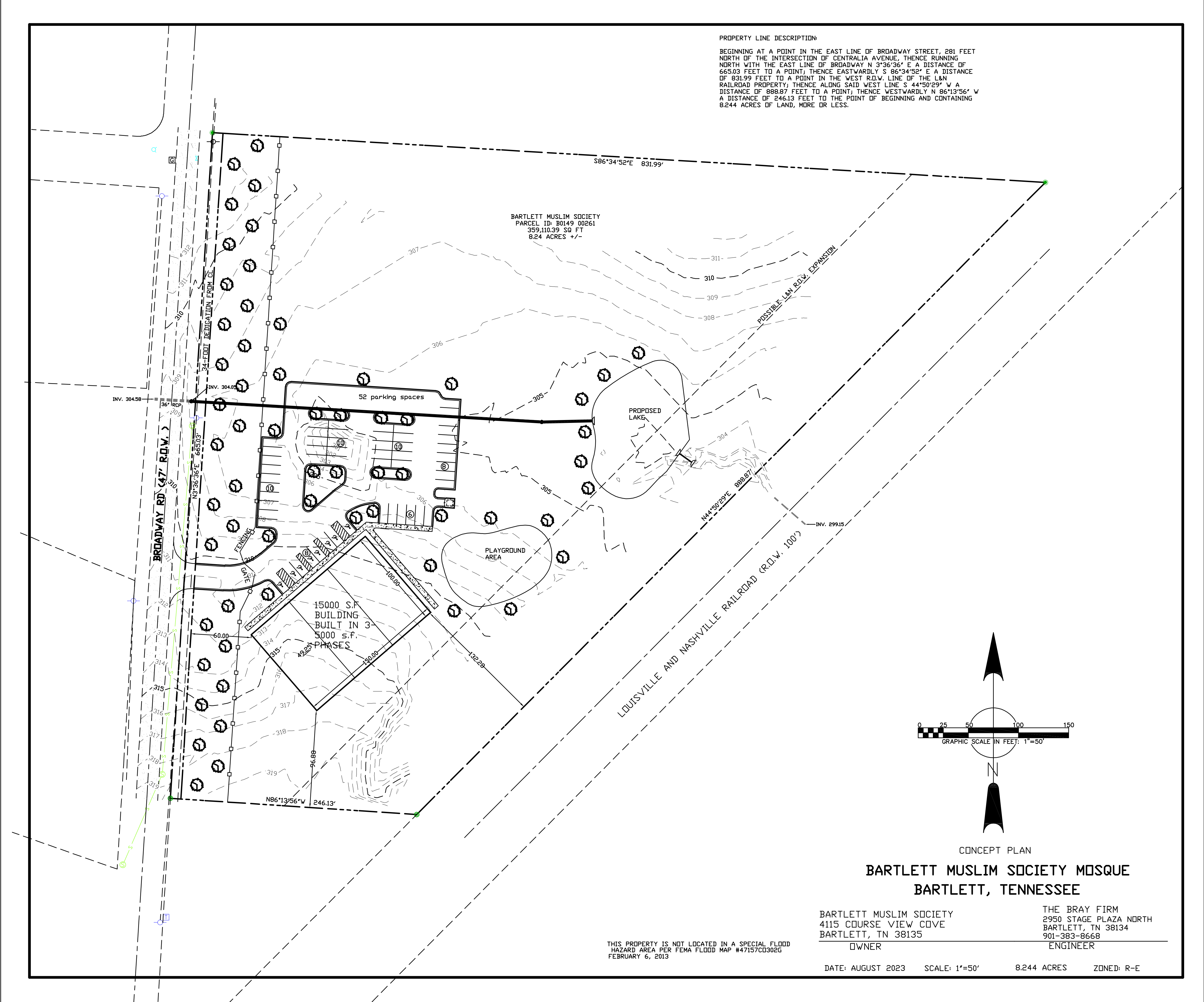
Derek & Joseph Whittaker Irrevocable
Trust
7399 Memphis-Arlington Rd.
Bartlett, TN 38135-1907

Jeremy Jenne & Rachel Smith
7411 Memphis-Arlington Rd.
Bartlett, TN 38135-1905

Hugo Plumbing Company Inc.
7311 Memphis-Arlington Rd.
Bartlett, TN 38135-1919

James Ganno
P.O. Box 656
Ellendale, TN 38029

Catherine Kaminski
3989 Broadway
Bartlett, TN 38135-1944



The public hearing correspondence from the October 2, 2023 Planning Commission is as follows:

The Planning Department received 6 letters of opposition regarding the proposed church use.

Barry & Linda Coker, 4250 Broadway Road:

Against.

Charles & Ann Goforth, 4238 Broadway Road:

Dear Kim;

This letter has been written in response to your Public Notice concerning a public hearing for a Special Use Permit of a Church for the property on the east side of Broadway Road, north of the railroad. My wife Ann and I oppose the issuance of this permit for the reasons outlined in this letter and supporting documentation. Our opposition is based on the fact that the physical conditions that impact this property and the surrounding area make the property unsuitable for any use other than the residential estate zoning that currently exists.

The Bartlett Zoning Ordinance permits the approval of a church as a special use permit in the R-E district; however, it is the responsibility of the applicant to provide; "...evidence at the hearing on such special permit, which evidence must establish that satisfactory provision and arrangement has been made concerning the following items..."

The ordinance lists 9 separate items that must be addressed and the application does not address any of these items. Some items such as signs and screening can be addressed with the site plan application, but several must be considered and addressed prior to any approval of the proposed special use. The known traffic issues, availability of utilities, storm drainage, and compatibility with adjacent properties specifically must be addressed prior to consideration of this proposed special use.

I have prepared enclosed Attachment A which addresses four of the nine items listed in the ordinance. Please review this information, which is based on my 50 years of experience in City Planning (15 years as the City Planner of Bartlett), and 37 years of living on Broadway Road and my familiarity with the area.

It is our recommendation that this proposal be recommended for rejection based on the potential traffic impacts and utility issues. If you choose to consider this proposal it should be continued until the following information is provided by the applicant for proper review of the proposal:

1. A professional traffic impact study by a registered Traffic Engineer.
2. A detailed plan for the provision of water and sewer to the site.
3. A plan for properly handling the stormwater.
4. Conceptual building plans demonstrating compatibility with the surrounding uses.

Thank you for reviewing this information and the opportunity to submit our comments. We will be in attendance at the meeting and plan to speak in opposition to the proposed special use of a church.

(Information Provided by Charlie Goforth)

ATTACHMENT A— Churches in Bartlett are permitted in residential zoning districts only with approval of a Special Use Permit. The property shown below is owned by the Bartlett Muslim Society, contains 8.6 acres and is Zoned R-E Residential Estate. This zoning permits lots with a minimum of 1 acre and would permit a maximum of 8 residential lots. However, there is a moratorium in Bartlett and no new connections to the sewer system have been permitted in this area. The Bartlett Zoning Ordinance requires specific standards to be met prior to approval of a Special Use Permit. These standards from the Zoning Ordinance follow below.

The Bartlett Zoning Ordinance requires specific standards to be met prior to approval of a Special Use Permit. These standards from the Zoning Ordinance follow below.

(a) Ingress and egress to property and proposed structures thereon (a)

Ingress and egress to property and proposed structures thereon

(b) Off-street parking and loading areas where required, with particular attention to the items in (a) above and the economic, noise, glare,

or odor effects of the special permit on adjoining properties and properties in the district.

(c) Refuse and service areas, with particular reference to the items in (a) and (b) above.

(d) Utilities, with reference to locations, availability and compatibility.

(e) Screening and buffering with reference to type, dimensions and character.

(f) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district.

(g) Required yards and other open space.

(h) General compatibility with adjacent properties and other properties in the district.

(i) Other items considered relevant to the proposed special uses.

It is my opinion based on over 50 years in the City Planning profession that the proposal cannot meet standards (a), (d) and (h) and the application for a Special Permit for a Church should be denied.

ITEM (a) INGRESS AND EGRESS— The property is currently zoned Residential Estate or one acre lots and contains 8.6 acres. Based on the current zoning, the maximum number of lots that could be located on

the property is eight. Assuming two cars per house, this would provide for 16 vehicles, but the proposed project is providing for 165 parking spaces or ten times what could be accommodated if used for housing.

The only access to the property is by a rural two lane roadway and it is just north of a five way intersection with a railroad running through the middle of the intersection. This intersection is a constant traffic problem and is already burdened by the traffic to and from the Ninth Grade Academy on Shadowlawn where all 9th grade students in Bartlett attend. Traffic backs up in the morning around 7:00 AM and in the afternoon around 2:00. The southbound traffic often backs up from the intersection over 1800' or approximately 1/3 of a mile in the afternoons even with no train blocking the tracks. Here are some photos of this situation at my house on 1/3/2023.

It is very difficult to get out of driveways on Broadway during the daily traffic back-ups. Frequently, package delivery trucks and garbage and trash trucks block one lane of traffic on Broadway.

The five way intersection and railroad crossing has long been a major traffic issue and traffic has increased substantially as residential development to the north has increased and now generates almost 7,000 vehicles per day based on State counts (6,898).

There are no reasonable solutions to the existing traffic issues on Broadway and any development on this site other than for single family estate lots would be a mistake and further impact the area residents and Academy students and parents.

THIS APPLICATION SHOULD BE REJECTED BUT IN NO CASE SHOULD IT BE CONSIDERED UNTIL A TRAFFIC IMPACT STUDY IS SUBMITTED BY THE APPLICANT FROM A TRAFFIC ENGINEER ACCEPTABLE TO THE CITY.

ITEM (d) UTILITIES: SEWER— With the moratorium on new connections to the sewer system, owners have been limited to having private septic systems in this area before they can build a single house. The property directly north of the proposed site has been denied sewer access.

How would it be possible to have a septic system to serve this property? The ground at this site would not be acceptable for a septic system due to the wet conditions and standing water on the site. The current sewer pump at this location is constantly under repair, it clearly was not designed for more intensive uses than large lot residential.

WATER— The water system on Broadway is old and undersized for anything but rural residential, substantial upgrades to the system would be required for the proposed use.

STORM DRAINAGE— There is no underground storm sewers in this area, it is all surface drainage. A major drainage way runs across the property. Properties to the north and west drain to this property and across the site to the railroad where in goes under the railroad in a pipe. My personal experience is that the drain pipes under the railroad are of insufficient size to handle the water flow. This photo below demonstrates the condition experienced this year when almost the entire property was under water. The proposed parking area is in the area covered by water in the photo.

THIS SPECIAL USE SHOULD NOT BE CONSIDERED UNTIL ALL THE UTILITY ISSUES HAVE BEEN ADDRESSED.

ITEM (H) GENERAL COMPATIBILITY WITH SURROUNDING PROPERTIES— This is also a major issue with large structures being out of character with the surrounding area. All of the Churches in this area and Youth Villages were established in the County prior to annexation by Bartlett, so this was not a consideration in their location. Large non-residential structures with massive parking lots are not compatible with the rural development in this area.

In addition, hundreds of trees have already been cut down on this property and most could have been retained under any reasonable development. This has caused additional drainage runoff that further

impacts the development of the property. Natural large trees and other screens have been removed.

THIS SPECIAL USE SHOULD NOT BE CONSIDERED UNTIL PLANS ARE
SUBMITTED DEMONSTRATION THE COMPATIBILITY OF THE PROPOSED USE.

Justin Dove, 4220 Broadway Road:

To Whom It May Concern,

I am officially writing this letter notifying the City of Bartlett my opinion on the upcoming Special Use permit regarding parcel B014900261 (David Bray / Badrul Hossain). If I wasn't traveling for business, I would be at the public hearing on 10/2/2023. Below are the reasons my family and I are against approving a special use permit for Parcel number B014900261.

Traffic Congestion— As you are aware, the five-way stop sign is notorious for causing confusion and daily traffic delays. Due to the complexity of the five-way stop, Bartlett Academy hours, train schedule, and rush-hour, Broadway can't handle any additional influx of traffic. I have attached images that show traffic back up at various times throughout the year.

I believe the City of Bartlett should demand a complete traffic survey (at owners' expense) that monitors traffic patterns for an extended period of time. Bartlett should also require a study to determine if the

special use permit development will alter the already congested intersection. If the study determines traffic will be altered, the special use permit should be denied or the applicant should be required to install a light or other traffic solution at their cost.

Infrastructure— MLGW - Since building our house in 2021, we have experienced frequent brownouts and power outages. It's common that we experience at least one (1) brownout weekly. Until MLGW significantly invests in our infrastructure, approving such a large project is an injustice to the surrounding neighbors.

Sewer— When I was going through the special use permit process, I was informed that our sewer system can't handle any additional hookups unless a sewer tap already exists. Regardless if there is a sewer tap installed, this property was not intended to support the sewage that a facility of this type would generate.

Drainage and Flooding— Unlike other parts of Bartlett, our area does not feature a city drainage system. The surrounding properties rely on natural drainage -All of which travels through this parcel. In order to have an adequate building site, this project would require significant elevation changes. Changing the elevation would negatively affect the surrounding neighbors and potentially cause flooding. I have attached images that show flooding on this property during recent storms (2023).

Benefits for the Citizens of Bartlett— This development doesn't offer any upside for the City of Bartlett. According to the Shelby County Register of Deeds, this property should feature five (5) single-family homes. If used for its intended use, this property should generate healthy property tax for the City. The Special Use permit that has been applied for will not generate the tax revenue that it was designed for-providing no benefits to the citizens of Bartlett.

In conclusion, my family and I are against the Special Use permit for parcel number B014900261. In 2020, we decided to relocate back to Bartlett and chose this specific location based on its non-commercialized feel. We hope that the City votes against the Special Use permit and to keep the integrity of our neighborhood as it was originally designed. Any approvals outside of residential housing will create the above issues for the entire R-E district.

Dell & Carol Livingston, 4210 Broadway Road:

Ms. Taylor,

We are writing to share our concerns regarding allowing a special use permit for a commercial development for the property referenced above. Our family resides at 4210 Broadway Road and we have been residents of the neighborhood for 18 years.

As you are aware, the R-E District was established for Residential Homes on large lots and the intent is to preserve and protect the low density, open space character of the area as stated in the Zoning Ordinance of the City of Bartlett.

We are against this Special Use Permit request for the following reasons:

1. **Negative Traffic Impact:** Broadway Road is a narrow, 2 lane road with no shoulder or sidewalk. The entrance to the site will be off Broadway Road, just north of the 5-way intersection that regularly creates traffic congestion. This is exacerbated by the existing railway that motorists must also navigate. This commercial development proposes a gated entrance which could pose further traffic issues if the gates are closed, causing traffic to back up upon entering the property. There have been many times when traffic has extended beyond our driveway which is approximately .25 miles north of the intersection. Our concern is that adding 165 vehicles onto this small residential road will negatively impact the health and safety of our residents. Increased traffic could push frustrated drivers onto side streets (Louella and Fonta, for example) where children play and can create lines of traffic that could block residents and emergency vehicles from getting in and out of driveways.

2. **Negative Neighborhood Integrity Impact:** This property has a history of flooding during periods of heavy rain and especially after the majority of the property was “clear cut” (see attached photos.) Drainage will be further negatively impacted by run-off from a 15,000 sf roof area and over an acre of impervious parking lot surface from the proposed development. This will have significant impact on adjacent properties, potentially causing flooding or other undesirable outcomes for landowners and the natural wildlife that our neighborhood enjoys. There is additional concern that this property has not been maintained since its original clearing and has been allowed to grow out of control which causes increased health, sanitation and safety issues for residents and their homes. (see attached photos.)
3. **Long term construction impact:** Allowing 3 separate phases for this development as indicated in the proposed site plan seems to create an ongoing construction zone for the unforeseeable future for our neighborhood.

We purchased and improved our property because we enjoy the space and rural feeling that the Zoning Ordinance allows and feel that the proposed commercial development would significantly diminish the preservation of the open space character of the neighborhood and

surrounding area. And we respectfully request that this special use permit be denied.

Randy & Tammy Baldock, 7218 Centralia Road:

In reference to the notice of public hearing that was mailed to our house recently, first and foremost, my wife and I are opposed to the approval of a special use permit for a church use. The reason for being against the special use permit is due to our concern of this action causing our (and others in this area) property value to decrease. We have lived in this area for 20+ years, and are counting on the value of our residence to assist us in retirement, if and when needed. Following are some questions and concerns we have. I plan to attend the meeting on Monday, October 2.

1. Is the Special Use Permit ("Permit") being requested a temporary or permanent permit?
 - a. If temporary, what is the duration of the permit? Once the permit is lapsed, can another permit be requested? If yes, are nearby residents notified, similar to this notification? Is there anything that would allow the temporary to become permanent?
 - b. If permanent, is there an opportunity for homeowners or others in this city to request the permit to be rescinded, at a future date?

2. I will assume the property owner has already drafted plans for "improving" the property. Can homeowners in the area be allowed to know what the planned "improvements" are?
3. If approved, what does the Permit allow the owners or users of the property to do?
4. If approved, can the owners or users use speakers that will have the opportunity to create loud noise throughout the neighborhood at any time of day or night, weekdays and/or weekends?
5. If approved, will the owners be able to build whatever buildings they so choose to build? Same question as it relates to parking lots and related items on the property.
6. If approved, will the City of Bartlett consider installing a stop light or stop signs at the entrance?
7. As a novice to use permits, is it normal to allow non-residential use for residential zoned property? If this tract was zoned for residential, there must have been a reason to do so.
8. What are the benefits to homeowners in that area to allow this allowance of a special use permit?

Shelia & David Braden, PO Box 115, Ellendale, TN 38029:

We are AGAINST allowing a special use permit for a church use to be located on Broadway Road (Parcel B014900261).

The public hearing opened at 7:30 p.m.

Chairman Conroy called for anyone wishing to speak in favor to step forward.

Brittany Whitehead, 2731 Bragg Lane, stepped forward.

Ms. Whitehead stated that she is a veteran who spent 10½ years in the Army. Her service included a deployment to the Middle East, which included time in Iraq, Jordan, Kuwait, and Syria. At no point did she have to travel as far as the Bartlett Muslim Society has to travel to practice her own Christian faith. She would find it deeply disappointing to come home to the United States of America and see a municipality stop her fellow American citizens from being able to act in the free exercise of their religious faith. One year ago, she would not have been able to attend tonight's meeting because she was deployed. It would be heartbreaking to hear an unfavorable recommendation.

Ms. Whitehead noted that her home mortgage rate is below 3%, and her property taxes are one quarter (25%) of her mortgage. She advised the PC to look across the state line at the town of Horn Lake, Mississippi, and consider the amount of money they had to spend defending a case they were always going to lose [in which they denied permission to build a mosque]. The traffic generated by St. Ann's Catholic Church & School every morning is significant, and traffic will always be an issue. The exercise of free religious belief is integral to the United States of America and the oath that Ms. Whitehead swore to uphold and defend.

Mohammad Ullah, 4115 Course View Cove, stepped forward:

Mr. Ullah noted the concerns expressed by the PC regarding the potential size of the parking lot. Right now, they are meeting at 4210 Altruria Road, inside a shopping center space. There are at most 6 or 7 cars coming during the evening prayer right now, and approximately 3 cars coming in the morning. The early-morning and late-night (or evening) prayers comprise the two main congregations. They did not expect parking to be an issue, but the engineers working on the project advised that it is better to have a lot of parking in case of future need. There may be as many as 10 to 15 cars coming to evening prayers [at a larger facility].

Mr. Ullah reminded the PC that what has been submitted is only a conceptual plan. There are not actually that many cars that will be parking at the facility. He

asked the PC to consider the feelings of the members of the Bartlett Muslim Society. They need a place to pray, worship, and work in the community together that will bring peace of mind. They want to be good neighbors and ask for a favorable recommendation to the Board of Mayor and Aldermen.

Chairman Conroy called for anyone wishing to speak in against approval of a favorable recommendation to the Board of Mayor and Aldermen to step forward.

Charles Goforth, 4238 Broadway Road, stepped forward.

Mr. Goforth repeated the letter he submitted prior to tonight's meeting (can be viewed above under 'Charles & Ann Goforth, 4238 Broadway Road'). He stated that he has lived at his address since 1987. He is against any change to the 5-way stop that will intensify the amount of traffic. The increase in cars will cause an increase in traffic. The road is a two-lane roadway. The garbage truck stops on the street. On school mornings, traffic from the Bartlett Ninth Grade Academy backs up to his house.

Carrie Bristow, 4117 Broadway Road, stepped forward.

Ms. Bristow stated that traffic is the heaviest before the sun comes up. She is prevented from leaving her driveway at this time of day. When pulling out of her driveway, she cannot see people coming from the direction of the Bartlett Ninth Grade Academy. She has been hit while pulling into her driveway due to the traffic congestion at the 5-way stop. There are many dead animals in front of her home due to the trees being torn down. The subject property experiences significant flooding, which then flows into her own yard. She believes it is impossible to convert the subject property into anything that is not under water at least half of the year.

Ronnie Awtrey, 4375 Broadway Road, stepped forward.

Mr. Awtrey agreed with Alderman Young's opinion that the 5-way stop area is the worst possible place in the City to put anything. The train comes through the 5-way stop multiple times per day. No matter what the applicant says, churches always grow. 5 years from now the congregation size of the church could double.

Jeff Jenson, 4707 Buckhead Circle, stepped forward.

Mr. Jenson stated that he lives at the back of the Shadowlawn neighborhood near the 5-way stop. He drives through the 5-way stop every single day to get his daughters to school and then again to work. The intersection is already chaos. Traffic is already backing up when it is still dark outside, before the sun rises. The sun rose this morning at 6:55 a.m. There will be a huge impact on morning traffic and probably in the afternoon as well.

Mr. Jenson stated that anyone attempting to make this a religious issue is being patently dishonest. Residents who live near the subject property and deal with the traffic patterns know this [opposition] is specifically about the traffic. Anything other than one single family home on the subject property brings too much traffic. He asserted that clearly the goal of the church is to grow to fill the parking lot, or else they would not plan so many parking spaces. There is a better location than the subject property for this facility.

Alan Campbell, 7230 Periwinkle Cove, stepped forward.

Mr. Campbell stated that he completely respects the things that those speaking in favor of the SUP and religious freedom. St. Ann's has traffic congestion, but there are 6 lanes of traffic, versus the 7-way stop near this subject property. You could not find a worse location than this one. The property should have never been bought in the first place knowing that it is in residential zoning.

Mr. Campbell expressed concern that people on golf carts, people walking dogs, and children riding bicycles in the street will be impacted further by an increase in traffic near the 5-way. People already cut through his street to avoid the 5-way stop. The church use will not be beneficial or enhance the community in any way.

Leslie Lord, 7387 Memphis Arlington Road, stepped forward:

I live just a few houses down from the proposed build... I just wanted to share with you guys that my grandparents built my house in 1964. My mother was raised there. I was raised there. My husband and I have since purchased it. We didn't inherit it, we chose to live there. We love our house, we love being outside; and a commercial build will just completely

change the feel of the area...the traffic in the morning and all of that stuff. So I just urge you to decline the permit. Thank you.

Jonathan Lord, 7387 Memphis-Arlington Road stepped forward:

Mr. Hossain, I hope you get a mosque somewhere. I hope you are a great member of our community. This isn't about this. This is about, "What does it mean when you start to change zoning?" What does it mean that for 200 years Bartlett has been a residential community with rules, with rules we don't bend at just a whim? The first reason you can't change this...you can't issue this permit... is because of the intersection. Mr. Hossain said it's not a traffic issue. We know it is. It's out my front porch. It affects my everyday life. Mr. Hossain, if he stood out there for 10 minutes, would see near misses again and again. He'd see car wrecks again and again. It reminds me of a Hot Wheels track that my nephew has where the cars are supposed to crash into each other; but even those have 2 tracks, not 5...and they don't have a railroad on top of it! You're asking for disaster. We all know that today. He hasn't seen the thousands of people every morning.

If he would have said, "Hey, the middle of the day is when we'll be there", we might have been like, "Okay, yeah"; but the morning and night? That is the worst times of day. Since they have cleared out the land, I have been flooded with pests. I know that sounds crazy, but

because we're gonna move the swamp, the naturally occurring area, we are gonna see a spike in that. The deer... just this morning... I had a herd of deer in my front yard. I love that. If we build a parking lot there, that's not gonna happen. The second reason we can't issue this is, when you buy a home in Bartlett, you expect to have neighbors, not a parking lot next door. My family were directly impacted by a permit being issued, a residence being changed for a parking lot. Can I tell you that now we can't use half of our house? If you go home tonight and a car pulls in to your driveway at 2:00 a.m., it's gonna wake you up. You're gonna wonder what in the world is happening. I have parking lot that aims at my house, and dozens of cars every day now shine their headlights into my home. I've had to build new fencing. I've had to move bedrooms. I've had to lose all my privacy. I can't sit in my backyard anymore, because a permit was changed.

These are the things Mr. Bray's not gonna tell you, and the truth is, Mr. Bray and his company have made their careers and probably built their house off getting councils like this to change the rules, to bend a little bit more. We all know the story, if you give a mouse a cookie, he'll want a glass of milk. If you give their associates this moment, let me tell you, there are a lot of mice waiting for a cookie nearby. Who wouldn't want to build something right there, where so many cars are?! Who wouldn't want to put another convenience store, another smoke shop in?! I don't need

that. I need neighbors. I need people that are gonna want to build me up, that are gonna want to do life with me! Please, please don't open the gateway... This is such an artery to Bartlett. That's why there is traffic there, because this is literally where the blood of our town pumps through, where the busses unload every morning. I beg you, consider not just the impact it would have on traffic, but the impact on each and every neighbor. Thank you.

Dell Livingston, 4210 Broadway Road, stepped forward.

Mr. Livingston read the same letter he submitted prior to the meeting date (can be viewed above under, "*Dell & Carol Livingston, 4210 Broadway Road*"). He pointed out the issues the subject property has with flooding currently. He expressed concerns about property maintenance and protecting wildlife.

Harry Wilson, 7285 Louella Avenue, stepped forward.

Mr. Wilson stated that when traffic backs up at the 5-way stop, Louella Avenue and Fonta Road become like freeway. Those roads are not striped to separate traffic directions, so it forces drivers into people's yards, including his own. In winter time, this is especially problematic because it damages lawns. He is strictly opposed to this SUP if it will add to the already problematic traffic in the area.

Randall Cole, 5998 Hickory Grove Lane, stepped forward:

I don't know Mr. Hossain, any members of his church. I don't know the lady that wants to express her religious freedom. But I do know one thing: I like these words up here, "In God We Trust", and Mr. Young, you pray to that God right there. Mr. Young, Muslims do not believe in God. They believe in Allah as their God. They do not believe in Jesus who you pray...

I want to say one thing. Read the Ten Commandments. Read the first two commandments, that's all I ask.

At this time, Mandy Young and Chairman Conroy interjected and told Mr. Cole to sit down.

Mr. Cole stated that his time is not up, and to read the first two of the Ten Commandments.

Robbie Jordan, 4669 Narcissus Drive, stepped forward:

First of all, ladies and gentlemen, thank you for your community service to our great city. I take this intersection alot. I'm no traffic engineer, I'm no drainage engineer, I'm no electrical engineer, but I trust you guys with buildings in this city. But I could not...I'm a member, I'm a deacon at Bartlett Hills Baptist Church, and I could not go home tonight and go to sleep...and I can't hear good so I don't know who has mentioned what so far, but I could not go to bed tonight and not step up here and mention that I stand for almighty God, and for what he stood for us. And I don't think we need no more churches in our city. We need to fill the pews of the ones we have. And I go to Bartlett Hills. I welcome these people here, anybody here, to my church. Let's fill our churches and don't build anymore. Thank you for your service.

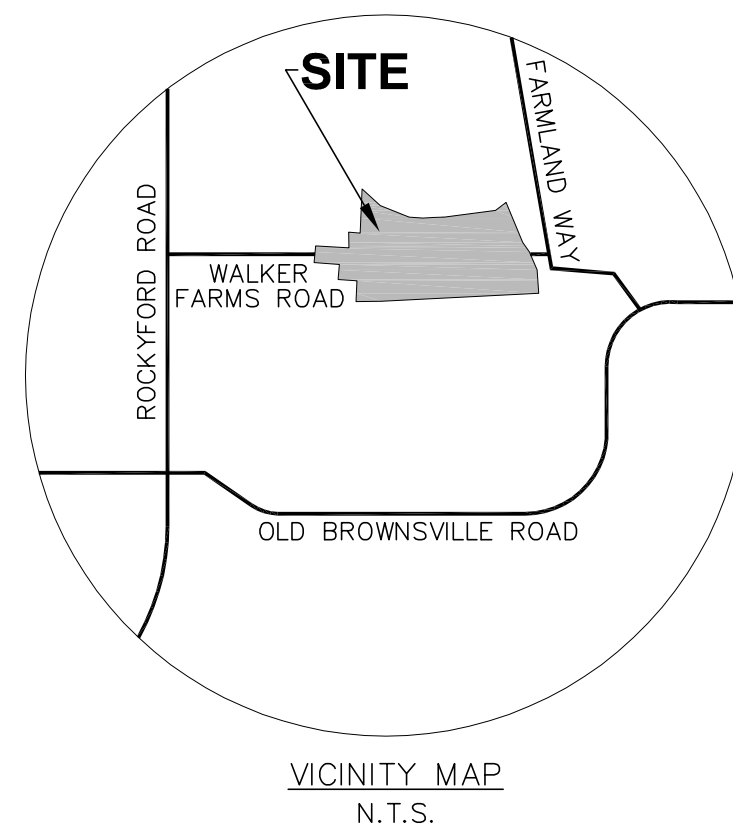
The public hearing closed at 7:58 p.m.

Chairman Conroy asked if the applicant would like to address any comments or concerns expressed during the public hearing.

Mr. Hossain stated that they hear the legitimate concerns from neighbors, but perhaps the parking lot is just too large [in the conceptual drawing]. Residents seem to have a completely incorrect idea about the congregation size. The Bartlett Muslim Society needs a place to worship and congregate. They are willing to go back and see if they can settle with a smaller facility (approximately 5,000 square feet) rather than the potential 15,000 square foot facility mentioned in the conceptual plan. The parking lot could be smaller and all engineering conditions would be implemented. The facility could be kept strictly as a worship place and no other gathering activities would be held there.

Mr. Hossain reminded the PC that there is already an Islamic school and a huge facility for large events, such as weddings, on Humphrey Road in Cordova. He does not think morning prayers will impact traffic due to the small number of attendees, but they will do everything in their power to follow the recommendations and conditions of the PC and staff.

Mr. Bray asked that the PC allow time for a detailed traffic study to be done before sending this application on to the Board of Mayor and Aldermen. This would allow them to see what kind of traffic impact they are actually looking at, rather than go into the vote not knowing. The 5-way intersection has always been bad and has not improved at all. This project would, at a minimum, bring another lane of traffic to allow some relief at the 5-way stop area. There would be another lane of pavement, curb, gutter, sidewalk, all things that are not out there right now. Development is how we improve the roads. Very rarely does the City of Bartlett itself go in and improve roads.



WALKER FARMS P.D.

PHASE 3

BARTLETT, TENNESSEE

DEVELOPER
BLUE SKY COMMUNITIES, INC
177 CRESCENT DRIVE
COLLIERVILLE, TN 38017

ENGINEER
LAND DEVELOPMENT SOLUTIONS, LLC
6333 BURREN WAY
ARLINGTON, TN 38002

INDEX OF SHEETS

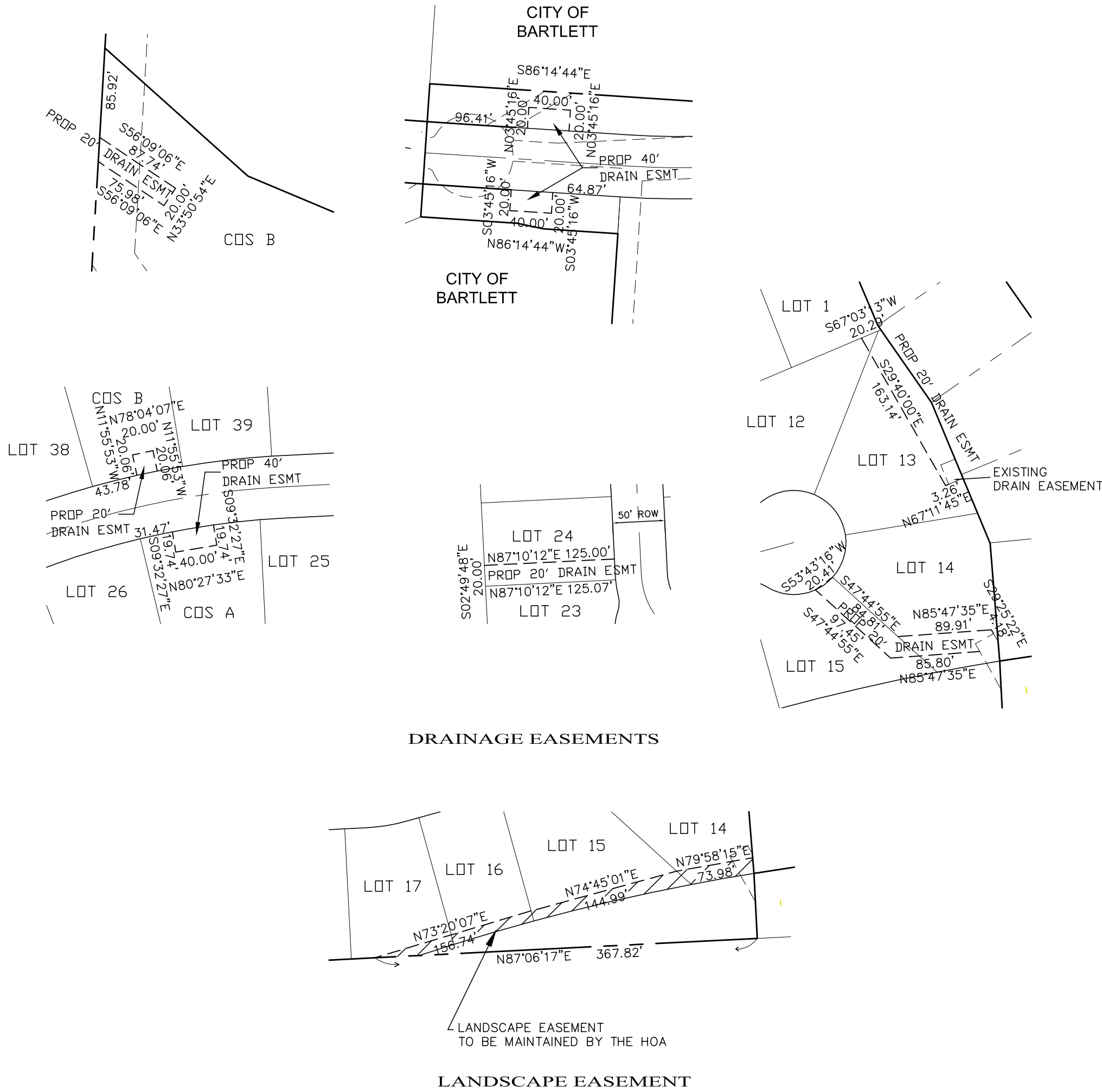
COVER SHEET	
FINAL PLAT	1-3
GENERAL NOTES	C4
GRADING AND DRAINAGE PLAN	C5
DETENTION BASIN DESIGN	C6
EROSION CONTROL PLAN	C7-9
SANITARY SEWER PLAN	C10
SIGNAGE PLAN	C11
WALKER FARMS DRIVE PLAN AND PROFILE	C12-13
WALKER FARMS COVE AND SHORT DRIVE PLAN AND PROFILE	C14
LONG COVE PLAN AND PROFILE	C15
OFF STREET DRAINAGE PLAN AND PROFILE	C16
DETAILS EROSION	C17
DETAILS SANITARY SEWER	C18
DETAILS DRAINAGE	C19
DETAILS BOX CULVERT	C20-23
LANDSCAPE PLAN	L1.0
LANDSCAPE PLAN	L1.1



CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	CHORD	CHORD DIRECTION	DELTA ANGLE
C1	88.60'	830.00'	44.34'	88.56'	S89°18'13"E	6°06'59"
C2	86.28'	830.00'	43.18'	86.24'	N84°39'36"E	5°57'22"
C3	69.55'	830.00'	34.79'	69.53'	N79°16'54"E	4°48'03"
C4	45.20'	30.00'	28.14'	41.05'	N59°57'08"W	86°20'00"
C5	27.13'	25.00'	15.08'	25.82'	N14°18'19"E	62°10'55"
C6	12.01'	50.00'	6.03'	11.98'	S38°30'56"W	13°45'42"
C7	69.09'	50.00'	41.34'	63.72'	S07°57'05"E	79°10'19"
C8	50.81'	50.00'	27.84'	48.65'	S76°38'54"E	58°13'18"
C9	50.81'	50.00'	27.84'	48.65'	N45°07'48"E	58°13'18"
C10	54.74'	50.00'	30.48'	52.05'	N15°20'47"W	62°43'53"
C11	9.06'	25.00'	4.58'	9.01'	S36°19'55"E	20°45'36"
C12	4.00'	25.00'	2.00'	4.00'	S21°22'08"E	9°09'59"
C13	45.20'	30.00'	28.14'	41.05'	S26°22'52"W	86°20'00"
C14	25.98'	830.00'	12.99'	25.98'	N68°39'03"E	1°47'37"
C15	11.68'	770.00'	5.84'	11.68'	S68°11'20"W	0°52'10"
C16	107.59'	770.00'	53.88'	107.50'	S72°37'35"W	8°00'20"
C17	116.40'	770.00'	58.31'	116.29'	S80°57'35"W	8°39'42"
C18	24.38'	770.00'	12.19'	24.38'	S86°11'51"W	1°48'50"
C19	47.12'	30.00'	30.00'	42.43'	N47°53'43"W	90°00'00"
C20	3.74'	100.00'	1.87'	3.74'	S03°57'59"E	2°08'30"
C21	16.23'	100.00'	8.13'	16.22'	S09°41'15"E	9°18'03"
C22	14.64'	25.00'	7.54'	14.43'	N02°26'26"E	33°33'26"
C23	37.60'	50.00'	19.74'	36.72'	S02°19'28"E	43°05'15"
C24	46.29'	50.00'	24.95'	44.66'	S50°23'31"E	53°02'49"
C25	33.24'	50.00'	17.26'	32.63'	N84°02'15"E	38°05'41"
C26	14.64'	25.00'	7.54'	14.43'	S81°46'07"W	33°33'26"
C27	19.97'	100.00'	10.02'	19.94'	S87°10'27"E	11°26'34"
C28	78.54'	50.00'	50.00'	70.71'	S47°53'43"E	90°00'00"
C29	117.81'	75.00'	75.00'	106.07'	S47°53'43"E	90°00'00"
C30	33.13'	150.00'	16.63'	33.06'	N80°46'39"E	12°39'15"
C31	27.61'	125.00'	13.86'	27.55'	N80°46'39"E	12°39'15"
C32	38.65'	175.00'	19.40'	38.57'	N80°46'39"E	12°39'15"
C33	20.92'	25.00'	11.11'	20.31'	N81°19'45"W	47°56'18"
C34	70.42'	50.00'	42.47'	64.74'	N82°17'34"E	80°41'40"
C35	43.84'	50.00'	23.44'	42.45'	N16°49'37"E	50°14'15"
C36	51.24'	50.00'	28.13'	49.03'	N37°39'02"W	58°43'03"
C37	75.69'	50.00'	47.22'	68.66'	S69°37'32"W	86°43'48"
C38	2.32'	25.00'	1.16'	2.32'	N28°55'20"E	5°19'22"
C39	18.70'	25.00'	9.81'	18.27'	N53°01'01"E	42°52'01"
C40	47.12'	30.00'	30.00'	42.43'	S42°06'17"W	90°00'00"
C41	45.25'	930.00'	22.63'	45.24'	N85°42'39"E	2°47'15"
C42	86.66'	930.00'	43.36'	86.63'	N81°38'51"E	5°20'20"
C43	86.64'	930.00'	43.35'	86.61'	N76°18'33"E	5°20'16"
C44	86.63'	930.00'	43.34'	86.60'	N70°58'19"E	5°20'13"
C45	20.29'	930.00'	10.14'	20.29'	N67°40'43"E	1°14'59"
C46	32.07'	870.00'	16.03'	32.06'	N68°06'34"E	2°06'42"
C47	101.65'	870.00'	50.88'	101.59'	N72°30'45"E	6°41'40"
C48	101.68'	870.00'	50.90'	101.62'	N79°12'29"E	6°41'46"
C49	69.07'	870.00'	34.55'	69.05'	N84°49'49"E	4°32'55"
C50	314.96'	900.00'	159.11'	313.36'	N77°04'45"E	20°03'04"
C51	47.12'	30.00'	30.00'	42.43'	S47°53'43"E	90°00'00"
C52	47.12'	30.00'	30.00'	42.43'	N42°06'17"E	90°00'00"
C53	10.02'	830.00'	5.01'	10.02'	S86°45'32"W	0°41'29"
C54	86.28'	830.00'	43.18'	86.24'	S83°26'07"W	5°57'22"
C55	88.38'	830.00'	44.23'	88.34'	S77°24'24"W	6°06'03"
C56	86.28'	830.00'	43.18'	86.24'	S71°22'42"W	5°57'22"
C57	9.36'	830.00'	4.68'	9.36'	S68°04'38"W	0°38'46"
C58	63.38'	770.00'	31.71'	63.36'	N70°06'44"E	4°42'58"
C59	113.33'	770.00'	56.77'	113.23'	N76°41'12"E	8°25'58"
C60	105.97'	770.00'	53.07'	105.89'	N84°50'45"E	7°53'08"
C61	286.79'	800.00'	144.95'	285.26'	N83°29'04"E	20°32'25"
C62	270.18'	800.00'	136.39'	268.90'	S77°25'46"W	19°21'02"
C63	34.76'	2057.00'	17.38'	34.76'	S72°05'10"W	0°58'06"
C64	80.01'	2057.00'	40.01'	80.01'	S73°41'04"W	2°13'43"
C65	155.27'	2057.00'	77.67'	155.23'	S76°57'41"W	4°19'29"
C66	60.98'	2057.00'	30.49'	60.98'	S79°58'23"W	1°41'55"
C67	66.74'	770.00'	33.39'	66.72'	S88°43'42"E	4°57'57"

LINE TABLE		
LINE	LENGTH	BEARING
L1	2.59	N86°14'44"W
L2	33.24	S67°45'15"W
L3	4.09	S87°06'17"W
L4	13.00	S74°27'02"W
L5	20.61	S87°06'17"W
L6	33.24	N67°45'15"E
L7	2.53	S67°03'13"W
L8	5.00	S34°51'24"E
L9	2.30	S85°02'03"E

LOT AREA	
LOT NO	AREA (SF)
1	11614
2	12046
3	12150
4	12305
5	11710
6	14527
7	12382
8	10025
9	10025
10	11453
11	10333
12	13981
13	16749
14	16660
15	12981
16	10018
17	10868
18	10000
19	10000
20	10000
21	11023
22	18526
23	11382
24	10000
25	15387
26	14692
27	15060
28	16590
29	19399
30	17319
31	20965
32	14960
33	14669
34	15071
35	13951
36	14202
37	12993
38	12009
39	12708
40	14004
41	16176
42	11900
43	11865
44	11726
45	13430
CDS A	49209
CDS B	69711
CDS C	9321
CDS D	6328



OWNER'S CERTIFICATE
WE, THE UNDERSIGNED BLUE SKY COMMUNITIES, INC,OWNERS OF THE PROPERTY SHOWN
HEREON, HEREBY ADOPT THIS AS OUR PLAN OF DEVELOPMENT AND DEDICATE THE
STREETS, RIGHTS-OF-WAY, AND GRANT THE EASEMENTS AS SHOWN AND/OR DESCRIBED
TO THE PUBLIC USE FOREVER. WE CERTIFY THAT WE ARE THE OWNERS OF SAID PROPERTY
IN FEE SIMPLE, DULY AUTHORIZED SO TO ACT; AND THAT SAID PROPERTY IS NOT
ENCUMBERED BY ANY TAXES WHICH HAVE BECOME DUE AND PAYABLE.

SIGNATURE DATE

NOTARY'S CERTIFICATE
STATE OF TENNESSEE
COUNTY OF SHELBY
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY
AT MEMPHIS, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED

WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO UPON HIS OATH
ACKNOWLEDGED HIMSELF TO BE _____ OF BLUE SKY
COMMUNITIES, INC., OWNER OF THE PROPERTY, THE WITHIN NAMED BARGAINER, AND
THAT HE EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN
CONTAINED.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTORIAL SEAL
AT MY OFFICE IN _____, WITNESS MY HAND AND NOTARIAL
SEAL THIS _____ DAY OF _____, 20_____.

NOTARY PUBLIC

MY COMMISSION EXPIRES

MORTGAGEE'S CERTIFICATE
WE, _____, THE UNDERSIGNED MORTGAGEE OF THE PROPERTY
SHOWN HEREON, HEREBY CONSENT AND AGREE TO THE PLAN OF DEVELOPMENT AS
SUBMITTED BY _____, OWNER(S) OF THE PROPERTY.

NOTARY'S CERTIFICATE
STATE OF TENNESSEE
COUNTY OF SHELBY
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY
AT MEMPHIS, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED

WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO UPON HIS OATH
ACKNOWLEDGED HIMSELF TO BE _____ OF BLUE SKY
COMMUNITIES, INC., OWNER OF THE PROPERTY, THE WITHIN NAMED BARGAINER, AND
THAT HE EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN
CONTAINED.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTORIAL SEAL
AT MY OFFICE IN _____, WITNESS MY HAND AND NOTARIAL
SEAL THIS _____ DAY OF _____, 20_____.

NOTARY PUBLIC

MY COMMISSION EXPIRES

CERTIFICATE OF ADEQUACY OF STORM DRAINAGE
I, _____, DO HEREBY CERTIFY THAT I AM A
REGISTEREDPROFESSIONAL CIVIL ENGINEER, AND THAT I HAVE DESIGNED ALL
STORMWATER DRAINAGE FOR WALKER FARMS PHASE 3 TO ASSURE THAT NEITHER THE
SAID SUNDIVISION NOR ADJOINING PROPERTY WILL BE DAMAGED OR THE CHARACTER
OF LAND USE AFFECTED BY THE VELOCITY AND VOLUME OF WATER ENTERING OR LEAVING
SAME.

IN WITNESS WHERE, I, THE SAID _____, PROFESSIONAL CIVIL
ENGINEER, HEREUNTO SET OUT HAND AND AFFIX MY SEAL THIS _____ DAY OF
_____.

PROFESSIONAL CIVIL ENGINEER DATE
TENNESSEE CERTIFICATE NUMBER

CERTIFICATE OF SURVEY
I, _____, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND
SURVEYOR, AND THAT I HAVE SURVEYED THE LANDS EMBRACED WITHIN THE PLAT OR
MAP DESIGNATED AS FINAL PLAT, WALKER FARMS PHASE, A SUBDIVISION ALL LYING
WITHIN THE CORPORATE LIMITS OF THE CITY OF BARTLETT, TENNESSEE; SAID PLAT OR
MAP IS A TRUE AND CORRECT PLAT OR MAP OF THE LANDS REMBRACED THEREIN,
SHOWING THE SUBDIVISION THEREOF IN ACCORDANCE WITH THE SUBDIVISION
REGULATIONS OF THE CITY OF BARTLETT, TENNESSEE; I FURTHER CERTIFY THAT THE
SURVEY OF THE LANDS EMBRACED WITHIN SAID PLAT OR MAP HAS BEEN CORRECTLY
MONUMENTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE CITY OF
BARTLETT, TENNESSEE.

IN WITNESS WHERE, I, THE SAID _____, LAND SURVEYOR,
HEREUNTO SET OUT HAND AND AFFIX MY SEAL THIS _____ DAY OF
_____.

SIGNATURE OF LAND SURVEYOR DATE
TENNESSEE CERTIFICATE NUMBER

PLANNING COMMISSION CERTIFICATE
I, _____, DO HEREBY CERITFY THAT THE CITY OF BARTLETT
PLANNING COMMISSION HAS APPROVED THIS PLAT OF SUBDIVISION FOR RECORDING.

SECRETARY, BARTLETT PLANNING COMMISSION DATE

BOARD OF MAYOR AND ALDERMEN CERIFICATE
I, _____, DO HEREBY CERTIFY THAT ALL REQUIRED
IMPROVEMENTS HAVE BEEN INSTALLED, OR THAT A PERFORMANCE BOND OR OTHER
COLLATERAL IN SUFFICIENT AMOUNT TO ASSURE COMPLETION OF ALL REQUIRED
IMPROVEMENTS HAS BEEN POSTED FOR THE SUBDIVISION SHOWN ON THIS PLAT, AND
ARE HEREBY APPROVED BY THE CITY OF BARTLETT, TENNESSEE.

MAYOR, CITY OF BARTLETT DATE

**FINAL PLAT
WALKER FARMS P.D.
PHASE 3
BARTLETT, TENNESSEE**

NOVEMBER, 2024

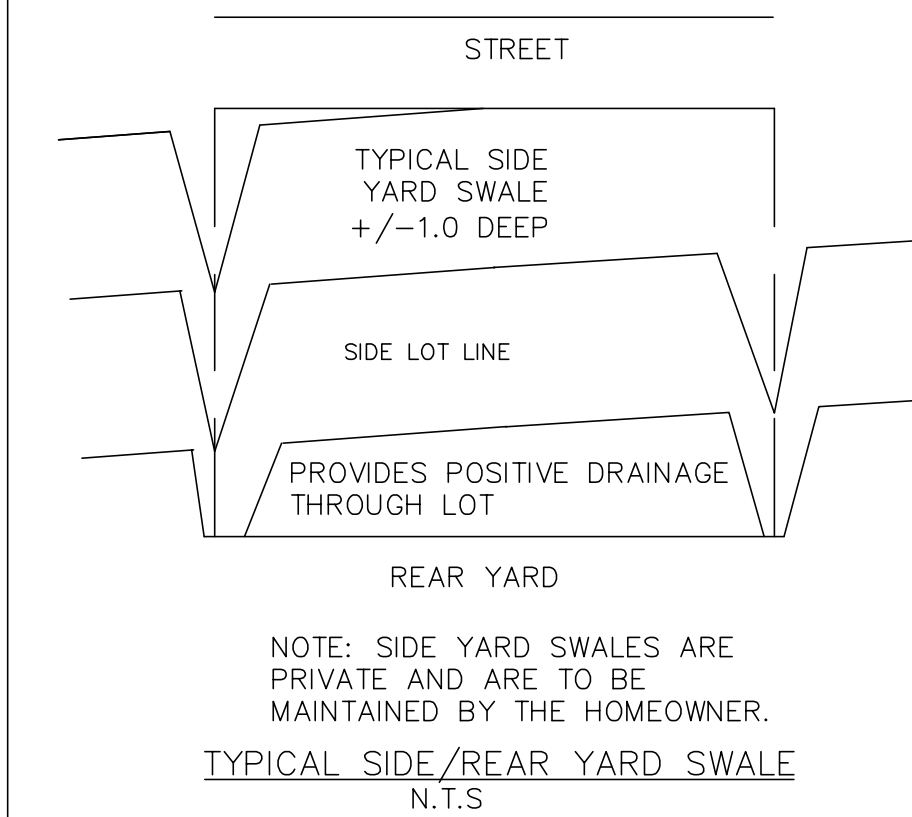
SUBJECT PROPERTY AREA: 20.82 AC
TOTAL LOTS: 45
SCALE: 1" = 100'

DEVELOPER:
BLUE SKY COMMUNITIES, INC.
177 CRESCENT DRIVE
COLLIERVILLE, TN 38017

ENGINEER:
LAND DEVELOPMENT SOLUTIONS, LLC
6333 BURREN WAY
ARLINGTON, TN 38002



NOTE: CONTRACTOR SHALL VERIFY THE ELEVATION AND SLOPE OF EXISTING CURB AND DRAIN PIPES PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF ANY SIGNIFICANT VARIATION. ADJUSTMENTS TO THE EXISTING CURB AND DRAINAGE MAY BE REQUIRED.

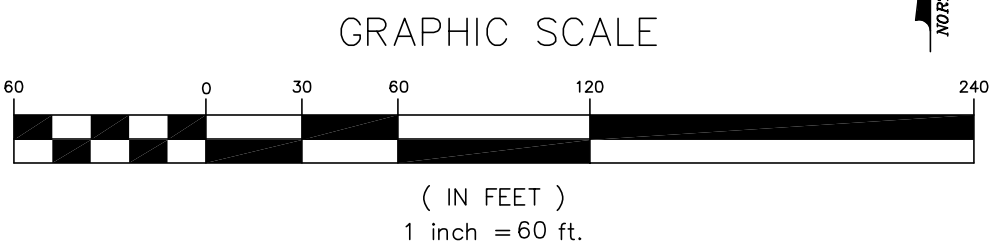


STORM STRUCTURE TABLE									
NO.	TYPE	LOCATION	D.A. Q25	FL. IN.	FL. IN.	FL. IN.	FL. OUT.	RIM/TOP	AS BUILT TOP
1	6-72 INLET	18.35 3' LONG COVE	0.73	2.49			265.31 (15)	268.90	
2	DMH	OFF STREET					264.59 (15)	271.50	
3	DMH	OFF STREET					261.99 (15)	270.00	
4	EX 3X3 INLET	OFF STREET	0.17	0.58			253.64 (15) EX	259.13	
5	6-72 INLET	14-04 15' LONG COVE	0.60	2.05			264.47 (15)	268.16	
6	6-72 INLET	13-48 15' LONG COVE	1.16	3.96			263.69 (18)	267.32	
7	DMH	13-29 OL LONG COVE			263.54 (15)	263.54 (15)	263.54 (15)	266.94	
8	DMH	13-00 OL LONG COVE			263.19 (15)	263.19 (15)	263.19 (15)	266.51	
9	6-72 INLET	12-24 15' LONG COVE	1.43	4.88			262.46 (15)	266.09	
10	DMH	12-24 OL LONG COVE			262.31 (15)	262.31 (15)	262.31 (15)	265.99	
11	6-72 INLET	12-24 15' LONG COVE	0.83	2.83			261.38 (24)	265.99	
12	TYPE 'E' HW	OFF STREET	4.02	13.71	EXITS		260.60 (24)	263.80	
13	6-72 INLET	32-88 15' WALKER FARMS DR	0.43	1.47			265.38 (15)	269.01	
14	6-72 INLET	32-88 15' WALKER FARMS DR	0.72	2.45			265.38 (15)	269.01	
15	DMH	32-68 OL WALKER FARMS DR			265.25 (15)	265.25 (15)	265.25 (15)	268.95	
16	DMH	29-25 OL WALKER FARMS DR			263.19 (15)	263.19 (15)	263.19 (15)	266.45	
17	6-72 INLET	11-44 15' WALKER FARMS CV	1.03	3.51			261.54 (15)	265.17	
18	6-72 INLET	11-44 15' WALKER FARMS CV	0.49	1.67			261.54 (15)	265.17	
19	DMH	11-64 OL WALKER FARMS CV			261.41 (15)	261.41 (15)	261.41 (15)	264.99	
20	DMH	25-45 OL WALKER FARMS DR			261.12 (15)	261.12 (15)	261.12 (15)	264.47	
21	6-72 INLET	27-20 15' WALKER FARMS CV	0.73	2.49			260.23 (15)	263.72	
22	6-72 INLET	27-20 15' WALKER FARMS CV	0.51	1.74			260.23 (15)	263.72	
23	DMH	27-40 OL WALKER FARMS DR			260.10 (15)	260.10 (15)	260.10 (15)	263.64	
24	TYPE 'D' HW	28-32 30' WALKER FARMS DR	57.45	195.90	ENTERS		255.42 (2)	262.49	
25	6-72 INLET	28-32 15' WALKER FARMS DR	0.24	0.82			255.30 (72)	264.57	
26	6-72 INLET	27-89 15' WALKER FARMS DR	0.44	1.50	259.73 (15)	258.98 (24)	254.98 (72)	264.14	
27	TYPE 'E' HW	27-99 30' WALKER FARMS DR	62.04	211.56	EXITS		254.87 (72)	261.05	
28	6-72 INLET	21-74 15' WALKER FARMS DR	1.13	3.85			249.23 (12X6)	261.12	
29	6-72 INLET	21-80 15' WALKER FARMS DR	0.46	1.57			249.23 (12X6)	261.12	
30	12X6 BOX	21-71 30' WALKER FARMS DR	124.98	566	ENTERS		249.23 (12X6)	261.12	
31	12X6 BOX	21-83 30' WALKER FARMS DR	126.57	572	EXITS		249.23 (12X6)	261.12	
32	TYPE 'D' HW	OFF STREET					260.00 (48)		
33	TYPE 'E' HW	OFF STREET					249.26 (48)		
34	3070 INLET	OFF STREET	0.88	3.00			260.75 (15)	263.50	
35	EX 3X2 INLET	OFF STREET	0.65	2.22			260.15 (15)	264.27	

STORM PIPE TABLE									
FROM	FL.	TO	FL.	LENGTH	SLOPE(%)	SIZE(IN.)	ACRES	Q25	Qc
1	265.31	2	264.99	64	0.50	15	0.73	2.49	4.08
2	264.99	3	261.99	75	4.00	15	0.73	2.49	12.91
3	255.02	4	253.64	92	1.50	15	0.73	2.49	7.91
4	253.64	7	263.54	76	1.22	15	0.60	2.05	7.13
5	264.47	7	263.54	25	0.60	15	1.16	3.96	5.00
6	263.69	7	263.54	25	0.60	15	1.16	3.96	5.00
7	263.54	8	263.19	29	1.21	15	1.76	6.00	7.10
8	263.19	10	262.31	73	1.21	15	1.76	6.00	7.10
9	262.46	10	262.31	15	1.00	15	1.43	4.88	6.45
10	262.06	11	261.88	15	1.20	18	3.19	10.88	11.50
11	261.38	12	260.60	155	0.50	24	4.02	13.71	15.99
12	260.60	15	265.25	25	0.50	15	0.43	1.47	4.08
13	265.38	15	265.25	25	0.50	15	0.72	2.45	4.08
14	265.38	15	265.25	25	0.50	15	0.72	2.45	4.08
15	265.25	16	263.19	343	0.60	15	1.15	3.92	5.00
16	263.19	19	261.41	25	0.50	15	1.03	3.51	4.08
17	261.54	19	261.41	25	0.50	15	0.49	1.67	4.08
18	261.54	19	261.41	25	0.50	15	0.49	1.67	4.08
19	261.41	20	261.12	41	0.70	15	1.52	5.18	5.40
20	260.87	23	259.85	194	0.53	18	1.52	5.18	7.64
21	260.23	23	260.10	25	0.50	15	0.73	2.49	4.08
22	260.23	23	260.10	25	0.50	15	0.73	2.49	4.08
23	260.10	26	259.73	128	0.70	12	1.15	3.82	10.61
24	255.41	25	255.30	15	0.70	72	57.45	195.90	217.90
25	255.30	26	254.98	45	0.70	72	57.45	195.90	217.90
26	254.98	27	254.87	15	0.70	72	62.07	211.56	217.90
27	254.87	31	249.23	61	0.82	12X6RCBC	124.98	566	7.8
30	249.23	31	249.23	61	0.82	12X6RCBC	124.98	566	7.8
32	250.00	33	249.26	60	1.23	48	0.88	3.00	4.03
34	260.75	35	260.15	153	0.39	15	0.88	3.00	4.03

T.B.M.
CENTER TOP OF CURB IN
EXISTING 6-72 INLET LOCATED
ON SOUTH SIDE OF WALKER
FARMS DRIVE AT THE EAST OF
WALKER FARMS PHASE 2
STATION 20+58.74
ELEV. 260.06 (NAVD88)

THIS PROPERTY DOES NOT LIE WITHIN THE
100 YEAR FLOOD AS PER F.E.M.A. FIRM MAP
4715700190
DATED FEBRUARY 6, 2013



REVISION
DESCRIPTION OF
CHANGE

APPROVAL
DATE

ITEM
NO.

DATE

WALKER FARMS P D
PHASE 3
DEVELOPER: BLUE SKY COMMUNITIES, INC
ENGINEER: LAND DEVELOPMENT SOLUTIONS, LLC

ROBERT E. REAVES
REGISTERED PROFESSIONAL ENGINEER
No. 21603
STATE OF TENNESSEE

SHEET 1 OF 1
DIVISION OF ENGINEERING

GRADING AND DRAINAGE PLAN

BARTLETT, TENNESSEE

SURVEY:
DESIGNED BY: LDS
DRAWN BY: LDS

DATE:
DATE: 11/24
REVIEWED BY:

PROJECT NO:
BOOK:
SCALE: 1"=60'



C6



- SEQUENCE OF WORK
- PHASE 1
1. THE CONSTRUCTION ENTRANCE WILL BE INSTALLED.
 2. PERIMETER SILT FENCING WILL BE INSTALLED TO CONTROL RUNOFF LEAVING THE SITE.
 3. AREAS TO BE GRADED WILL BE CLEARED AND GRUBBED.
- PHASE 2
1. MASS GRADING WILL OCCUR AND TEMPORARY STABILIZATION APPLIED.
 2. THE SANITARY SEWER SYSTEM WILL BE INSTALLED.
 3. THE DRAINAGE SYSTEM WILL BE INSTALLED.
 4. THE WATER DISTRIBUTION SYSTEM WILL BE INSTALLED.
 5. THE CURB AND GUTTERS WILL BE INSTALLED.
 6. THE SOIL CEMENT BASE FOR THE ROADS WILL BE INSTALLED.
 7. THE GAS AND ELECTRICAL SYSTEM WILL BE INSTALLED.
 8. THE CURBS WILL BE BACKFILLED AND THE LOTS FINAL GRADED.
- PHASE 3
1. THE LOTS WILL BE SEEDDED WITH GROUND COVER.
 2. ONCE STABILIZATION HAS BEEN ATTAINED, EROSION PROTECTION MEASURES SHALL BE REMOVED.

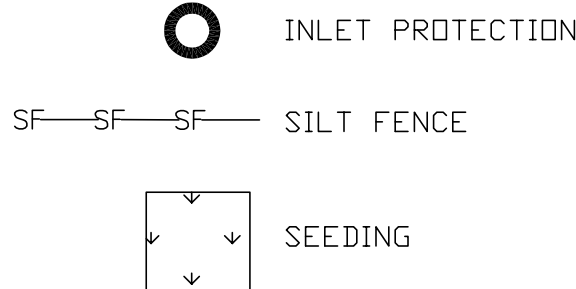
NOTE:
CONTRACTOR SHALL STABILIZE THE SITE AS THEY MOVE ACROSS IT TO MINIMIZE DISTURBED AREA AT ANY ONE TIME.

NOTE:
ADDITIONAL STONE MAY HAVE TO BE ADDED PERIODICALLY TO MAINTAIN PROPER FUNCTIONING OF THE CONSTRUCTION ENTRANCE PAD.

IF THE CRUSHED STONE DOES NOT ADEQUATELY REMOVE THE MUD FROM THE VEHICLE WHEELS, THE WHEELS SHOULD BE HOSED OFF BEFORE THE VEHICLE ENTERS A PUBLIC STREET.

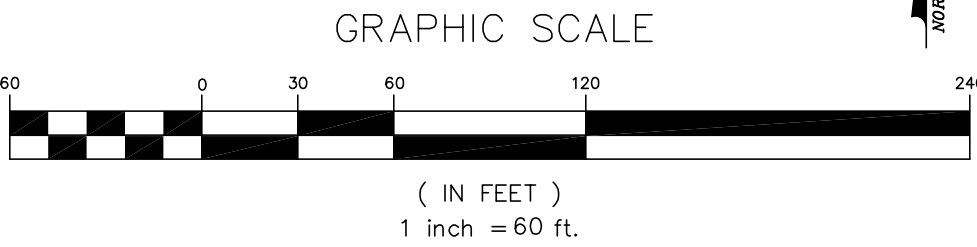
THE WASHING SHOULD BE DONE ON AN AREA COVERED WITH CRUSHED STONE, AND THE WASTE WATER SHOULD DRAIN TO SEDIMENT TRAP OR SEDIMENT BARRIER.

REPLACE SILT FENCE AT THE END OF EACH WORK DAY.



T.B.M.
CENTER TOP OF CURB IN EXISTING 6-72 INLET LOCATED ON SOUTH SIDE OF WALKER FARMS DRIVE AT THE EAST OF WALKER FARMS PHASE 2
STATION 20+58.74
ELEV. 260.06 (NAVD88)

THIS PROPERTY DOES NOT LIE WITHIN THE 100 YEAR FLOOD AS PER F.E.M.A. FIRM MAP # 4715700190
DATED FEBRUARY 6, 2013



SHEET 2 OF 3
DIVISION OF ENGINEERING
EROSION CONTROL PLAN PHASE 2
BARTLETT, TENNESSEE

SURVEY:
DESIGNED BY: LDS
DRAWN BY: LDS

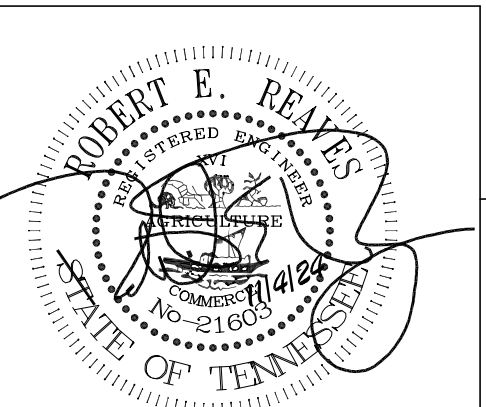
DATE:
DATE: 11/24
REVIEWED BY:

PROJECT NO:
BOOK:
SCALE: 1"=60'

TENNESSEE N.P.D.E.S. PERMIT FOR STORM WATER DISCHARGE

EFFECTIVE DATE:
TRACKING NO.:
ARAP:

REVISION		
ITEM NO.	DESCRIPTION OF CHANGE	APPROVAL DATE



WALKER FARMS P D
PHASE 3
DEVELOPER: BLUE SKY COMMUNITIES, INC
ENGINEER: LAND DEVELOPMENT SOLUTIONS, LLC



SEQUENCE OF WORK

- PHASE 1
1. THE CONSTRUCTION ENTRANCE WILL BE INSTALLED.
 2. PERIMETER SILT FENCING WILL BE INSTALLED TO CONTROL RUNOFF LEAVING THE SITE.
 3. AREAS TO BE GRADED WILL BE CLEARED AND GRUBBED.
- PHASE 2
1. MASS GRADING WILL OCCUR AND TEMPORARY STABILIZATION APPLIED.
 2. THE SANITARY SEWER SYSTEM WILL BE INSTALLED.
 3. THE DRAINAGE SYSTEM WILL BE INSTALLED.
 4. THE WATER DISTRIBUTION SYSTEM WILL BE INSTALLED.
 5. THE CURB AND GUTTERS WILL BE INSTALLED.
 6. THE SOIL CEMENT BASE FOR THE ROADS WILL BE INSTALLED.
 7. THE GAS AND ELECTRICAL SYSTEM WILL BE INSTALLED.
 8. THE CURBS WILL BE BACKFILLED AND THE LOTS FINAL GRADED.
- PHASE 3
1. THE LOTS WILL BE SEEDED WITH GROUND COVER.
 2. ONCE STABILIZATION HAS BEEN ATTAINED, EROSION PROTECTION MEASURES SHALL BE REMOVED.

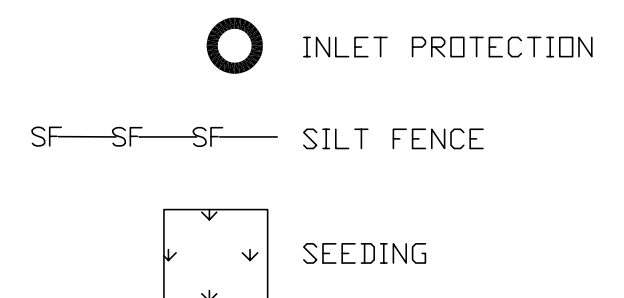
NOTE:
CONTRACTOR SHALL STABILIZE THE SITE AS THEY MOVE ACROSS IT TO MINIMIZE DISTURBED AREA AT ANY ONE TIME.

NOTE:
ADDITIONAL STONE MAY HAVE TO BE ADDED PERIODICALLY TO MAINTAIN PROPER FUNCTIONING OF THE CONSTRUCTION ENTRANCE PAD.

IF THE CRUSHED STONE DOES NOT ADEQUATELY REMOVE THE MUD FROM THE VEHICLE WHEELS, THE WHEELS SHOULD BE HOSED OFF BEFORE THE VEHICLE ENTERS A PUBLIC STREET.

THE WASHING SHOULD BE DONE ON AN AREA COVERED WITH CRUSHED STONE, AND THE WASTE WATER SHOULD DRAIN TO SEDIMENT TRAP OR SEDIMENT BARRIER.

REPLACE SILT FENCE AT THE END OF EACH WORK DAY.



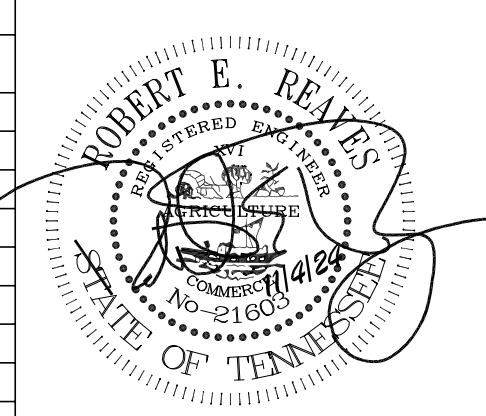
T.B.M.
CENTER TOP OF CURB IN EXISTING 6-72 INLET LOCATED ON SOUTH SIDE OF WALKER FARMS DRIVE AT THE EAST OF WALKER FARMS PHASE 2 STATION 20+58.74 ELEV. 260.06 (NAVD88)

THIS PROPERTY DOES NOT LIE WITHIN THE 100 YEAR FLOOD AS PER F.E.M.A. FIRM MAP # 4715700190 DATED FEBRUARY 6, 2013

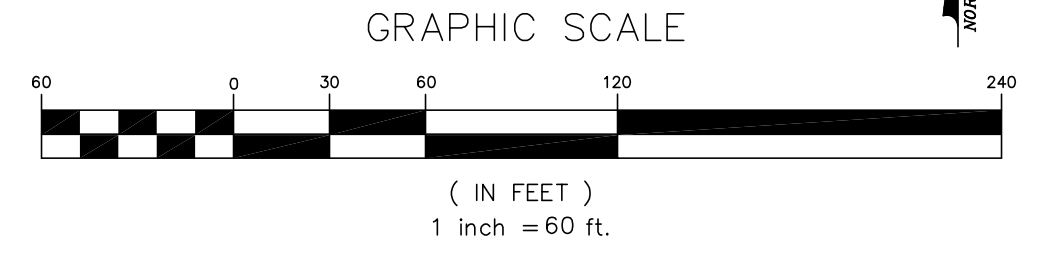
TENNESSEE N.P.D.E.S. PERMIT FOR STORM WATER DISCHARGE

EFFECTIVE DATE:
TRACKING NO.:
ARAP:

REVISION		
ITEM NO.	DESCRIPTION OF CHANGE	APPROVAL DATE



WALKER FARMS P D
PHASE 3
DEVELOPER: BLUE SKY COMMUNITIES, INC
ENGINEER: LAND DEVELOPMENT SOLUTIONS, LLC

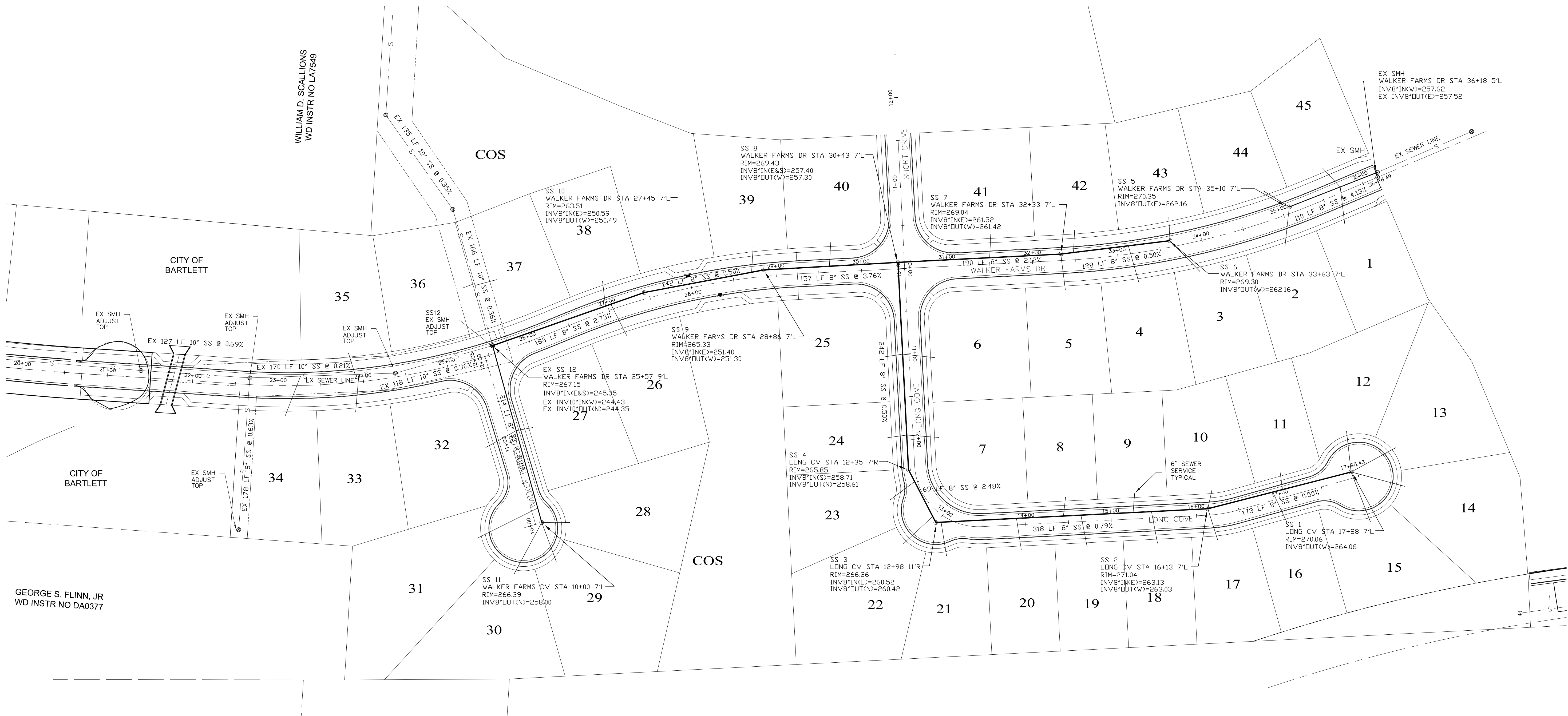


SHEET 3 OF 3
DIVISION OF ENGINEERING
EROSION CONTROL PLAN PHASE 3
BARTLETT, TENNESSEE

SURVEY:
DESIGNED BY: LDS
DRAWN BY: LDS

DATE:
DATE: 11/24
REVIEWED BY:

PROJECT NO:
BOOK:
SCALE: 1"=60'



GEORGE S. FLINN, JR
WD INSTR NO DA0377

WILLIAM D. SCALLIONS
WD INSTR NO LA7549

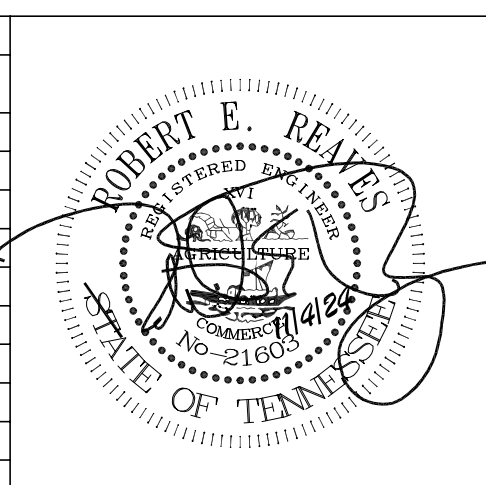
SMH			
SMH	STA	OFFSET	TOP
SS1	17+88	7'L	270.06
SS2	16+13	7'L	271.04
SS3	12+98	11'R	266.26
SS4	12+35	7'R	265.85
SS5	35+10	7'L	270.35
SS6	33+63	7'L	269.30
SS7	32+33	7'L	269.04
SS8	30+43	7'L	269.43
SS9	28+86	7'L	265.33
SS10	27+45	7'L	263.51
SS11	10+00	7'L	266.39

SEWER PIPES							AS-BUILT				
FROM CODE	INVERT	TO CODE	INVERT	LENGTH (FEET)	PIPE SIZE (INCHES)	SLOPE (%)	FROM	TO	LENGTH	SLOPE (%)	0' RCP (CFS)
SS1	264.06	SS2	263.13	173	8	0.50					
SS2	263.03	SS3	260.52	318	8	0.79					
SS3	260.42	SS4	258.71	69	8	2.48					
SS4	258.61	SS8	257.40	242	8	0.50					
SS5	262.16	EX SMH	257.62	110	8	4.13					
SS6	262.16	SS7	261.52	128	8	0.50					
SS7	261.42	SS8	257.40	190	8	2.12					
SS8	257.30	SS9	251.40	157	8	3.76					
SS9	251.30	SS10	250.59	142	8	0.50					
SS10	250.49	EX SMH	245.35	188	8	2.73					
SS11	258.00	EX SMH	245.35	214	8	5.91					

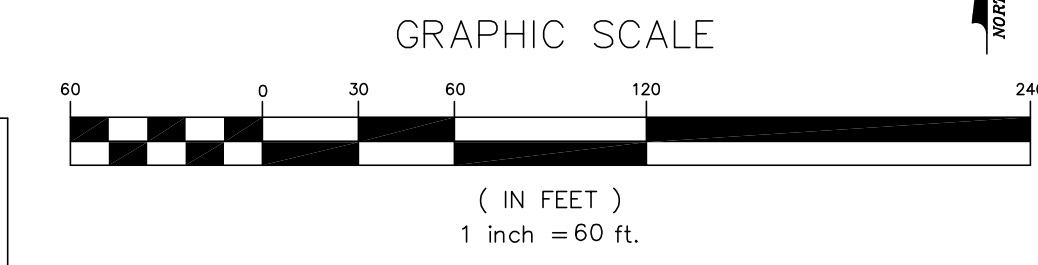
T.B.M.
CENTER TOP OF CURB IN
EXISTING 6-72 INLET LOCATED
ON SOUTH SIDE OF WALKER
FARMS DRIVE AT THE EAST OF
WALKER FARMS PHASE 2
STATION 20+58.74
ELEV. 260.06 (NAVD88)

THIS PROPERTY DOES NOT LIE WITHIN THE
100 YEAR FLOOD AS PER F.E.M.A. FIRM MAP
4715700190
DATED FEBRUARY 6, 2013

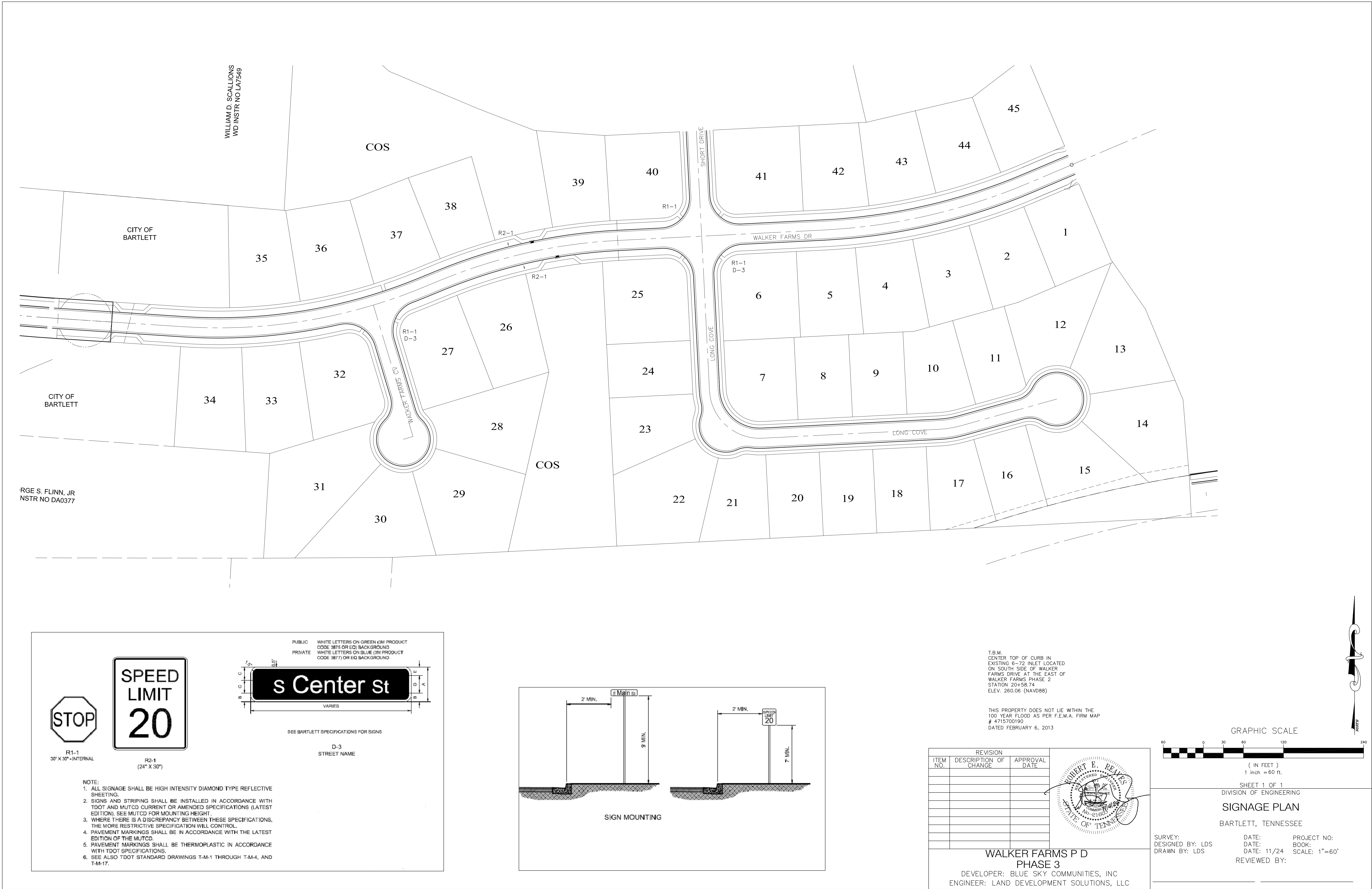
REVISION		
ITEM NO.	DESCRIPTION OF CHANGE	APPROVAL DATE

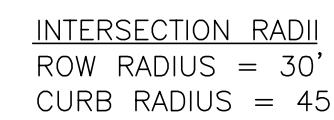


WALKER FARMS P D
PHASE 3
DEVELOPER: BLUE SKY COMMUNITIES, INC
ENGINEER: LAND DEVELOPMENT SOLUTIONS, LLC



SHEET 1 OF 1
DIVISION OF ENGINEERING
SANITARY SEWER PLAN
BARTLETT, TENNESSEE
SURVEY: DESIGNED BY: LDS
DRAWN BY: LDS
DATE: DATE: 11/24
REVIEWED BY:
PROJECT NO: BOOK: SCALE: 1"=60'





NOTE: CONTRACTOR TO FIELD VERIFY
EXISTING EOP ELEVATIONS PRIOR TO
CONSTRUCTION.
CONTRACTOR TO SAW CUT EXISTING EOP
PRIOR TO TYING IN NEW STREETS.

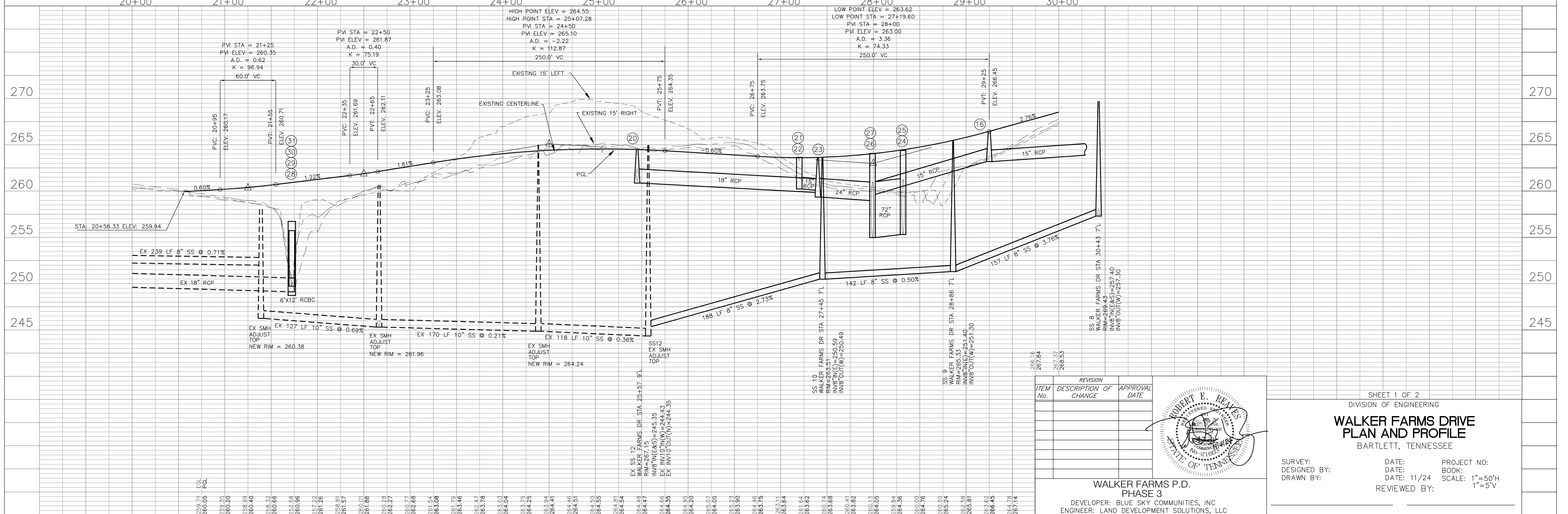
WEARING SURFACE TO TO BE INSTALLED
PRIOR TO PLAT RECORDING.

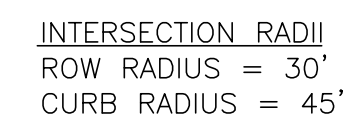
N.T.S.

ALL SUB BASE MATERIAL TO BE TESTED BY A
QUALIFIED GEO TECHNICAL FIRM



(IN FEET)
1 inch = 50 ft.





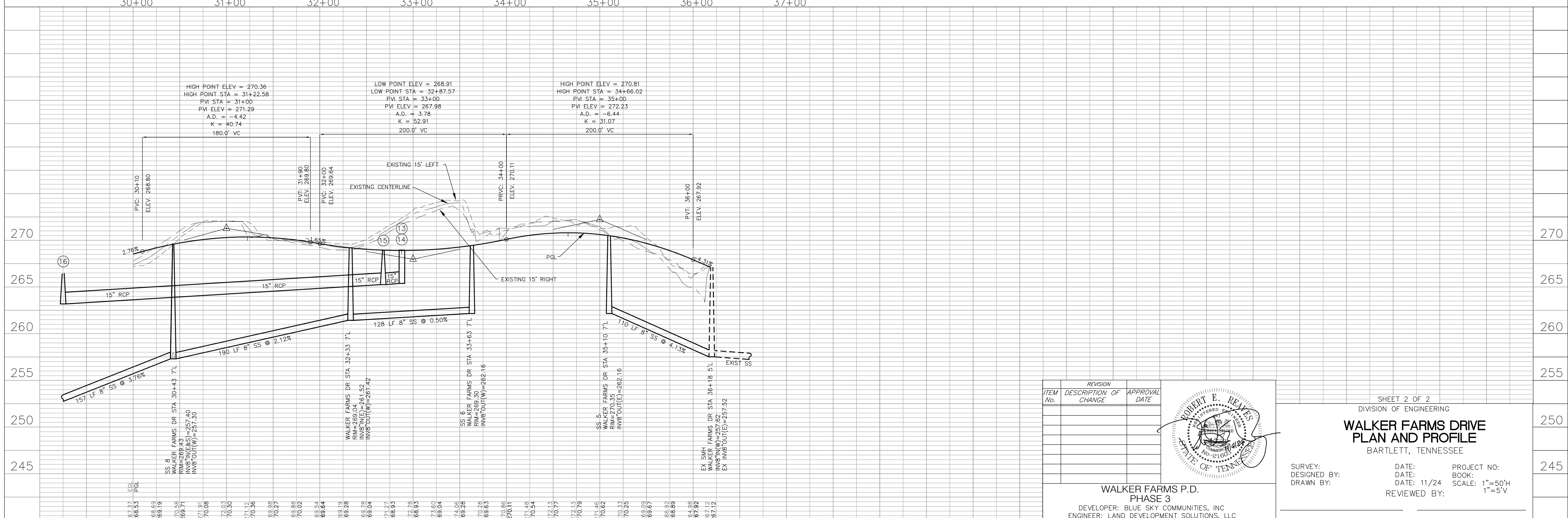
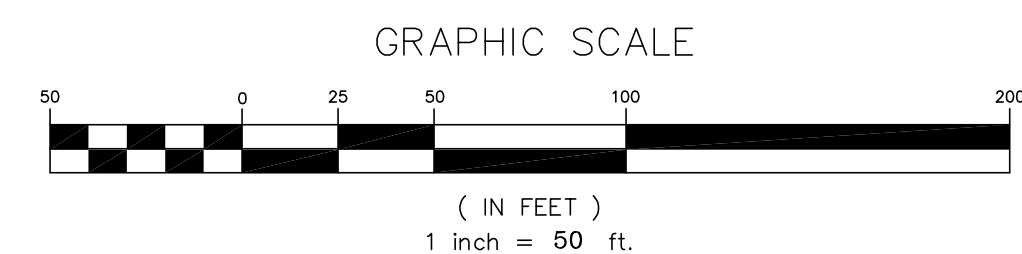
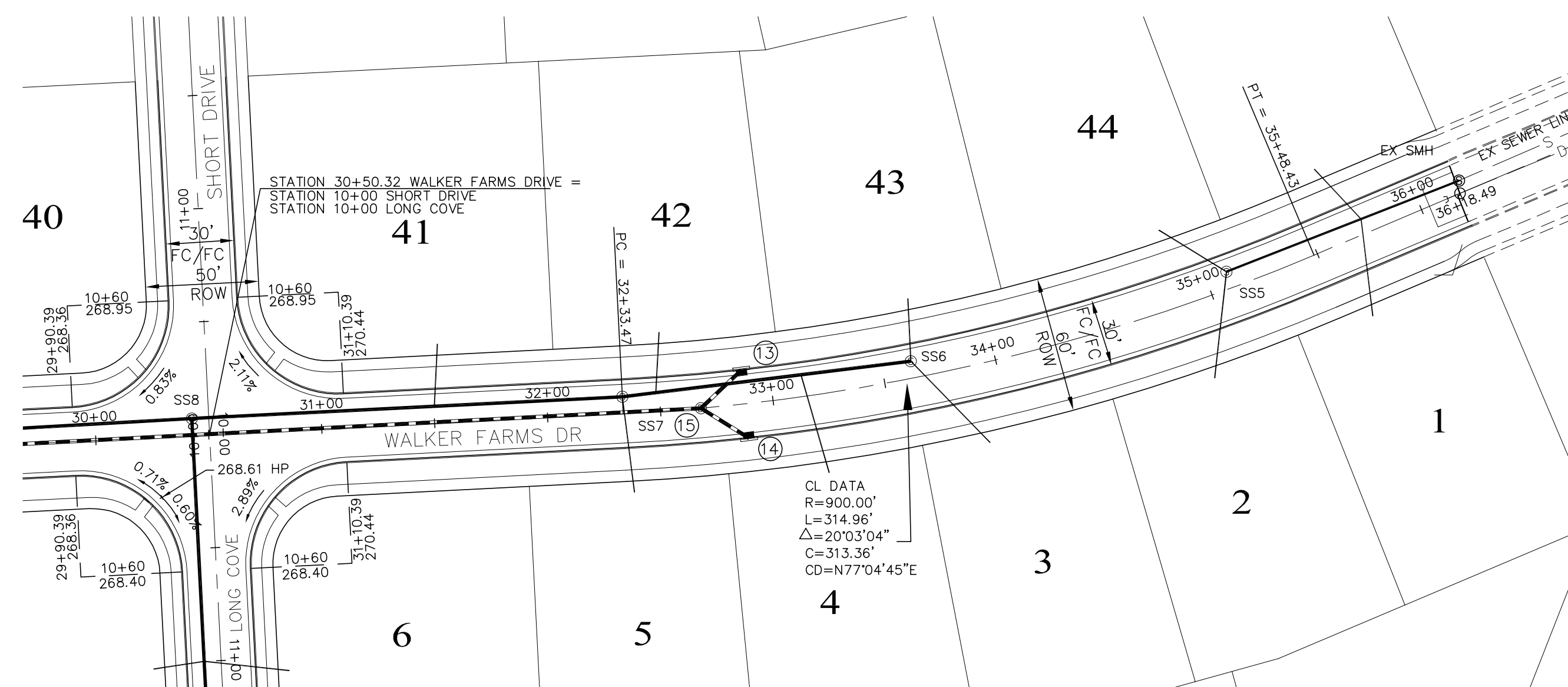
NOTE: CONTRACTOR TO FIELD VERIFY
EXISTING EOP ELEVATIONS PRIOR TO
CONSTRUCTION.
CONTRACTOR TO SAW CUT EXISTING EOP
PRIOR TO TYING IN NEW STREETS.

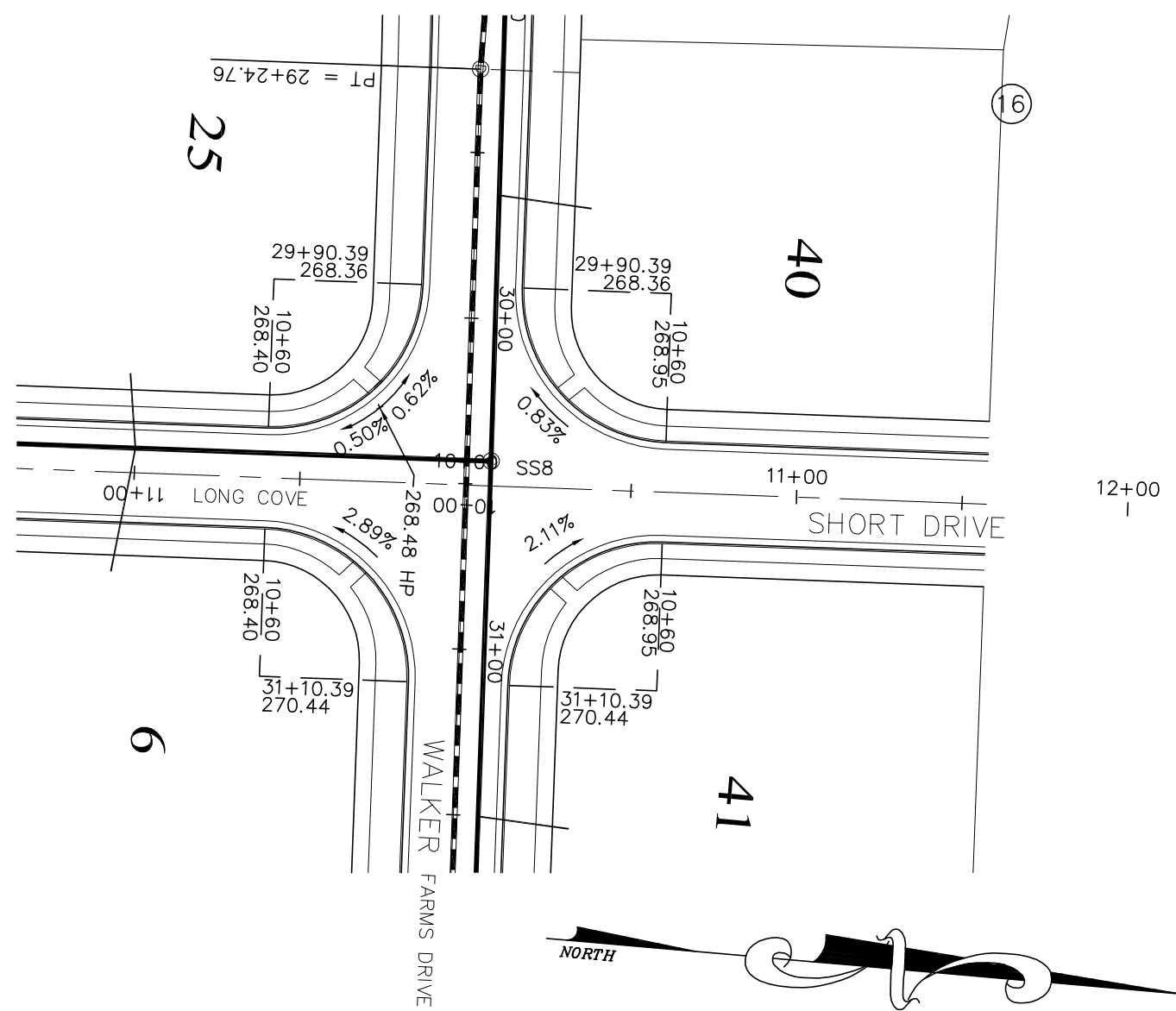
T.B.M.
CENTER TOP OF CURB IN
EXISTING 6-72 INLET LOCATED
ON SOUTH SIDE OF WALKER
FARMS DRIVE AT THE EAST OF
WALKER FARMS PHASE 2
STATION 20+58.74
ELEV. 260.06 (NAVD88)

THIS PROPERTY DOES NOT LIE WITHIN THE
100 YEAR FLOOD AS PER F.E.M.A. FIRM MAP
4715700190
DATED FEBRUARY 6, 2013

STORM STRUCTURE TABLE								
NO.	TYPE	LOCATION	D.4.	Q.25	FL. IN.	FL. IN.	FL. OUT.	RIM/TOP
13	6-72 INLET	32+88 15' WALKER FARMS DR	0.43	1.47			265.38 (15)	269.01
14	6-72 INLET	32+88 15' WALKER FARMS DR	0.72	2.45			265.38 (15)	269.01
15	DMH	32+88 CL WALKER FARMS DR				265.25 (15)	265.25 (15)	266.45
16	DMH	29+25 CL WALKER FARMS DR				265.19 (15)	263.19 (15)	266.45

STORM PIPE TABLE										
FROM	FL.	TO	FL.	LENGTH	SLOPE(%)	SIZE(IN.)	ACRES	Qd	Qc	VEL.
13	265.38	15	265.25	25	0.50	15	0.43	1.47	4.08	3.3
14	265.38	15	265.25	25	0.50	15	0.72	2.45	4.08	3.3
15	265.25	16	263.19	343	0.60	15	1.15	3.92	5.00	4.1
16	263.19	26	259.73	128	2.70	15	1.15	3.92	10.61	8.6



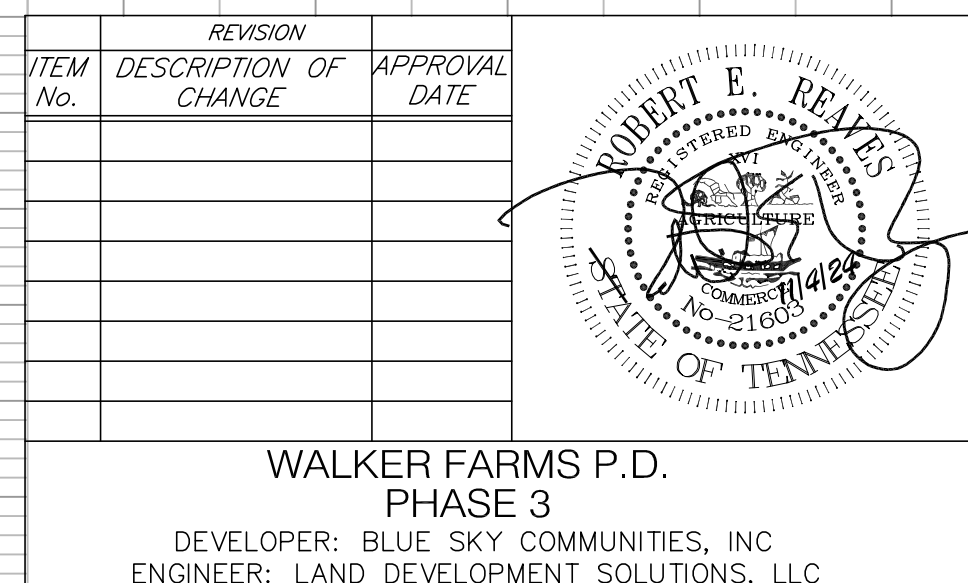
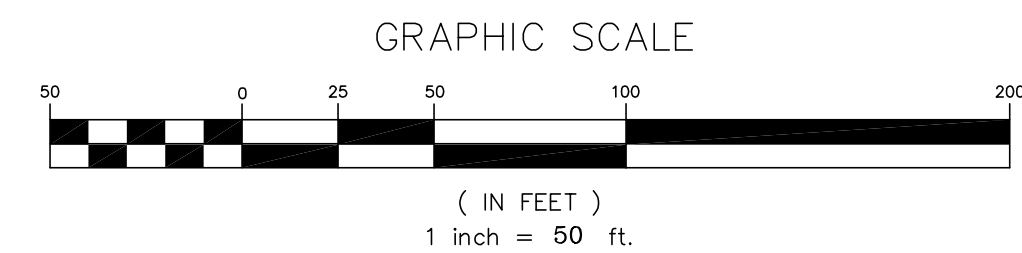


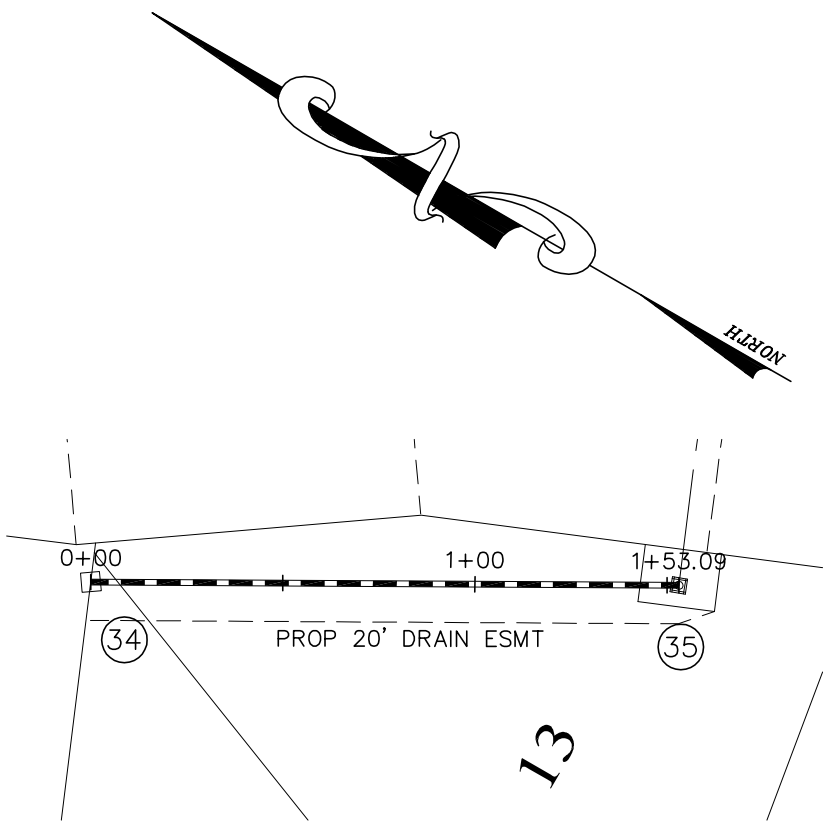
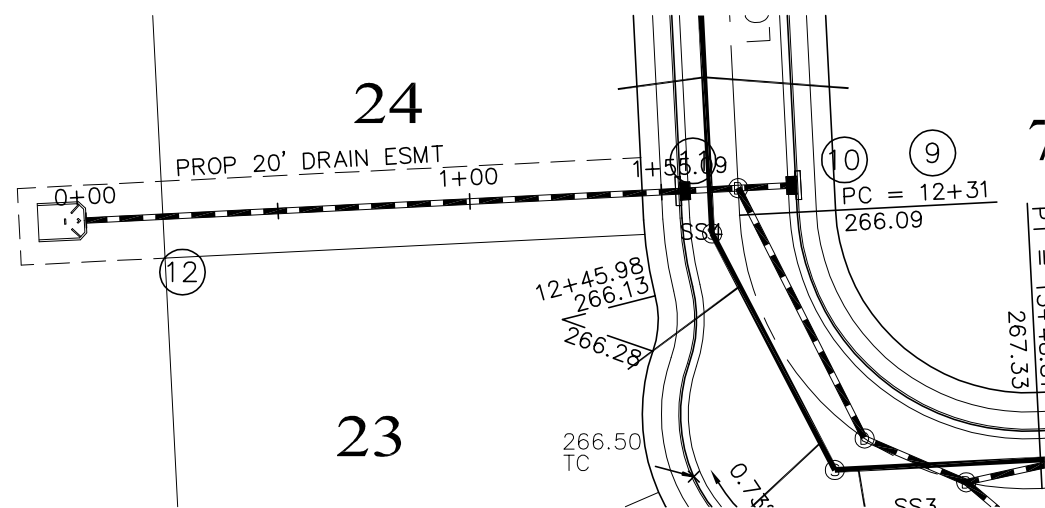
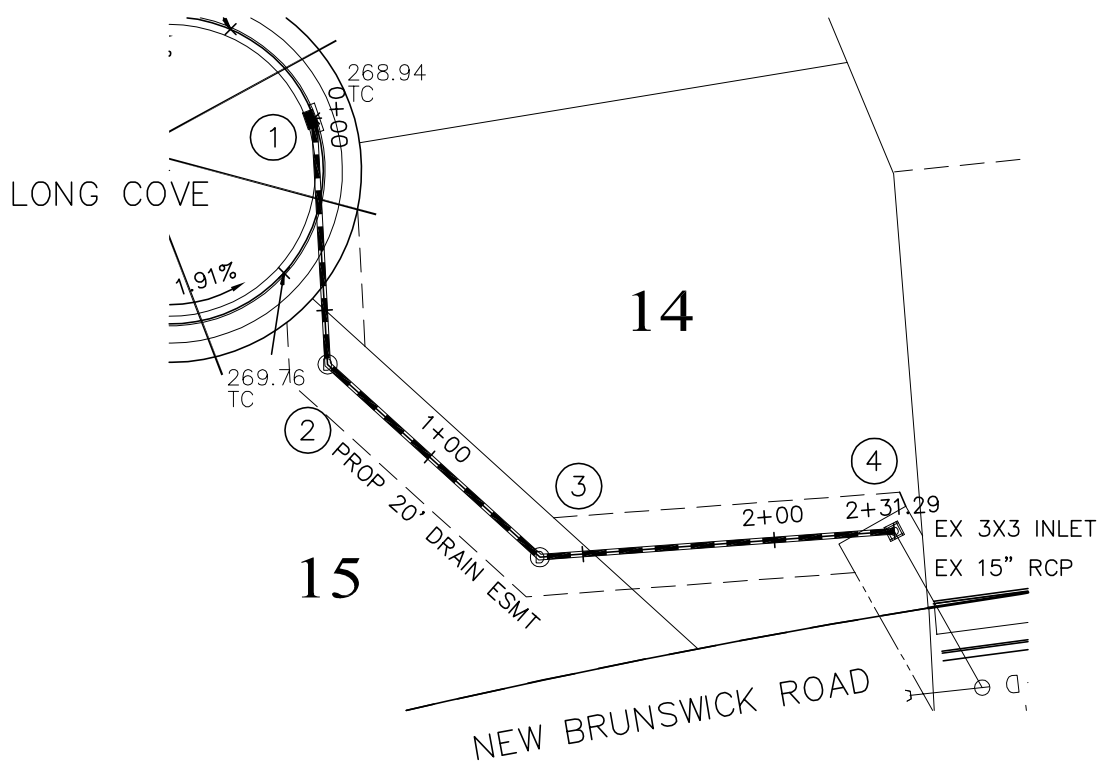
STORM PIPE TABLE										
FROM	FL.	TO	FL.	LENGTH	SLOPE(%)	SIZE(IN.)	ACRES	Qd	Qc	VEL.
17	261.54	19	261.41	25	0.50	15	1.03	3.51	4.08	3.3
18	261.54	19	261.41	25	0.50	15	0.49	1.67	4.08	3.3
19	261.41	20	261.12	41	0.70	15	1.52	5.18	5.40	4.4
20	260.87	23	259.85	194	0.53	18	1.52	5.18	7.64	4.3



T.B.M.
CENTER TOP OF CURB IN
EXISTING 6-72 INLET LOCATED
ON SOUTH SIDE OF WALKER
FARMS DRIVE AT THE EAST OF
WALKER FARMS PHASE 2
STATION 20+58.74
ELEV. 260.06 (NAVD88)

THIS PROPERTY DOES NOT LIE WITHIN THE
100 YEAR FLOOD AS PER F.E.M.A. FIRM MAP
4715700190
DATED FEBRUARY 6, 2013



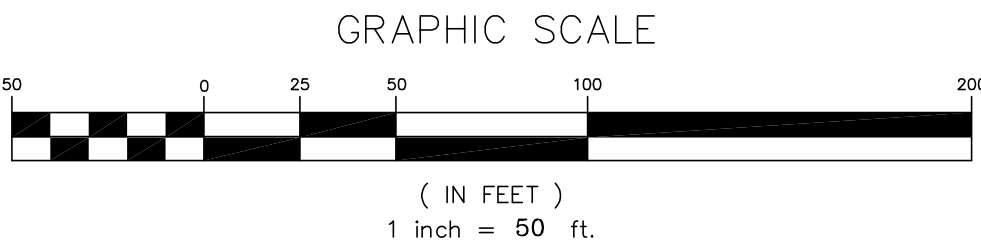


STORM STRUCTURE TABLE									
NO.	TYPE	LOCATION	D.A.	Q25	FL. IN.	FL. IN.	FL. IN.	FL. OUT.	RIM/TOP
1	6-72 INLET	18.35 3' LONG COVE	0.73	2.49				268.94	268.94
2	DMH	OFF STREET					264.59 (15)	264.59 (15)	271.50
3	DMH	OFF STREET					261.99 (15)	255.02 (15)	270.00
4	EX 3X3 INLET	OFF STREET	0.17	0.58			253.64 (15)	253.64 (15) EX	259.13
11	6-72 INLET	12+24 15' LONG COVE	0.83	2.83			261.88 (18)	261.38 (24)	263.99
12	TYPE 4 HW	OFF STREET	4.02	13.71	EXITS			260.60 (24)	263.80
34	3070 INLET	OFF STREET	0.88	3.00				260.75 (15)	263.50
35	EX 3X3 INLET	OFF STREET	0.65	2.22			260.15 (15)	260.15 (15) EX	264.27

STORM PIPE TABLE									
FROM	FL.	TO	FL.	LENGTH	SLOPE(%)	SIZE(IN.)	ACRES	Qd	Qc
1	265.31	2	264.99	64	0.50	15	0.73	2.49	4.08
2	264.99	3	261.99	75	4.00	15	0.73	2.49	12.91
3	255.02	4	253.64	92	1.50	15	0.73	2.49	7.91
11	261.38	12	260.60	155	0.50	24	4.02	13.71	15.99
34	260.75	35	260.15	153	0.39	15	0.88	3.00	4.03

T.B.M.
CENTER TOP OF CURB IN
EXISTING 6-72 INLET LOCATED
ON SOUTH SIDE OF WALKER
FARMS DRIVE AT THE EAST OF
WALKER FARMS PHASE 2
STATION 20+58.74
ELEV. 260.06 (NAVD88)

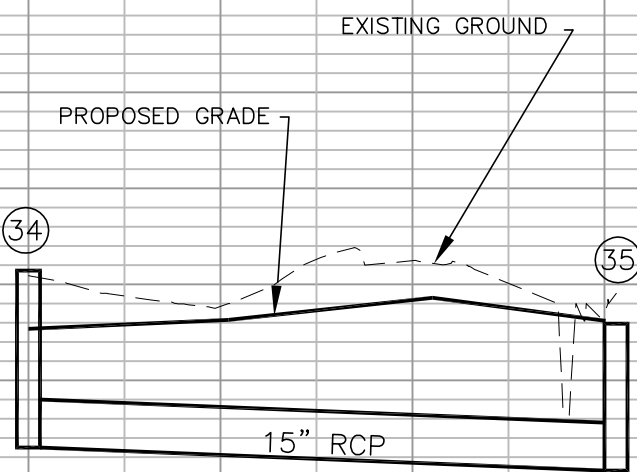
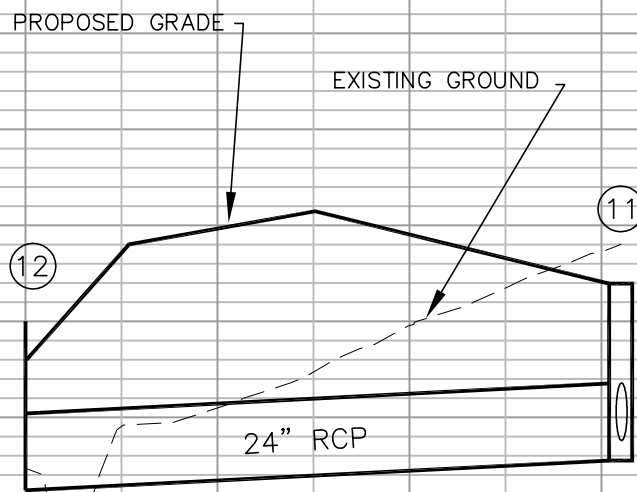
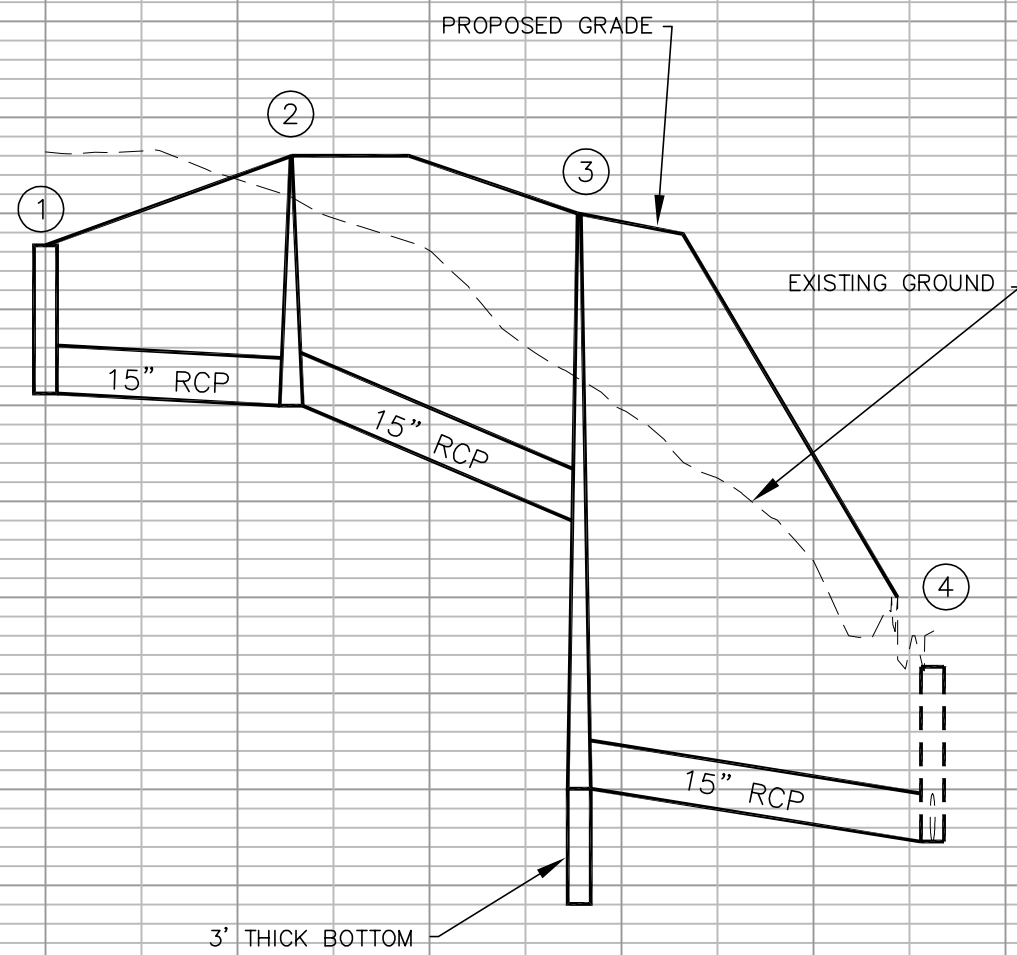
THIS PROPERTY DOES NOT LIE WITHIN THE
100 YEAR FLOOD AS PER F.E.M.A. FIRM MAP
4715700190
DATED FEBRUARY 6, 2013



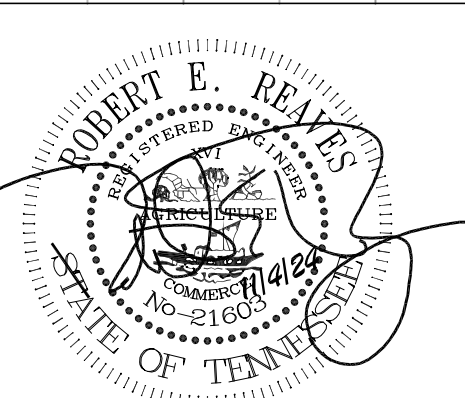
0+00 1+00 2+00 3+00

0+00 1+00 2+00

0+00 1+00 2+00



ITEM No.	REVISION DESCRIPTION OF CHANGE	APPROVAL DATE



WALKER FARMS P.D.
PHASE 3
DEVELOPER: BLUE SKY COMMUNITIES, INC
ENGINEER: LAND DEVELOPMENT SOLUTIONS, LLC

SHEET 1 OF 1

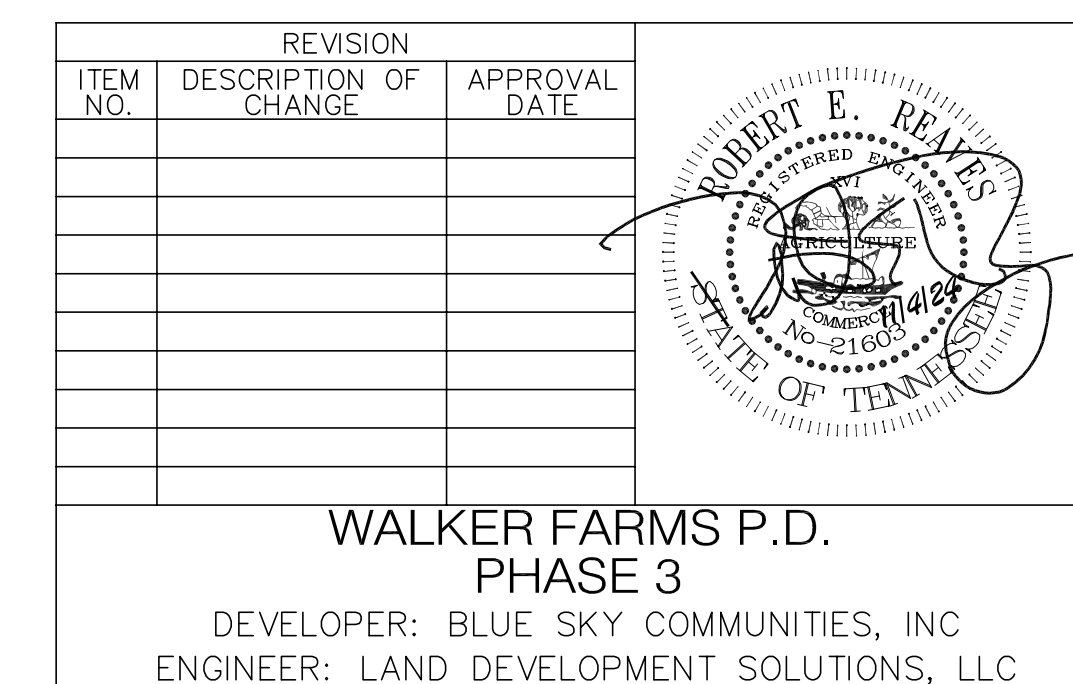
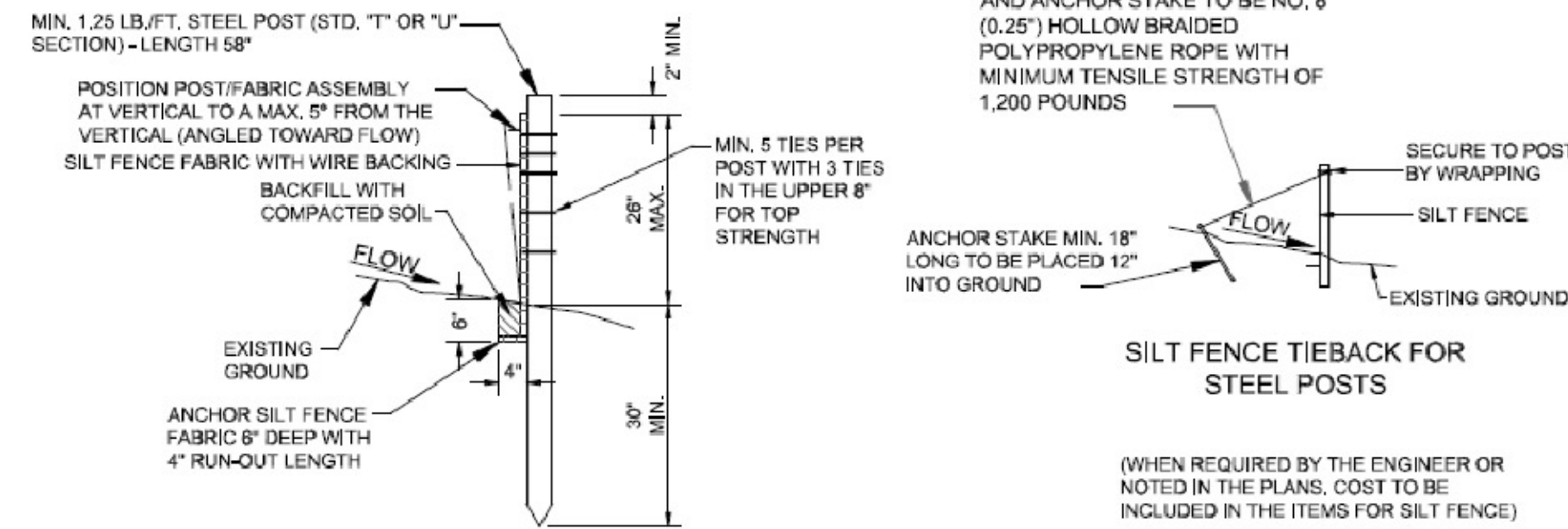
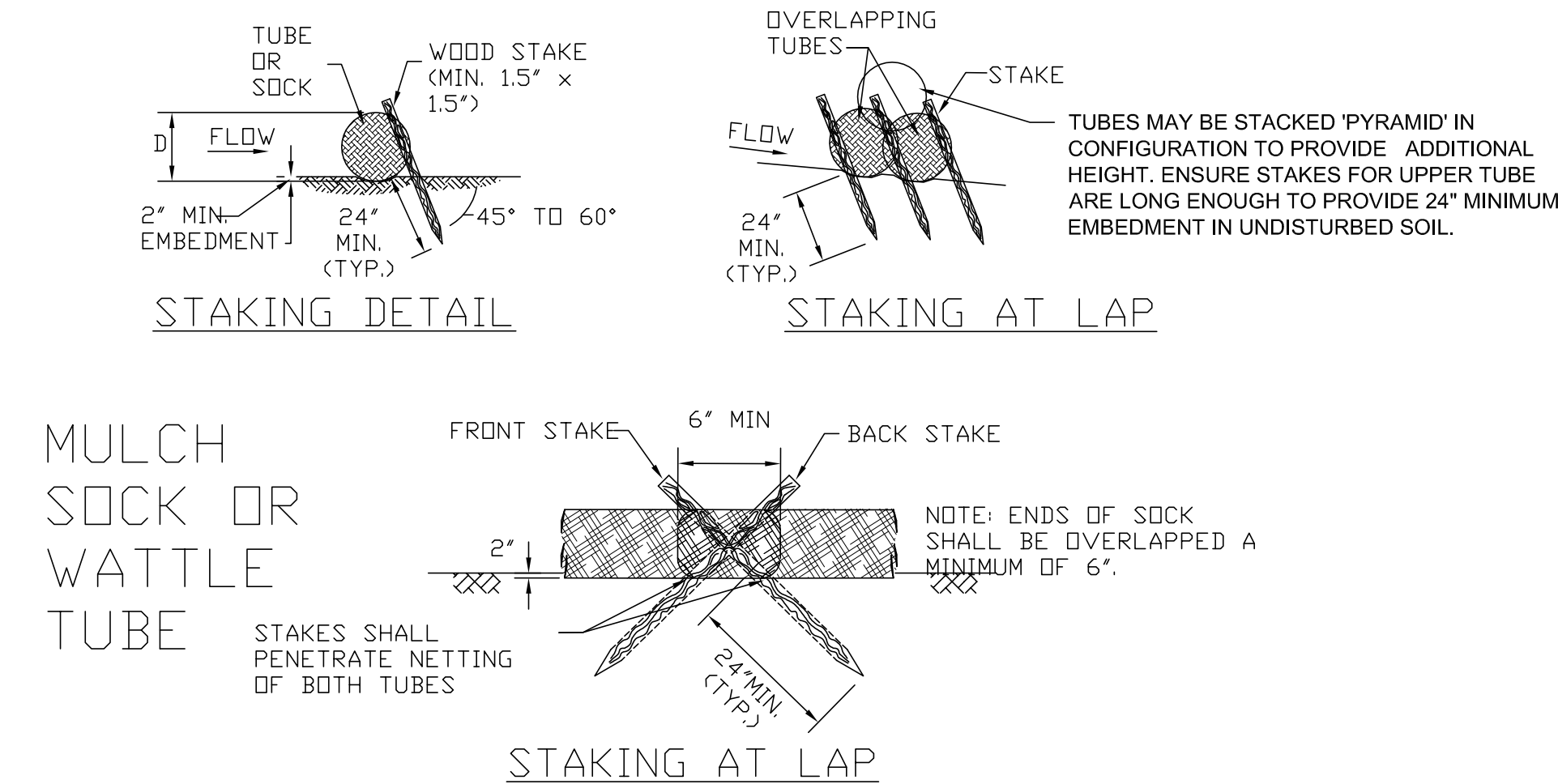
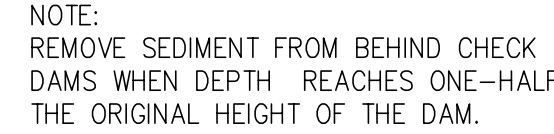
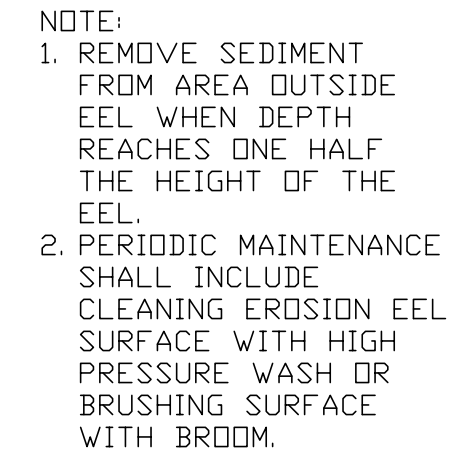
DIVISION OF ENGINEERING

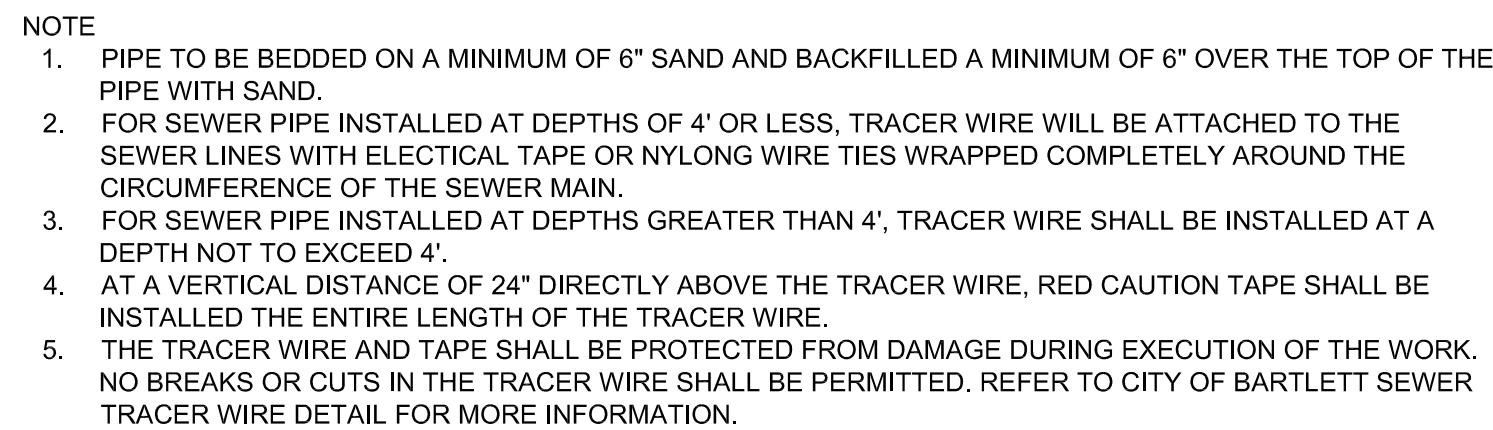
OFF STREET DRAINAGE
PLAN AND PROFILE
BARTLETT, TENNESSEE

SURVEY:
DESIGNED BY:
DRAWN BY:

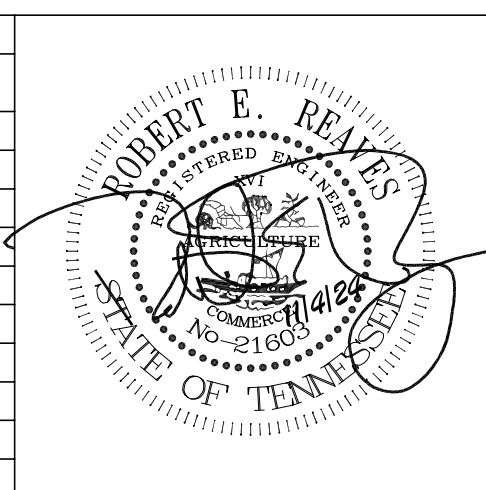
DATE:
DATE: 11/24
REVIEWED BY:

PROJECT NO:
BOOK:
SCALE: 1"=50'H
1"=5'V





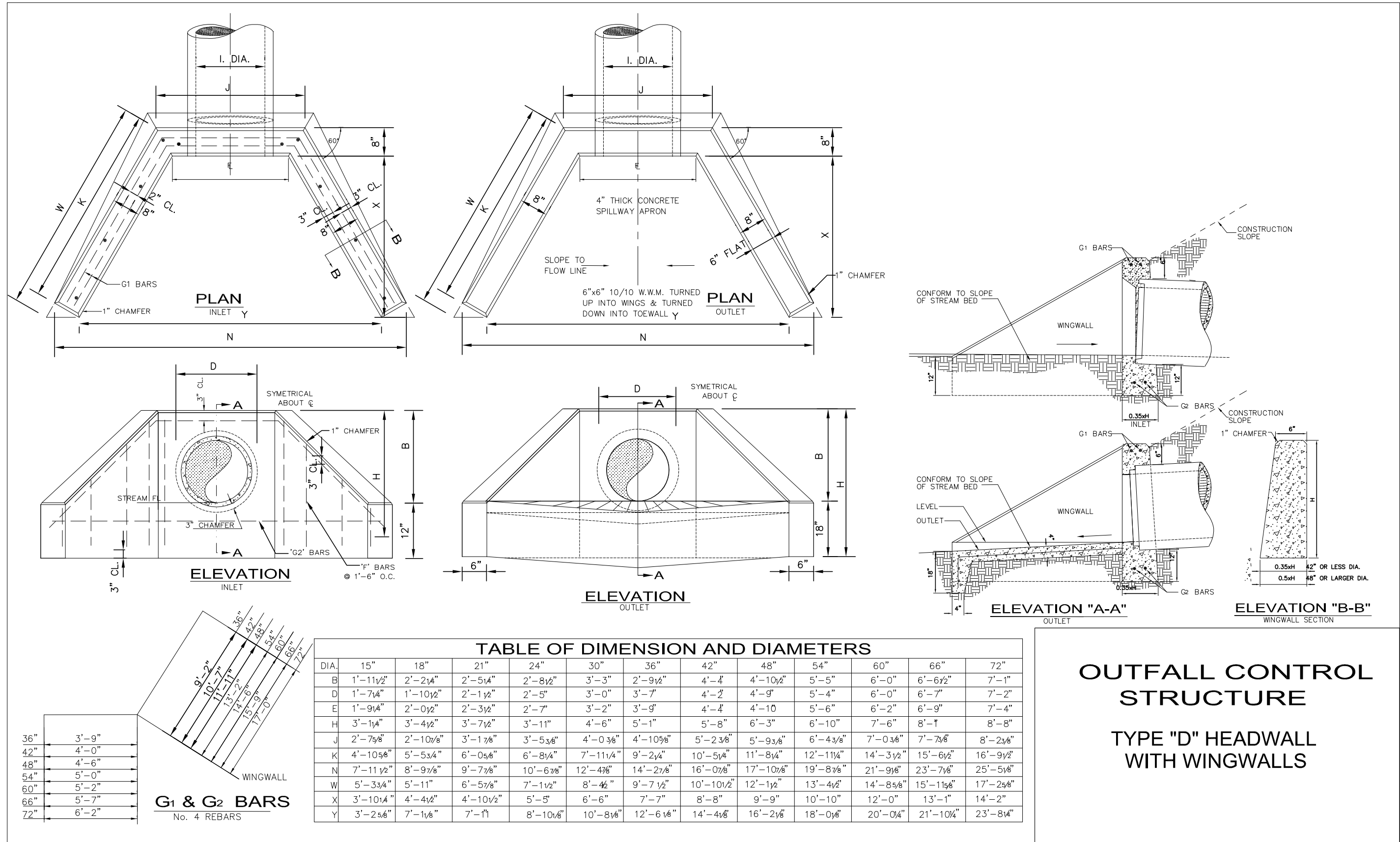
NOTES:
MH COATING:
OUTSIDE COATING OF MANHOLE SHALL BE ASPHALTIC BLACK AS AVAILABLE AT UNITED PAINT COMPANY. METHOD OF APPLICATION SHALL BE PERFORMED BY BRUSH OR LOW PRESSURE SPRAYER.
JOINT SEALING:
CONCRETE MORTAR SHALL BE USED TO SEAL JOINTS AFTER THE INSTALLATION OF AN APPROVED GASKET MATERIAL BETWEEN ALL PRECAST MANHOLE SECTIONS.
SUBSTITUTES:
POURED-IN-PLACE MANHOLES MAY BE SUBSTITUTED FOR PRECAST MANHOLES, PROVIDED A FORMAL, WRITTEN REQUEST HAS BEEN SUBMITTED AND APPROVED BY THE ENGINEER OF DESIGN. ALL POURED-IN PLACE MANHOLES SHALL CONFORM TO CITY OF MEMPHIS STANDARD DRAWINGS NO. SST-6 AND SST-7.

[illegible]

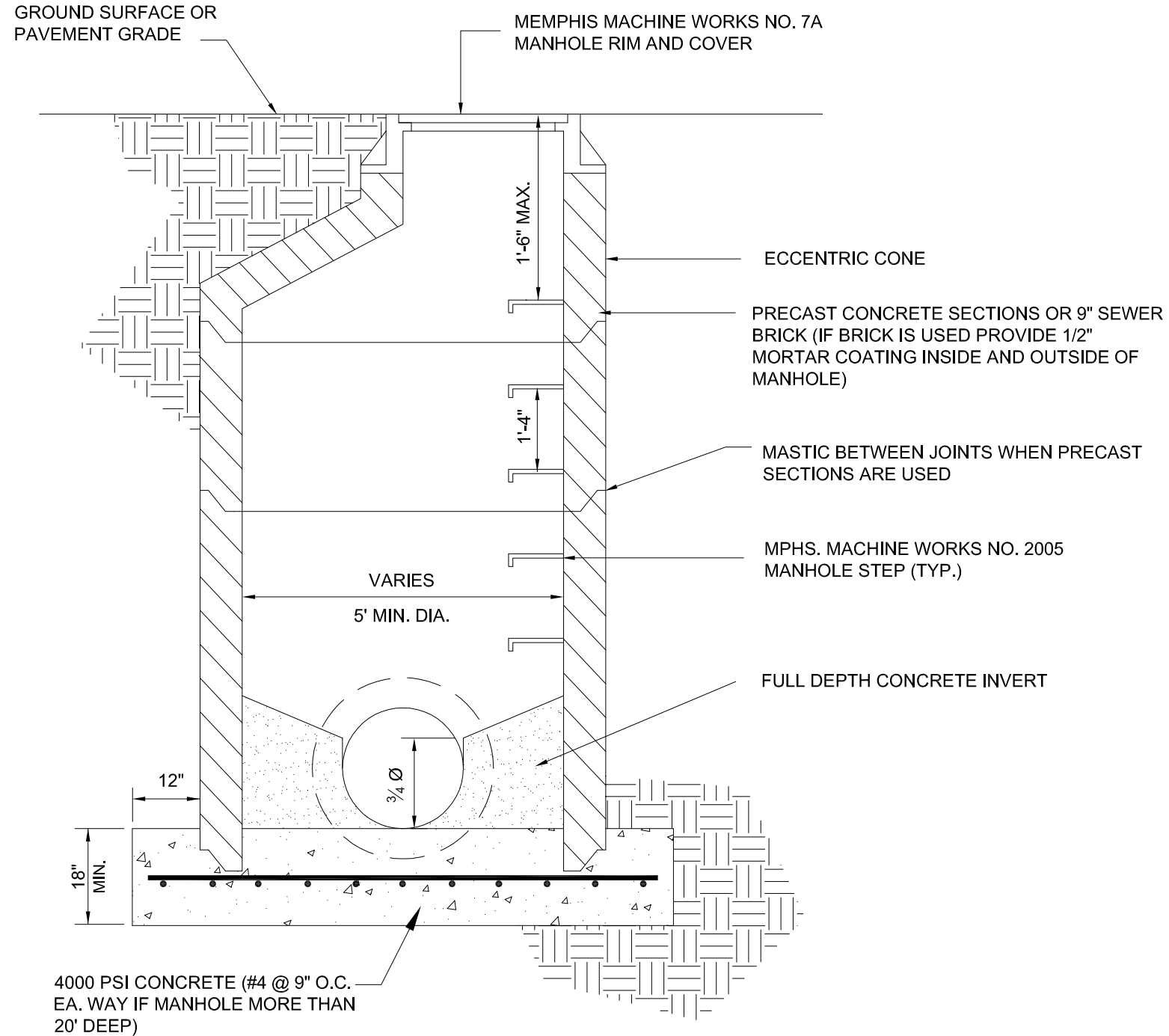
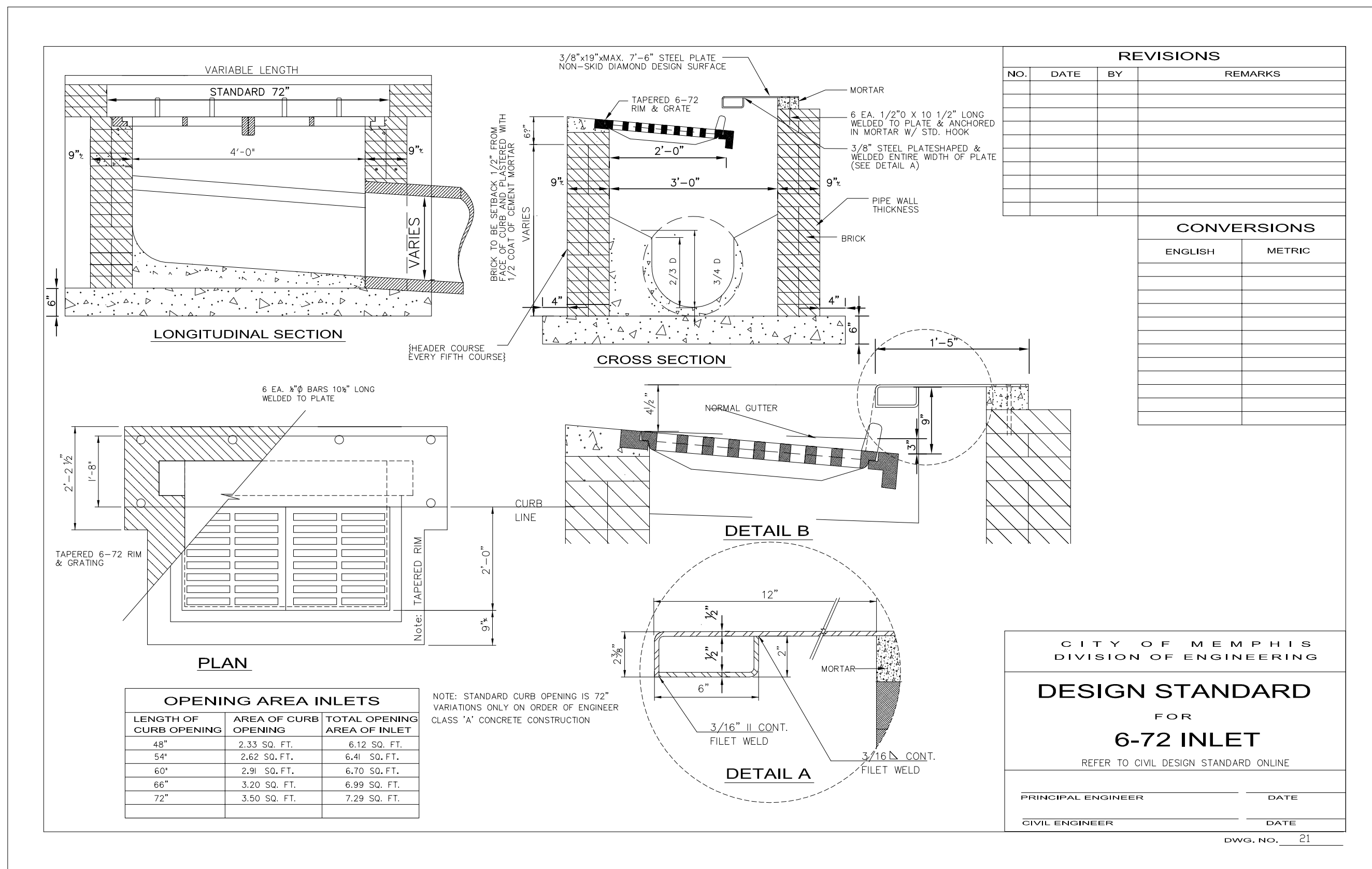
WALKER FARMS P.D.
PHASE 3
DEVELOPER: BLUE SKY COMMUNITIES, INC
ENGINEER: LAND DEVELOPMENT SOLUTIONS, LLC

SHEET 1 OF 1
DIVISION OF ENGINEERING
SANITARY SEWER DETAILS
BARTLETT, TENNESSEE

SURVEY: _____ DATE: _____ PROJECT NO: _____
DESIGNED BY: LDS DATE: _____ BOOK: _____
DRAWN BY: LDS DATE: 11/24 SCALE: _____
REVIEWED BY: _____

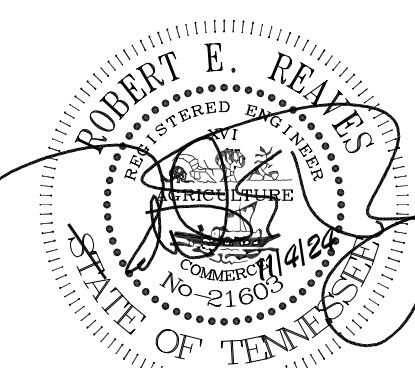


OUTFALL CONTROL STRUCTURE TYPE "D" HEADWALL WITH WINGWALLS



STORM DRAIN MANHOLE (NOT TO SCALE)

REVISION	DESCRIPTION OF CHANGE	APPROVAL DATE
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		



SHEET 1 OF 1
DIVISION OF ENGINEERING

DRAINAGE DETAILS

BARTLETT, TENNESSEE

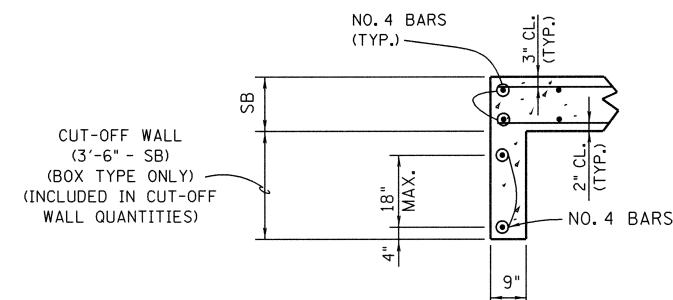
SURVEY:
DESIGNED BY: LDS
DRAWN BY: LDS

DATE:
DATE: 11/24
REVIEWED BY:

PROJECT NO:
BOOK:
SCALE:

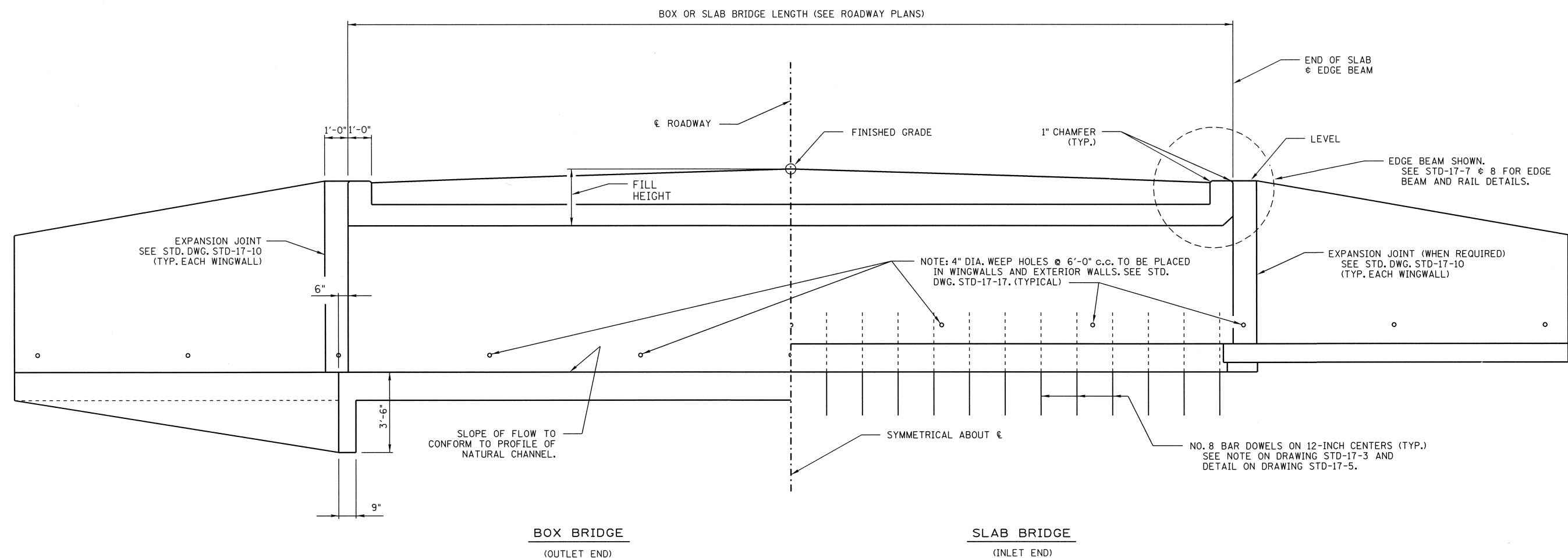
WALKER FARMS P.D.
PHASE 3

DEVELOPER: BLUE SKY COMMUNITIES, INC
ENGINEER: LAND DEVELOPMENT SOLUTIONS, LLC

[illegible]

CUT-OFF WALL DETAILS

NOTE: WHEN SB EQUALS OR EXCEEDS 3'-6", NO
ADDITIONAL CUT-OFF WALL PROJECTION
IS REQUIRED.



TYPICAL ELEVATION

ALONG & BRIDGE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL ELEVATION
STANDARD REINFORCED
CONCRETE BRIDGE
BOX AND SLAB TYPE

2010

DESIGNED BY CMH / MAH DATE 12-09
 DRAWN BY DIANE BUSH DATE 04-10
 SUPERVISED BY RLH / JWP / MAH DATE 12-09
 CHECKED BY _____ DATE _____

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

STD-17-6

1 @ 12 x 4 REINFORCED CONCRETE BOX BRIDGE																																	
Maximum Fill Height ft.	Dimensions				Bars TST				Bars TSB				Bars BST				Bars BSB				Bars EWE				Bars EWI				Bars LNT	Bars LND	Bars WS	Concrete CY/LF	Reinf. Steel LB/LF
	ST in.	SB in.	WT in.	BW ft.	Size	No.	Spacing in.	Length ft.	Size	No.	Spacing in.	Length ft.	Size	No.	Spacing in.	Length ft.	Size	No.	Spacing in.	Length ft.	Size	No.	Spacing in.	Length ft.	Size	No.	Spacing in.	Length ft.	No.	No.	No.		
No Fill	10.5	10	8	13.33	4	1	12	12.83	7	2	6	12.83	7	2	6	13.83	4	1	12	13.83	4	2	12	4.00	5	2	12	4.00	62	24	4	1.07	260
3	13	13	8	13.33	4	1	12	12.83	8	2	6	12.83	9	1	12	13.83	4	1	12	13.83	4	2	12	4.00	5	2	12	4.00	62	24	4	1.31	267
5	11	11	8	13.33	4	1	12	12.83	8	2	6	12.83	7	2	6	13.83	4	1	12	13.83	4	2	12	4.00	5	2	12	4.00	74	0	4	1.14	259
10	11	12	8	13.33	4	1	12	12.83	9	2	6	12.83	8	2	6	13.83	4	1	12	13.83	4	2	12	4.00	5	2	12	4.00	74	0	4	1.18	295
20	16	16	8	13.33	4	1	12	12.83	9	2	6	12.83	9	2	6	13.83	4	1	12	13.83	4	2	12	4.00	5	2	12	4.00	74	0	4	1.56	316
30	21	21	8	13.33	4	1	12	12.83	8	2	6	12.83	11	1	12	13.83	4	1	12	13.83	4	2	12	4.00	5	2	12	4.00	74	0	4	1.99	276
40	26	26	8	13.33	4	1	12	12.83	8	2	6	12.83	11	1	12	13.83	4	1	12	13.83	4	2	12	4.00	5	2	12	4.00	74	0	4	2.42	276
50	31	31	8	13.33	4	1	12	12.83	8	2	6	12.83	11	1	12	13.83	4	1	12	13.83	4	2	12	4.00	5	2	12	4.00	74	0	4	2.84	276
60	34	34	8	13.33	4	1	12	12.83	9	2	6	12.83	9	2	6	13.83	4	1	12	13.83	4	2	12	4.00	5	2	12	4.00	74	0	4	3.10	316

Diagram illustrating the reinforcement details for a rectangular cell, showing various bars and dimensions:

- Dimensions:**
 - BW:** Overall width.
 - ST:** Overall height.
 - WT:** Width of the wall.
 - SB:** Height of the wall.
 - 6" MIN.:** Minimum width dimension.
 - 11" MAX.:** Maximum width dimension.
- Reinforcement Details:**
 - 2" COVER:** Top, bottom, and side cover dimensions.
 - 2 1/2" COVER IF LESS THAN 1'-0" FILL:** Additional cover requirement for smaller cells.
 - BARS LNT AT 12" SPA.:** Longitudinal bars spaced at 12 inches.
 - BAR TST:** Top reinforcement bar.
 - BAR TSB:** Top reinforcement bar.
 - BAR WS:** Wall reinforcement bar.
 - BAR EWE:** End wall reinforcement bar.
 - BAR EWI:** End wall reinforcement bar.
 - BAR BS:** Bottom reinforcement bar.
 - BAR BSB:** Bottom reinforcement bar.
- Other Labels:**
 - CELL WIDTH:** Width of the cell.
 - CELL HEIGHT:** Height of the cell.
 - (TYP. @ WALLS):** Typical reinforcement at walls.

TYPICAL SECTION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STANDARD REINFORCED CONCRETE
BOX BRIDGE
INTERIOR SECTION
SPANS: 1 BARREL AT 12'-0"
CLEAR HEIGHTS 4'-0" THRU 6'-0"
0' THRU 60' FILL
2010

The following bar information applies to all fill cases in the tables above:

Bars LNT Size = 4 Spacing = 12 in.

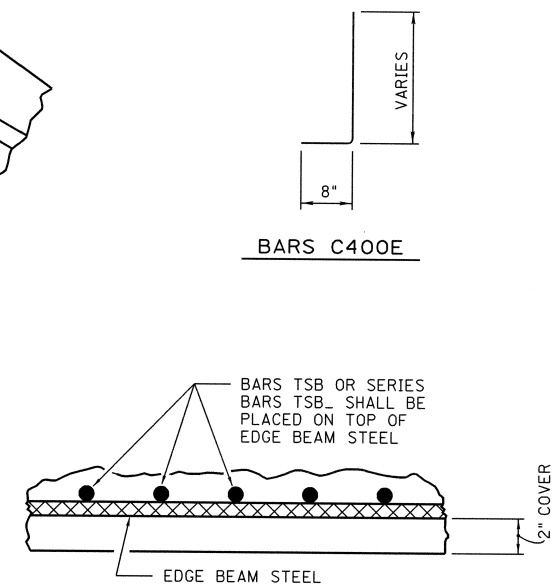
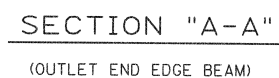
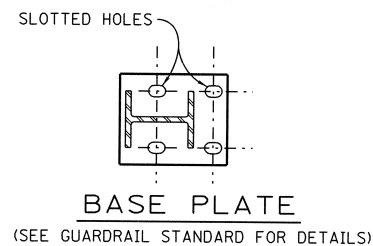
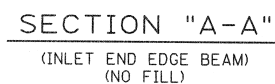
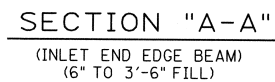
Bars LND Size = 5 Spacing = 6 in.

Bars WS Size = 8 Length = 5.00 ft. Spacing = 12 in.

STD-17-56



☑ NOTE: BARS A700E AND BARS A700 SHALL BE TWO SPLICED BARS WHEN BOX WIDTH (BW) IS GREATER THAN 60'-4".



STEEL PLACEMENT DETAIL

GENERAL NOTES

- 1) NOTE: QUANTITIES WILL BE BASED ON PLANS DIMENSIONS, AS SHOWN ON THE FOLLOWING DRAWINGS: ROADWAY CULVERT SHEETS, THE CONCRETE BOX OR SLAB BRIDGE DRAWINGS DESIGNED FOR A SPECIFIC LOCATION, OR THE STANDARD BOX OR SLAB BRIDGE DRAWINGS.
- 2) NOTE: ALL BARS "A" ARE STRAIGHT BARS.
- 3) NOTE: SKEW ANGLES LESS THAN 45° REQUIRE SPECIAL DESIGN.
- 4) NOTE: WHEN DEPTH OF FILL AT FACE OF GUARDRAIL EXCEEDS 3'-6" DELETE THE USE OF BOLTED BASE PLATES AND DRIVE THE POSTS.
- 5) NOTE: ANY REINFORCING BAR THAT INTERFERES WITH THE FORMED HOLES FOR THE GUARDRAIL ANCHOR BOLTS SHALL BE MOVED HORIZONTALLY TO PROVIDE 1" MINIMUM CLEARANCE TO THE HOLE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CURB, RAIL AND
EDGE BEAM DETAILS
SKEW NOT LESS THAN 45°

STANDARD REINFORCED
CONCRETE BRIDGE
BOX AND SLAB TYPE

2010

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

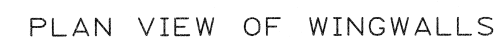
STD-17-7



NOTES

1. WALL JOINTS - AN EXPANSION JOINT IS REQUIRED AT THE LOCATION SHOWN ON THIS DRAWING FOR ALL BOX BRIDGES, AND FOR SLAB BRIDGES WHENEVER THE WINGWALL LENGTH IS GREATER THAN 15 FEET. FOR WINGWALLS GREATER THAN 30 FEET, PLACE A CONTRACTION JOINT AT MID-LENGTH OF THE WALL.

IF RUSTICATION GROOVES ARE USED, THE JOINTS SHALL BE SPACED TO CORRESPOND WITH RUSTICATIONS. WATERSTOPS SHALL MEET THE REQUIREMENTS OF SPECIFICATION ARTICLES 604.26 AND 918.11. JOINT MATERIAL SHALL MEET THE REQUIREMENTS OF SPECIFICATIONS SECTION 905. FOOTING AND FOOTING REINFORCEMENT SHALL BE CONTINUOUS.



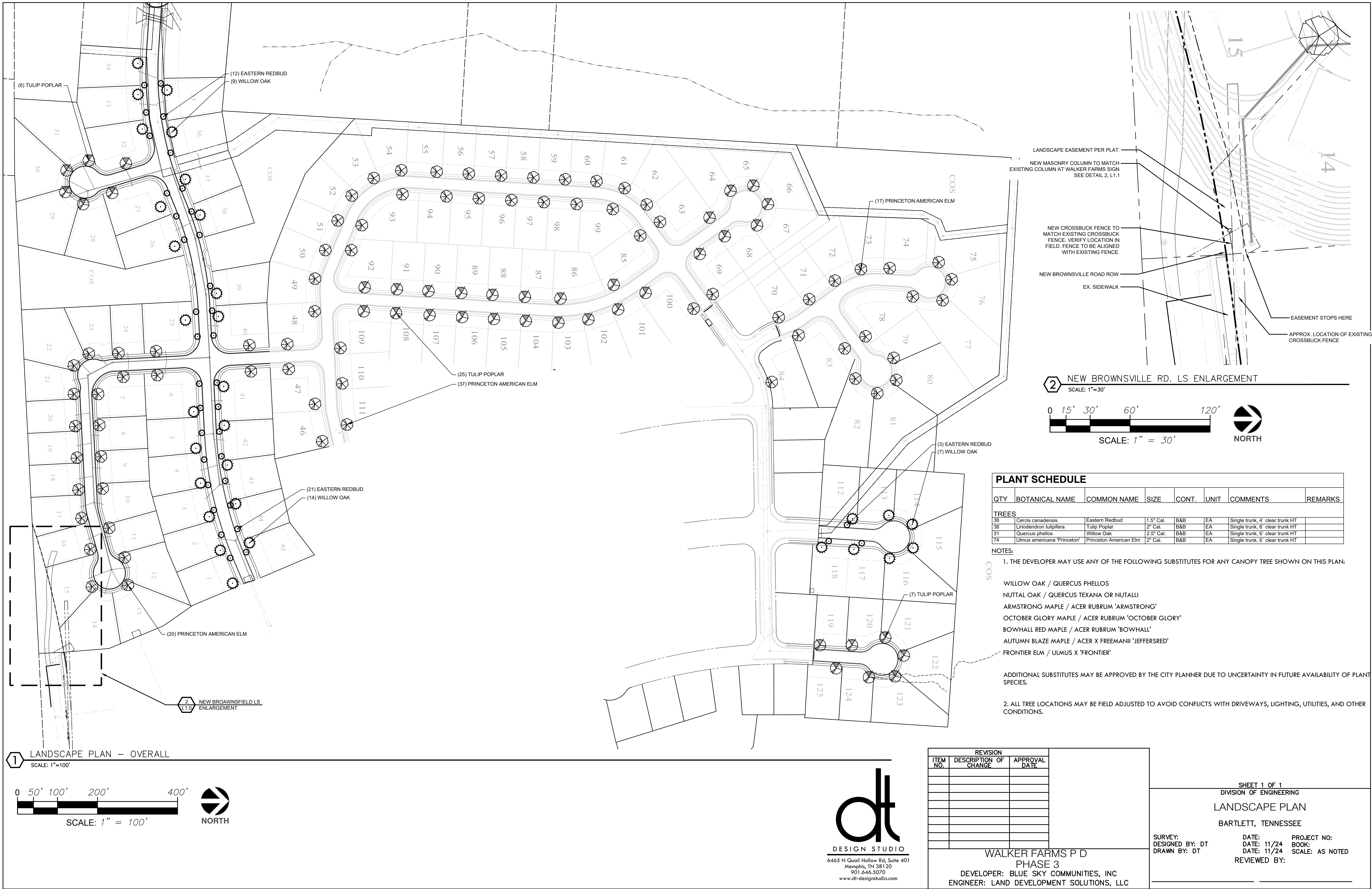
(90° SKEW SHOWN; OTHER SKEWS SIMILAR)

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

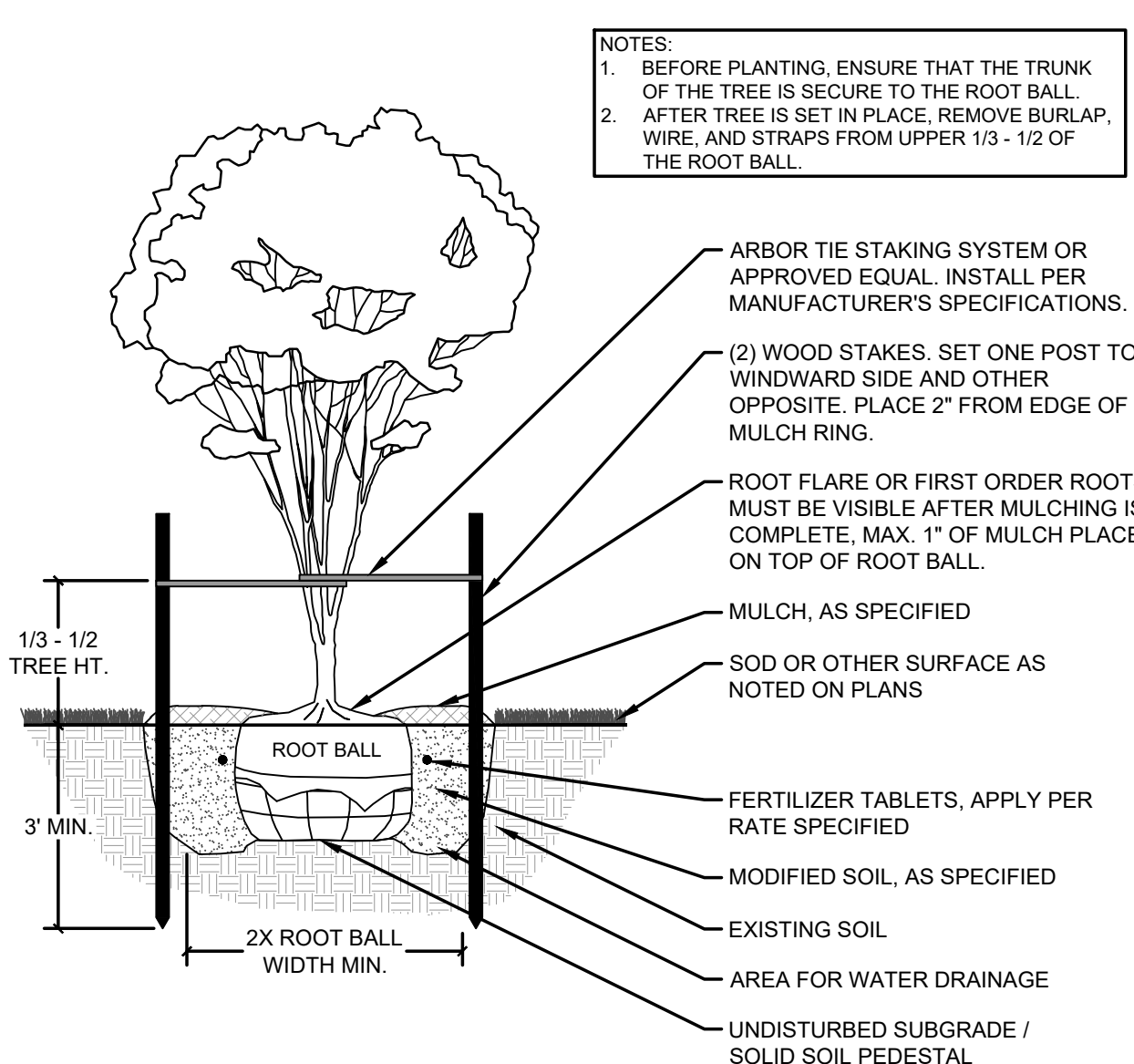
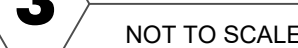
2010

DESIGNED BY CMH / MAH DATE 12-09
 DRAWN BY DIANE BUSH DATE 04-10
 SUPERVISED BY RLH / JWP / MAH DATE 12-09
 CHECKED BY _____ DATE _____

STD-17-10



NOT TO SCALE



2 NOT TO SCALE

- CONTRACTOR TO CAREFULLY EXAMINE THE CONTRACT DOCUMENTS AND EXISTING CONDITIONS BEFORE SUBMITTING BID PROPOSAL OR COMMENCING WORK.
- CONTRACTOR'S BASE BID TO INCLUDE ALL MATERIALS, BED PREP, LAWN, PERMITS, EQUIPMENT, TOOLS, INSURANCE, ETC. TO PERFORM THE WORK AS DESCRIBED IN THE CONTRACT DOCUMENTS.
- PLANT QUANTITIES SHOWN ARE FOR CONTRACTOR CONVENIENCE. CONTRACTOR SHALL VERIFY BEFORE SUBMITTING BID THAT QUANTITIES ARE ADEQUATE. CONTRACTOR SHALL VERIFY THE PLANT MATERIAL AND SHALL VERIFY PRIOR TO PLACEMENT THAT QUANTITIES ARE ADEQUATE. CONTRACTOR SHALL NOTIFY OWNER OR OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES.
- DAMAGE TO EXISTING UTILITIES OR SITE IMPROVEMENTS CAUSED BY THE CONTRACTOR ARE THE FULL RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE REPAIRED OR REPLACED AT CONTRACTOR'S COST, SUBJECT TO OWNER'S APPROVAL. CONTRACTOR TO LOCATE UNDERGROUND UTILITIES WITH FLAGS/MARKINGS PRIOR TO EXCAVATING.
- REQUIREMENTS FOR DEFINITIONS, GRADING TOLERANCES, BALLING AND BURLAPPING, CONTAINER GROWN PLANTS, ETC. SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS FOR NURSERY STOCK (ANSI Z60.1, LATEST EDITION) AND ANSI Z133.1, LATEST EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC. PLANTS SHALL BE MEASURED BEFORE PRUNING WITH BRANCHES IN NORMAL POSITION, AND ANY NECESSARY PRUNING SHALL BE DONE AT TIME OF PLANTING. PLANT HEIGHTS ARE GIVEN IN A RANGE, THE PLANTS PROVIDED SHALL AVERAGE THE MEDIAN OF THE RANGE OR BETTER.
- UNLESS SPECIFICALLY NOTED OTHERWISE, ALL PLANTS SHALL BE OF SPECIMEN QUALITY, EXCEPTIONALLY HEAVY, SYMMETRICAL, THICKLY BRANCHED, SO TRAINED OR TREATED IN THEIR DEVELOPMENT AND APPEARANCE AS TO BE UNQUESTIONABLY OF FIRST QUALITY IN FORM, BRANCH, STRUCTURE, BUDS, FRUIT, COMPACTNESS, AND SYMMETRY; ANY PLANTS THAT ARE WEAK, THIN, OR OTHERWISE DEFECTIVE IN FORM OR APPEARANCE WHEN PLANTED IN THE OPEN, WILL NOT BE ACCEPTED. INTERIOR PLANT MATERIAL TO BE REJECTED.
- ALL PLANTS SHALL COMPLY WITH FEDERAL AND STATE LAWS AND REGULATIONS REQUIRING INSPECTION FOR PLANT DISEASES, PESTS, AND WEEDS. CERTIFICATES OF INSPECTION SHALL ACCOMPANY THE INVOICE FOR EACH SHIPMENT OF PLANTS AS REQUIRED BY LAW.
- ALL PLANTS SHALL BE TRUE TO NAME AS ORDERED OR SHOWN ON THE PLANTING PLANS AND SHALL BE LABELED INDIVIDUALLY OR IN GROUPS BY SPECIES AND CULTIVAR. SUBSTITUTIONS WILL ONLY BE PERMITTED UPON SUBMISSION OF PROOF THAT THE PART OF THE PLANT IS NOT OBTAINABLE, AND UPON AUTHORIZATION BY THE OWNER OR OWNER'S REPRESENTATIVE. SUBSTITUTIONS SHALL BE OF THE NEAREST EQUIVALENT OBTAINABLE SIZE, AND OF SIMILAR CHARACTERISTICS, WITH AN EQUIVALENT ADJUSTMENT OF CROWN SIZE.
- ALL PLANTS SHALL BE GUARANTEED TO LIVE FOR 12 MONTHS. THE GUARANTEE PERIOD SHALL BEGIN AT THE TIME OF WRITTEN APPROVAL OF ACCEPTANCE BY THE OWNER (A) OF THE LANDSCAPE AND (B) THE RESPONSIBILITY OF MAINTAINING THE LANDSCAPE. IF THE PLANT IS DEAD, DYING, OR OF POOR APPEARANCE AT ANY TIME DURING THIS PERIOD, THEY SHALL BE REPLACED AT NO ADDITIONAL COST.
- ALL PLANTS THAT HAVE BEEN FOUND TO BE DEAD, DYING, OR OF POOR APPEARANCE SHALL BE IMMEDIATELY REMOVED AND THE OWNER NOTIFIED. REPLACEMENT OF TREES AND LARGE SHRUBS SHALL BE MADE AT THE BEGINNING OF THE NEXT PLANTING SEASON. REPLACEMENT OF SMALL SHRUBS AND GROUND COVERS SHALL BE MADE WITHIN 30 DAYS FOLLOWING THE INSPECTION OF THAT DETERMINED THE REQUIRED REPLACEMENT. THE OWNER SHALL BE NOTIFIED PRIOR TO ALL REPLACEMENT WORK.
- ANY PLANT THAT DIES, HAS AN UNHEALTHY CONDITION, OR POOR APPEARANCE PRIOR TO OWNER ACCEPTANCE SHALL BE REPLACED. THIS REPLACEMENT SHALL NOT BE CONSIDERED AS A GUARANTEE REPLACEMENT. ALL REPLACEMENTS SHALL BE MADE WITH PLANTS OF THE SAME KIND, AND IN THE SAME MANNER AS SPECIFIED FOR THE ORIGINAL PLANTING, AT NO ADDITIONAL COST TO THE OWNER.
- ALL TREES ARE TO BE STAKED, UNLESS SPECIFICALLY DIRECTED BY THE OWNER OR OWNER'S REPRESENTATIVE. BRACING SHALL UTILIZE A STANDARD PLAT, WOVEN POLYPROPYLENE, 900-LB. BREAK STRENGTH SUCH AS "ARBOR IT," OR APPROVED EQUAL. STAKE OR GUY NEW OR TRANSPALYNTED TREE WITH THREE STAKES, 2" X 8" HARDWOOD. ALL STAKING MATERIAL SHALL BE REMOVED BY THE CONTRACTOR AT THE END OF THE WARRANTY PERIOD.
- CONTRACTOR TO PROVIDE INTERIM MAINTENANCE (WATERING, PRUNING, FERTILIZING, GUYING, MOWING, TRIMMING, AND ADEQUATE MANAGEMENT OF PESTS AND DISEASES, WEEDING, HULCHING, APPLICATION OF INSECTICIDES/HERBICIDES, AND GENERAL LANDSCAPE CLEANUP) UNTIL WRITTEN NOTICE OF ACCEPTANCE BY OWNER. CONTRACTOR SHALL PERFORM WORK IN COMPLIANCE WITH ALL APPLICABLE LAWS, CODES, AND REGULATIONS REQUIRED BY AUTHORITIES HAVING JURISDICTION OVER SUCH WORK AND PROVIDE FOR PERMITS REQUIRED BY LOCAL AUTHORITIES.
- SIDEWALKS, ROADS, AND OTHER PAVEMENT ADJACENT TO PLANTING OPERATION SHALL BE KEPT CLEAN AND FREE OF OBSTRUCTIONS.
- INsofar AS PRACTICABLE, PLANT MATERIAL SHALL BE PLANTED THE DAY OF DELIVERY. IN THE EVENT THIS IS NOT POSSIBLE, THE PLANTING CONTRACTOR SHALL PROTECT THE STOCK NOT PLANTED. PLANTS SHALL BE PROTECTED AT ALL TIMES FROM SUN OR DRYING WINDS. PLANTS THAT CANNOT BE PLANTED IMMEDIATELY ON DELIVERY SHALL BE KEPT IN THE SHADE, WITH THE ROOT MASS WELL PROTECTED AND KEPT WELL-WATERED. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN THREE DAYS AFTER DELIVERY TO THE SITE.
- UPON INSPECTION OF ALL TREES, THE FOLLOWING CHARACTERISTICS SHALL BE FOUND.
 - CROWN FORM:** THE FORM OR SHAPE OF THE CROWN IS TYPICAL FOR A YOUNG SPECIMEN OF THE SPECIES/CULTIVAR. THE CROWN IS NOT SIGNIFICANTLY DAMAGED BY WIND, PRUNING PRACTICES, PESTS OR OTHER FACTORS.
 - LEAVES:** THE SIZE, COLOR AND APPEARANCE OF LEAVES ARE TYPICAL FOR THE TIME OF YEAR AND STAGE OF GROWTH OF THE SPECIES/CULTIVAR. LEAVES ARE NOT STUNTED, MISHPHEN, TATTERED, DISCOLORED (CHLOROTIC OR NECROTIC) OR OTHERWISE ATYPICAL.
 - BRANCHES:** SHOOT GROWTH (LENGTH AND DIAMETER) THROUGHOUT THE CROWN IS TYPICAL FOR THE AGE/SIZE OF THE SPECIES/CULTIVAR. TREES DO NOT HAVE DEAD, DISEASED, BROKEN, DISTORTED OR OTHER SERIOUS BRANCH INJURIES.
 - TRUNK:** THE TRUNK SHOULD BE STRAIGHT, VERTICAL AND FREE OF WOUNDS (EXCEPT PROPERLY MADE PRUNING CUTS), SUNBURST AREAS, CONKS (FUNGAL FRUITING BODIES), WOOD CRACKS, BLEED AREAS, SIGNS OF BORING INSECTS, GALLS, CANKERS/LESIONS AND GIRDLING TIES.
 - ROOTS:** THE ROOT SYSTEM IS FREE OF INJURY FROM BIOTIC (INSECTS, PATHOGENS, ETC.) AND ABIOTIC AGENTS (HERBICIDE TOXICITY, SALT INJURY, EXCESS IRRIGATION, ETC.) ROOT DISTRIBUTION IS UNIFORM THROUGHOUT THE SOIL MIX OR GROWTH MEDIA AND GROWTH IS TYPICAL FOR THE SPECIES/CULTIVAR. THE TRUNK, ROOT COLLAR AND CROWN (CROWN) AND LARGE ROOTS SHALL BE FREE OF CIRCLING AND/OR KINKED ROOTS. SOIL REMOVAL NEAR THE ROOT COLLAR MAY BE NECESSARY TO INSPECT FOR CIRCLING AND/OR KINKED ROOTS. THE TREE SHALL BE WELL-ROOTED IN THE SOIL MIX. WHEN THE CONTAINER IS REMOVED, THE ROOT BALL SHALL REMAIN INTACT. WHEN THE TRUNK IS CAREFULLY LIFTED, BOTH THE TRUNK AND ROOT SYSTEM SHALL MOVE AS ONE. THE UPPER-MOST ROOTS, OR KINKED COLLAR SHALL BE REMOVED OR BURNED OFF.
 - CENTRAL LEADER:** TREES SHALL HAVE A SINGLE, RELATIVELY STRAIGHT CENTRAL LEADER AND TAPERED TRUNK, OR CO-DOMINANT STEMS AND VIGOROUS, UPRIGHT, BRANCHES THAT COWMETE WITH THE CENTRAL LEADER.
 - MAIN BRANCHES (SCAFFOLDS):** BRANCHES SHOULD BE DISTRIBUTED RADIALY AROUND AND VERTICALLY ALONG THE TRUNK, FORMING A GENERALLY SYMMETRICAL CROWN TYPE FOR THE SPECIES.

November 4, 2024

Kim Taylor
Planning Department
City of Bartlett
6382 Stage Road
Bartlett, TN 38134

**RE: WALKER FARMS, PHASE 3
PC SUBMITTAL - CONSTRUCTION AND FINAL PLANS**

Dear Ms. Taylor,

On behalf of the future Owner of Walker Farms Phases 3-5, Blue Sky Communities, we are pleased to submit this application to the City of Bartlett's Planning Commission for the approval of Construction and Final Plans for Phase 3. In addition to Phase 3 construction plans, the Development Team is seeking approval of landscape plans for all of the remaining phases (3-5) so they can be reviewed holistically.

As part of this application, a few minor waivers are being requested, as outlined hereafter.

1. Modification of typical sidewalk location at culvert crossings:

To reduce the length and cost of the two box culverts that are needed on Walker Farms Dr., we are proposing a minor modification to the sidewalk location at the culverts only. In these sections, the sidewalk will transition from being behind the grass strip to being behind the back of curb. A black vinyl-coated chain link fence will act as a guardrail along the top of the culvert walls (similar to image below), protecting pedestrians using the sidewalk.



2. Waiver of tree survey and tree density requirements:

We believe the Bartlett Tree Ordinance requirements for tree survey and tree density are not applicable to this development and would like to seek a waiver from the Planning Commission. First, the PD was initially approved in the County, which did not have these same standards. Second, sitework in the remaining phases will occur in areas that are majority cleared, leaving most of the existing treed areas undisturbed. Additionally, we are adding much more conservation area compared to the approved PD. This increase in

conservation area results in significantly more preserved trees than the density units typically require. In lieu of a tree survey, we have provided the tree protection plan as recommended by the Planning Department, which has been an acceptable alternative for other developments.

3. New Brownsville Rd. Landscape

Upon studying the approved PD, it does not appear that the intent was for Plate A-1 to extend all the way along the proposed New Brownsville Rd. alignment, only at the two lots right at the entrance. The plate in the PD specifically says "Front Yard Setback" which would not apply to the lots facing away from New Brownsville Rd. The development plan included in the PD, from which Phase 1 was built from, also did not account for any additional offset for a landscape buffer – the rear of lots along New Brownsville Rd. are directly adjacent to the future ROW.

Although we are having to work with the conditions from the PD and Phase 1, we do recognize that some type of aesthetic treatment is needed to tie in to the Phase 1 streetscape Plate A-1. Our solution is to propose a transitional landscape easement from 15' to 10' width within lots 14-17. This keeps the lots buildable given the limited depth available, while providing an aesthetic treatment that was left out of the planning of the original development. The transitional landscape easement would include a common fence and column that provide an end cap to the existing Phase 1 fence and column. It will also prevent private yard privacy fences from being built within the easement, keeping this 10'-15' area as an open view corridor for the future New Brownsville Rd. Please refer to the landscape plans for more details.

The Development Team's intent is to adhere to the City and PD requirements as closely as feasible to create a high-quality setting for current and future residents of Walker Farms. We believe that these waivers are necessary in this pursuit. If there are any questions from staff or the Planning Commission, we are happy to address them.

Sincerely,

A handwritten signature in black ink that reads "Michelle Ye". The signature is fluid and cursive, with the first name "Michelle" and last name "Ye" clearly distinguishable.

Michelle Ye, PLA, ASLA
Principal, DT design studio

**Bartlett Planning and
Economic Development Department**
6382 Stage Road, P.O. Box 341148
Bartlett, TN 38184-1148
901-385-6417 FAX 901-385-6419
www.cityofbartlett.org

Construction Plan Checklist

The applicant shall either indicate that the following items have been completed by a check (✓) or that they are not applicable (n/a).

In addition to all the requirements of the Master Plan, the Construction Plan shall show

- ☒ Signature and Seal of Designer, a Professional Civil Engineer Registered in Tennessee
- ☒ * Grading Plan, existing & finished contours for the site and fifty (50) feet beyond property
- ☐ * Extent and elevation of land below the 100-year flood
- ☒ Detailed plan of sewer layouts
- ☒ Plan and profile sheets and engineering data for streets, storm drainage, controls for surface and ground water, water and sewer layouts
- ☒ Landscape plan and planting schedule as required
- ☒ Comprehensive drainage plan
- ☒ Construction traffic access plan

Certificates: (As applicable)

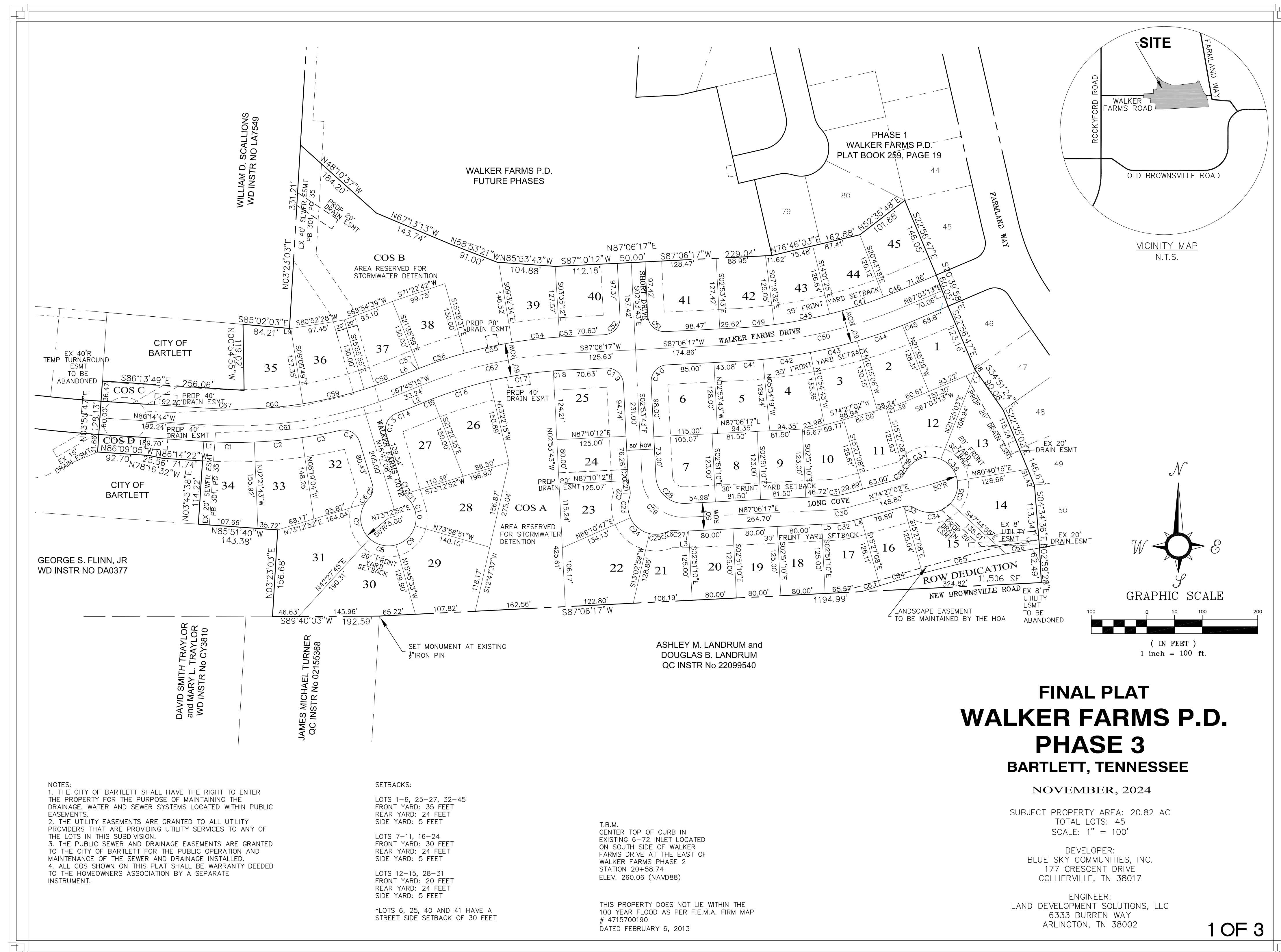
- ☐ Suitability of Soils for Septic Tanks
- ☐ Approval of Water and Sewerage Systems
- ☒ Accuracy of Engineering and Design
- ☐ Approval of Water and Sewer Lines
- ☒ Approval of Street and Drainage Improvements
- ☒ Quality of Construction
- ☐ Compliance with requirements of EPA
- ☒ Approval of Flood Administrator

In addition to the Construction Plan drawings, the following shall be provided:

- ☒ One PDF file of the pictorial portion of the Construction Plan sheets indicated above by an asterisk (*), for display at the Planning Commission meeting.

Include a fee of \$500.00 plus \$20.00 per lot with this application (check payable to the City of Bartlett).
The fee is not refundable.

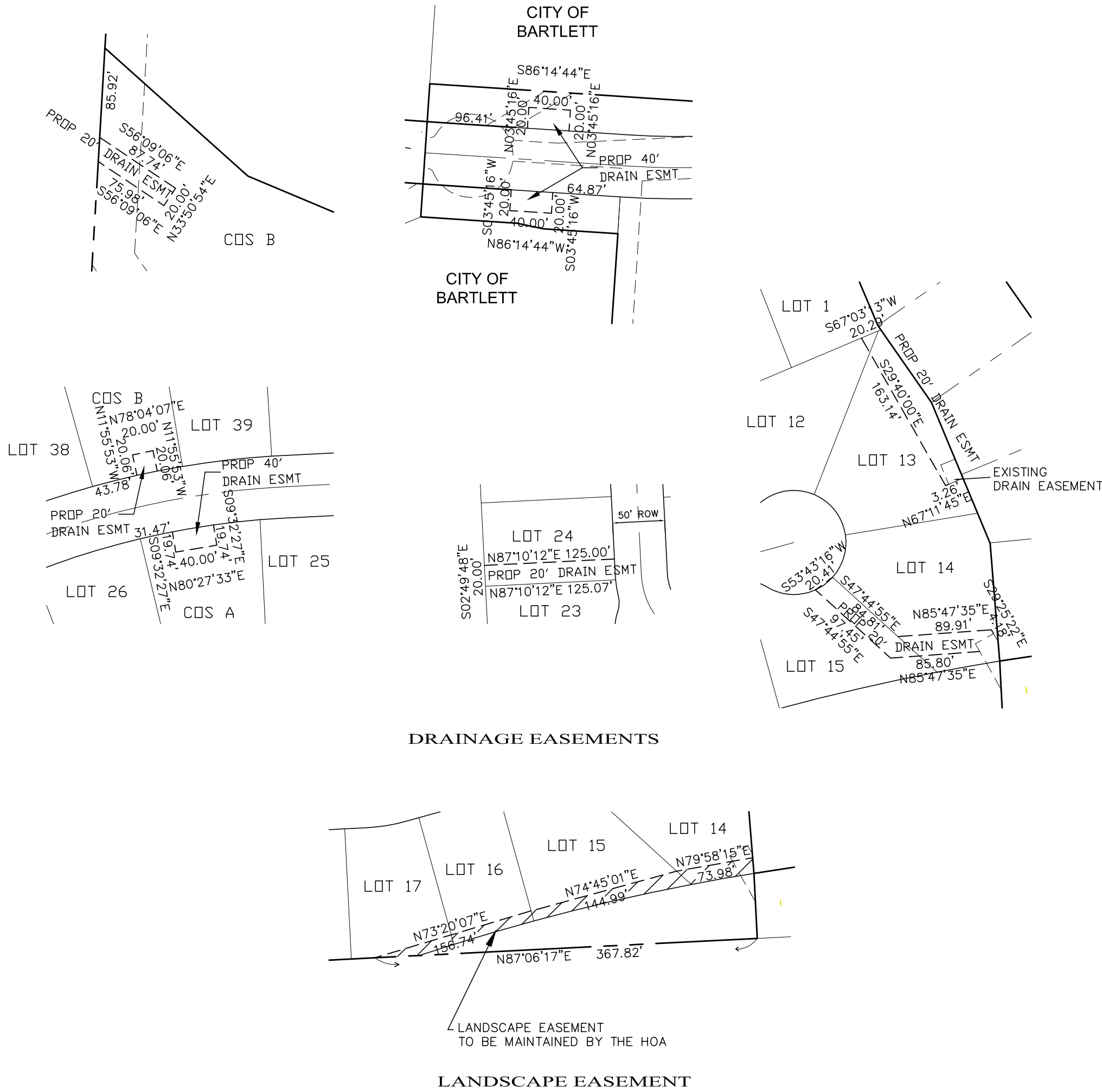
INCOMPLETE APPLICATIONS WILL NOT BE PROCESSED



CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	CHORD	CHORD DIRECTION	DELTA ANGLE
C1	88.60'	830.00'	44.34'	88.56'	S89°18'13"E	6°06'59"
C2	86.28'	830.00'	43.18'	86.24'	N84°39'36"E	5°57'22"
C3	69.55'	830.00'	34.79'	69.53'	N79°16'54"E	4°48'03"
C4	45.20'	30.00'	28.14'	41.05'	N59°57'08"W	86°20'00"
C5	27.13'	25.00'	15.08'	25.82'	N14°18'19"E	62°10'55"
C6	12.01'	50.00'	6.03'	11.98'	S38°30'56"W	13°45'42"
C7	69.09'	50.00'	41.34'	63.72'	S07°57'05"E	79°10'19"
C8	50.81'	50.00'	27.84'	48.65'	S76°38'54"E	58°13'18"
C9	50.81'	50.00'	27.84'	48.65'	N45°07'48"E	58°13'18"
C10	54.74'	50.00'	30.48'	52.05'	N15°20'47"W	62°43'53"
C11	9.06'	25.00'	4.58'	9.01'	S36°19'55"E	20°45'36"
C12	4.00'	25.00'	2.00'	4.00'	S21°22'08"E	9°09'59"
C13	45.20'	30.00'	28.14'	41.05'	S26°22'52"W	86°20'00"
C14	25.98'	830.00'	12.99'	25.98'	N68°39'03"E	1°47'37"
C15	11.68'	770.00'	5.84'	11.68'	S68°11'20"W	0°52'10"
C16	107.59'	770.00'	53.88'	107.50'	S72°37'35"W	8°00'20"
C17	116.40'	770.00'	58.31'	116.29'	S80°57'35"W	8°39'42"
C18	24.38'	770.00'	12.19'	24.38'	S86°11'51"W	1°48'50"
C19	47.12'	30.00'	30.00'	42.43'	N47°53'43"W	90°00'00"
C20	3.74'	100.00'	1.87'	3.74'	S03°57'59"E	2°08'30"
C21	16.23'	100.00'	8.13'	16.22'	S09°41'15"E	9°18'03"
C22	14.64'	25.00'	7.54'	14.43'	N02°26'26"E	33°33'26"
C23	37.60'	50.00'	19.74'	36.72'	S02°19'28"E	43°05'15"
C24	46.29'	50.00'	24.95'	44.66'	S50°23'31"E	53°02'49"
C25	33.24'	50.00'	17.26'	32.63'	N84°02'15"E	38°05'41"
C26	14.64'	25.00'	7.54'	14.43'	S81°46'07"W	33°33'26"
C27	19.97'	100.00'	10.02'	19.94'	S87°10'27"E	11°26'34"
C28	78.54'	50.00'	50.00'	70.71'	S47°53'43"E	90°00'00"
C29	117.81'	75.00'	75.00'	106.07'	S47°53'43"E	90°00'00"
C30	33.13'	150.00'	16.63'	33.06'	N80°46'39"E	12°39'15"
C31	27.61'	125.00'	13.86'	27.55'	N80°46'39"E	12°39'15"
C32	38.65'	175.00'	19.40'	38.57'	N80°46'39"E	12°39'15"
C33	20.92'	25.00'	11.11'	20.31'	N81°19'45"W	47°56'18"
C34	70.42'	50.00'	42.47'	64.74'	N82°17'34"E	80°41'40"
C35	43.84'	50.00'	23.44'	42.45'	N16°49'37"E	50°14'15"
C36	51.24'	50.00'	28.13'	49.03'	N37°39'02"W	58°43'03"
C37	75.69'	50.00'	47.22'	68.66'	S69°37'32"W	86°43'48"
C38	2.32'	25.00'	1.16'	2.32'	N28°55'20"E	5°19'22"
C39	18.70'	25.00'	9.81'	18.27'	N53°01'01"E	42°52'01"
C40	47.12'	30.00'	30.00'	42.43'	S42°06'17"W	90°00'00"
C41	45.25'	930.00'	22.63'	45.24'	N85°42'39"E	2°47'15"
C42	86.66'	930.00'	43.36'	86.63'	N81°38'51"E	5°20'20"
C43	86.64'	930.00'	43.35'	86.61'	N76°18'33"E	5°20'16"
C44	86.63'	930.00'	43.34'	86.60'	N70°58'19"E	5°20'13"
C45	20.29'	930.00'	10.14'	20.29'	N67°40'43"E	1°14'59"
C46	32.07'	870.00'	16.03'	32.06'	N68°06'34"E	2°06'42"
C47	101.65'	870.00'	50.88'	101.59'	N72°30'45"E	6°41'40"
C48	101.68'	870.00'	50.90'	101.62'	N79°12'29"E	6°41'46"
C49	69.07'	870.00'	34.55'	69.05'	N84°49'49"E	4°32'55"
C50	314.96'	900.00'	159.11'	313.36'	N77°04'45"E	20°03'04"
C51	47.12'	30.00'	30.00'	42.43'	S47°53'43"E	90°00'00"
C52	47.12'	30.00'	30.00'	42.43'	N42°06'17"E	90°00'00"
C53	10.02'	830.00'	5.01'	10.02'	S86°45'32"W	0°41'29"
C54	86.28'	830.00'	43.18'	86.24'	S83°26'07"W	5°57'22"
C55	88.38'	830.00'	44.23'	88.34'	S77°24'24"W	6°06'03"
C56	86.28'	830.00'	43.18'	86.24'	S71°22'42"W	5°57'22"
C57	9.36'	830.00'	4.68'	9.36'	S68°04'38"W	0°38'46"
C58	63.38'	770.00'	31.71'	63.36'	N70°06'44"E	4°42'58"
C59	113.33'	770.00'	56.77'	113.23'	N76°41'12"E	8°25'58"
C60	105.97'	770.00'	53.07'	105.89'	N84°50'45"E	7°53'08"
C61	286.79'	800.00'	144.95'	285.26'	N83°29'04"E	20°32'25"
C62	270.18'	800.00'	136.39'	268.90'	S77°25'46"W	19°21'02"
C63	34.76'	2057.00'	17.38'	34.76'	S72°05'10"W	0°58'06"
C64	80.01'	2057.00'	40.01'	80.01'	S73°41'04"W	2°13'43"
C65	155.27'	2057.00'	77.67'	155.23'	S76°57'41"W	4°19'29"
C66	60.98'	2057.00'	30.49'	60.98'	S79°58'23"W	1°41'55"
C67	66.74'	770.00'	33.39'	66.72'	S88°43'42"E	4°57'57"

LINE TABLE		
LINE	LENGTH	BEARING
L1	2.59	N86°14'44"W
L2	33.24	S67°45'15"W
L3	4.09	S87°06'17"W
L4	13.00	S74°27'02"W
L5	20.61	S87°06'17"W
L6	33.24	N67°45'15"E
L7	2.53	S67°03'13"W
L8	5.00	S34°51'24"E
L9	2.30	S85°02'03"E

LOT AREA	
LOT NO	AREA (SF)
1	11614
2	12046
3	12150
4	12305
5	11710
6	14527
7	12382
8	10025
9	10025
10	11453
11	10333
12	13981
13	16749
14	16660
15	12981
16	10018
17	10868
18	10000
19	10000
20	10000
21	11023
22	18526
23	11382
24	10000
25	15387
26	14692
27	15060
28	16590
29	19399
30	17319
31	20965
32	14960
33	14669
34	15071
35	13951
36	14202
37	12993
38	12009
39	12708
40	14004
41	16176
42	11900
43	11865
44	11726
45	13430
CDS A	49209
CDS B	69711
CDS C	9321
CDS D	6328



OWNER'S CERTIFICATE

WE, THE UNDERSIGNED BLUE SKY COMMUNITIES, INC,OWNERS OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS AS OUR PLAN OF DEVELOPMENT AND DEDICATE THE STREETS, RIGHTS-OF-WAY, AND GRANT THE EASEMENTS AS SHOWN AND/OR DESCRIBED TO THE PUBLIC USE FOREVER. WE CERTIFY THAT WE ARE THE OWNERS OF SAID PROPERTY IN FEE SIMPLE, DULY AUTHORIZED SO TO ACT; AND THAT SAID PROPERTY IS NOT ENCUMBERED BY ANY TAXES WHICH HAVE BECOME DUE AND PAYABLE.

SIGNATURE DATE

NOTARY'S CERTIFICATE

STATE OF TENNESSEE
COUNTY OF SHELBY
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY AT MEMPHIS, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED

WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO UPON HIS OATH ACKNOWLEDGED HIMSELF TO BE OF BLUE SKY COMMUNITIES, INC., OWNER OF THE PROPERTY, THE WITHIN NAMED BARGAINER, AND THAT HE EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTORIAL SEAL AT MY OFFICE IN , WITNESS MY HAND AND NOTARIAL SEAL THIS DAY OF , 20.

NOTARY PUBLIC

MY COMMISSION EXPIRES

MORTGAGEE'S CERTIFICATE

WE, , THE UNDERSIGNED MORTGAGEE OF THE PROPERTY SHOWN HEREON, HEREBY CONSENT AND AGREE TO THE PLAN OF DEVELOPMENT AS SUBMITTED BY , OWNER(S) OF THE PROPERTY.

NOTARY'S CERTIFICATE

STATE OF TENNESSEE
COUNTY OF SHELBY
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY AT MEMPHIS, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED

WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO UPON HIS OATH ACKNOWLEDGED HIMSELF TO BE OF BLUE SKY COMMUNITIES, INC., OWNER OF THE PROPERTY, THE WITHIN NAMED BARGAINER, AND THAT HE EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTORIAL SEAL AT MY OFFICE IN , WITNESS MY HAND AND NOTARIAL SEAL THIS DAY OF , 20.

NOTARY PUBLIC

MY COMMISSION EXPIRES

CERTIFICATE OF ADEQUACY OF STORM DRAINAGE

I, , DO HEREBY CERTIFY THAT I AM A REGISTEREDPROFESSIONAL CIVIL ENGINEER, AND THAT I HAVE DESIGNED ALL STORMWATER DRAINAGE FOR WALKER FARMS PHASE 3 TO ASSURE THAT NEITHER THE SAID SUNDIVISION NOR ADJOINING PROPERTY WILL BE DAMAGED OR THE CHARACTER OF LAND USE AFFECTED BY THE VELOCITY AND VOLUME OF WATER ENTERING OR LEAVING SAME.

IN WITNESS WHERE, I, THE SAID , PROFESSIONAL CIVIL ENGINEER, HEREUNTO SET OUT HAND AND AFFIX MY SEAL THIS DAY OF .

PROFESSIONAL CIVIL ENGINEER DATE
TENNESSEE CERTIFICATE NUMBER

CERTIFICATE OF SURVEY

I, , DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HAVE SURVEYED THE LANDS EMBRACED WITHIN THE PLAT OR MAP DESIGNATED AS FINAL PLAT, WALKER FARMS PHASE, A SUBDIVISION ALL LYING WITHIN THE CORPORATE LIMITS OF THE CITY OF BARTLETT, TENNESSEE; SAID PLAT OR MAP IS A TRUE AND CORRECT PLAT OR MAP OF THE LANDS REMBRACED THEREIN, SHOWING THE SUBDIVISION THEREOF IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE CITY OF BARTLETT, TENNESSEE; I FURTHER CERTIFY THAT THE SURVEY OF THE LANDS EMBRACED WITHIN SAID PLAT OR MAP HAS BEEN CORRECTLY MONUMENTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE CITY OF BARTLETT, TENNESSEE.

IN WITNESS WHERE, I, THE SAID , LAND SURVEYOR, HEREUNTO SET OUT HAND AND AFFIX MY SEAL THIS DAY OF .

SIGNATURE OF LAND SURVEYOR DATE
TENNESSEE CERTIFICATE NUMBER

PLANNING COMMISSION CERTIFICATE

I, , DO HEREBY CERITFY THAT THE CITY OF BARTLETT PLANNING COMMISSION HAS APPROVED THIS PLAT OF SUBDIVISION FOR RECORDING.

SECRETARY, BARTLETT PLANNING COMMISSION DATE

BOARD OF MAYOR AND ALDERMEN CERIFICATE

I, , DO HEREBY CERTIFY THAT ALL REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED, OR THAT A PERFORMANCE BOND OR OTHER COLLATERAL IN SUFFICIENT AMOUNT TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS HAS BEEN POSTED FOR THE SUBDIVISION SHOWN ON THIS PLAT, AND ARE HEREBY APPROVED BY THE CITY OF BARTLETT, TENNESSEE.

MAYOR, CITY OF BARTLETT DATE

FINAL PLAT
WALKER FARMS P.D.
PHASE 3
BARTLETT, TENNESSEE

NOVEMBER, 2024

SUBJECT PROPERTY AREA: 20.82 AC
TOTAL LOTS: 45
SCALE: 1" = 100'

DEVELOPER:
BLUE SKY COMMUNITIES, INC.
177 CRESCENT DRIVE
COLLIERVILLE, TN 38017

ENGINEER:
LAND DEVELOPMENT SOLUTIONS, LLC
6333 BURREN WAY
ARLINGTON, TN 38002

-100-YR FLOOD ELEV = 247

CURVE	RADIUS	LENGTH	CHD-BRG	CHORD
C1	225.00'	116.74'	S74°15'12"W	115.44'
C2	25.00'	36.87'	N78°21'38"W	33.62'
C3	125.00'	17.65'	N32°03'59"W	17.63'
C4	50.00'	20.40'	N16°20'12"W	20.25'

NEUMON TAYLOR GOSHORN,
LAURIE GOSHORN MITCHEL
& MARGARET GOSHORN WOODS
INSTR 09066397

BEARINGS, COORDINATES, AND ELEVATIONS WERE ESTABLISHED BY GPS OBSERVATIONS USING REAL-TIME KINEMATIC NETWORK, BETWEEN JULY 8, 2024 AND AUGUST 15, 2024; NAD-83 (GEOID 18), TENNESSEE STATE PLANE COORDINATES (US SURVEY FEET) USING A CARLSON BRX6 GPS/GNSS ROVER RECEIVER SYSTEM AND THE EARL DUDLEY INET NETWORK (RTK MSM3 SOLUTION)

November 4, 2024

Kim Taylor
Planning Department
City of Bartlett
6382 Stage Road
Bartlett, TN 38134

**RE: WALKER FARMS, PHASE 3
PC SUBMITTAL - CONSTRUCTION AND FINAL PLANS**

Dear Ms. Taylor,

On behalf of the future Owner of Walker Farms Phases 3-5, Blue Sky Communities, we are pleased to submit this application to the City of Bartlett's Planning Commission for the approval of Construction and Final Plans for Phase 3. In addition to Phase 3 construction plans, the Development Team is seeking approval of landscape plans for all of the remaining phases (3-5) so they can be reviewed holistically.

As part of this application, a few minor waivers are being requested, as outlined hereafter.

1. Modification of typical sidewalk location at culvert crossings:

To reduce the length and cost of the two box culverts that are needed on Walker Farms Dr., we are proposing a minor modification to the sidewalk location at the culverts only. In these sections, the sidewalk will transition from being behind the grass strip to being behind the back of curb. A black vinyl-coated chain link fence will act as a guardrail along the top of the culvert walls (similar to image below), protecting pedestrians using the sidewalk.



2. Waiver of tree survey and tree density requirements:

We believe the Bartlett Tree Ordinance requirements for tree survey and tree density are not applicable to this development and would like to seek a waiver from the Planning Commission. First, the PD was initially approved in the County, which did not have these same standards. Second, sitework in the remaining phases will occur in areas that are majority cleared, leaving most of the existing treed areas undisturbed. Additionally, we are adding much more conservation area compared to the approved PD. This increase in

conservation area results in significantly more preserved trees than the density units typically require. In lieu of a tree survey, we have provided the tree protection plan as recommended by the Planning Department, which has been an acceptable alternative for other developments.

3. New Brownsville Rd. Landscape

Upon studying the approved PD, it does not appear that the intent was for Plate A-1 to extend all the way along the proposed New Brownsville Rd. alignment, only at the two lots right at the entrance. The plate in the PD specifically says "Front Yard Setback" which would not apply to the lots facing away from New Brownsville Rd. The development plan included in the PD, from which Phase 1 was built from, also did not account for any additional offset for a landscape buffer – the rear of lots along New Brownsville Rd. are directly adjacent to the future ROW.

Although we are having to work with the conditions from the PD and Phase 1, we do recognize that some type of aesthetic treatment is needed to tie in to the Phase 1 streetscape Plate A-1. Our solution is to propose a transitional landscape easement from 15' to 10' width within lots 14-17. This keeps the lots buildable given the limited depth available, while providing an aesthetic treatment that was left out of the planning of the original development. The transitional landscape easement would include a common fence and column that provide an end cap to the existing Phase 1 fence and column. It will also prevent private yard privacy fences from being built within the easement, keeping this 10'-15' area as an open view corridor for the future New Brownsville Rd. Please refer to the landscape plans for more details.

The Development Team's intent is to adhere to the City and PD requirements as closely as feasible to create a high-quality setting for current and future residents of Walker Farms. We believe that these waivers are necessary in this pursuit. If there are any questions from staff or the Planning Commission, we are happy to address them.

Sincerely,

A handwritten signature in black ink that reads "Michelle Ye". The signature is fluid and cursive, with the first name "Michelle" being larger and more prominent than the last name "Ye".

Michelle Ye, PLA, ASLA
Principal, DT design studio

Final Subdivision Plan/Plat Checklist

The applicant shall either indicate that the following items have been completed by a check (✓) or that they are not applicable (n/a).

☒ Drawn in ink on 20" x 24" mylar, at a
scale of 1" = 100'.
☒ Bearing and length of every street line,
lot line, boundary line, block line and
building line whether curved or straight.
☒ Subdivision name and location
☒ Location sketch map
☒ Date
☒ "Grid" or "true" north point
☒ Name of adjoining landowners,
developments
☒ Written boundary survey
☒ Location and description of a clearly
identified and verifiable point of
beginning for the survey
☒ Buildings setback lines
☒ Reservations for all easements
☒ Areas dedicated for public use
☒ Areas of non-residential use
☒ Areas of flood hazard
☒ Lots numbered in numerical order

☒ Landscaped buffer strips
☒ Street names
☒ Restrictive covenants

The following, with dimensions to nearest one
hundredth (1/100th) of a foot and angles or true or
grid bearings to the nearest twenty seconds of arc
(20"):

☒ Lot lines
☒ Street & road lines
☒ Alley lines

The following completed certificates where
applicable:

☒ Owner
☒ Surveyor or Engineer
☒ Storm drainage
☒ Board of Mayor and Aldermen
☒ Planning Commission
☒ Mortgagee

**In addition to the Final Plan drawing, the
following shall be provided:**

☒ One PDF file of the pictorial portion of the
Final Plan, for display at the Planning
Commission meeting.

Include a fee of \$500.00 plus \$20.00 per lot with this application (check payable to the City of Bartlett).
The fee is not refundable.

INCOMPLETE APPLICATIONS WILL NOT BE PROCESSED

Ordinance 24-14, an ordinance to amend the City of Bartlett Zoning Ordinance, Article VI, Section 9 Supplementary District Regulations, Parking, Storage, or Use of Major Recreational Equipment; Article VI, Section 10 Parking and the Storage of Certain Vehicles in Residential Zoning Districts by adding Definitions; and Article VI, Section 12 Minimum Off Street Parking Requirements.

WHEREAS, the City desires to provide better service to the community by protecting property values by more efficiently addressing the parking and storage of certain vehicles, and the temporary parking of major recreational vehicles,

WHEREAS, the City desires to make clear the location for the parking of certain vehicles and define appropriate parking surfaces within the Zoning Ordinance,

WHEREAS, the City of Bartlett Board of Mayor and Aldermen desire to amend the Bartlett Zoning Ordinance by amending Article VI, Section 9 Parking, Storage, or Use of Major Recreational Equipment by removing and/or replacing text; and Article VI, Section 10 Parking of Certain Vehicles by adding/or removing text and adding definitions for clarification purposes.

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Aldermen of the City of Bartlett, Tennessee, that:

Article VI, Section 9, Supplementary District Regulations: Parking, Storage, or Use of Major Recreational Equipment, shall be amended by removing and replacing text as follows:

For purposes of these regulations, major recreational equipment is defined as including boats and boat trailers, travel trailers, pick-up camper or coaches (designed to be mounted on automotive vehicles), motorized dwellings, tent trailers, and the like, and cases or boxes used for transporting recreational equipment, whether occupied by such equipment or not.

No major recreational equipment shall be parked or stored on any lot in a residential district except in a carport or enclosed building on a solid paved dust free surface ~~or behind the building line in~~ **accordance with Article VI Section 10.** However, such equipment may be parked anywhere on residential premises for a period not to exceed twenty-four (24) hours during loading or unloading. No such equipment shall be used for living, sleeping, or housekeeping purposes when parked or stored on a residential lot, or in any location not approved for such use.

Exceptions for short-term living or sleeping in recreational vehicle on a residential lot:

1. Short-term accommodation for emergency circumstances in the case of uninhabitable residential dwelling damage due to flood, wind, or fire.
2. Such short-term residential recreational vehicles and their occupants must submit a written request to include the specific reasons for the need for short-term living and the time frame for the request. Requests must be approved by the Director of Code Enforcement and shall be valid for up to six months but may be renewed for not more than one additional six-month period.
3. All short-term residential recreational vehicles must be legally registered and tagged.

4. Short-term residential recreational vehicles may only be parked in a carport or enclosed building or behind the building line and have the ability to discharge sanitary waste to the sanitary sewer.
5. Such recreational vehicles must be structurally sound and protect its occupants against the elements. The recreational vehicle must be maintained in good aesthetic appearance and function and be kept road-worthy. No structures such as porches, storage space, additional rooms, permanent stairs or the like, may be attached to recreational vehicles.
6. Construction repairs to the residential dwelling must start within (60) days of the short-term residential recreational vehicle approval. Only one short-term recreational vehicle shall be permitted on any parcel of land during the repair of the permanent dwelling.

Article VI, Section 10, Supplementary District Regulations: Parking and Storage of Certain Vehicles Use of Major Recreational Equipment, shall be amended by removing and replacing text and adding illustrations as follows:

Section 10 - Parking and Storage of Certain Vehicles **Definitions and Locations**

~~Amended by Ord. #15-05, 11/24/15~~

~~Automotive vehicles of any kind or type without current license plates shall not be parked or stored on any residentially zoned property other than in completely enclosed buildings. Trailers not stored in an enclosed building must be stored behind the front elevation of the house.~~

A. Definitions. As used in this section pertaining to the parking of trailers, boats, campers, RV's, ATV's and the like:

1. "Residential Front Yard" means the yard area directly in front of the habitable (main) portion of the house extending to the front property line and not occupied by a structure.
2. "Residential Side Yard" means the yard area from the rear elevation of the house extending to the side property lines and forward to the front property line nearest to the front elevation at each side of the home.
3. "Residential Rear Yard" means the yard area extending from the rear of the side yard and the rear of the habitable (main) portion of the house extending to the rear property line and not occupied by a structure.
4. "Residential Area" means that portion of the City zoned as a Residential District set forth by Article V of the Zoning Ordinance.
5. "Driveway" means the area approved by the Building and Planning Department for motor vehicle use.
6. "Parking Surface" means a paved dust free surface consisting of asphalt paving, poured concrete, or other surface as approved by the Building Official in a residential district.

B. Parking Locations Prohibited

1. **Front Yard Parking Prohibited.** No parking shall be permitted in a residential front yard other than a licensed motor vehicle on an approved parking surface. Further, no person shall park, store, or leave unattended trailers, boats, campers, RV's, ATV's and the like in the front yard.
2. **Side Yard Parking Prohibited.** No parking shall be permitted in a residential side yard other than a licensed motor vehicle on an approved parking surface. Further, no person shall park, store, or leave unattended trailers, boats, campers, RV's, ATV's and the like in the side yard.

C. Parking Location Exceptions

1. **Side Yard Parking Allowed.** Trailers, boats, campers, RV's, ATV's and the like may be allowed to be parked in a side yard if parked within a driveway on a paved parking surface, and completely screened in by an approved fence.
2. **Rear yard parking Allowed.** All rear yard parking areas must maintain any access through side and front yard areas, and completely screened in by an approved fence.



Typical Residential Lot

No Parking in areas marked with a red circle.



Trailers, boats, campers, RV's, ATV's, or the like, permitted to be stored in this area if parked within a driveway or a paved parking surface, and completely screened in by an approved fence.

Trailers, boats, campers, RV's, ATV's, or the like, permitted to be stored in this area if parked within a driveway or a paved parking surface, and completely screened in by an approved fence.



Typical Residential Corner Lot

Article VI, Section 12, Supplementary District Regulations: Minimum Off-Street Parking Requirements shall be amended to remove text as follows:

Hereafter no building shall be erected or altered and no land used unless there is provided adequate off-street parking space or spaces for the needs of tenants, personnel and patrons together with means of ingress and egress.

A. GENERAL PROVISIONS

1. Off-Street parking for other than residential uses shall be either on the same lot or within three hundred (300) feet of the building it is intended to serve measured from the nearest point of the building to the nearest point of the off-street parking lot. **The parking lot is subject to Planning Commission and Design Review Commission approval.**
2. Residential off-street parking spaces shall consist of a parking strip, driveway, garage, or combination thereof and shall be located on the premises they are intended to serve. In all zoning districts, no vehicle that may be parked in a front yard shall be **frequently** parked or stored on any part of the front yard other than a paved driveway or any

other hard surface area that is normally considered the driveway area of the lot **as defined in Article VI, Section 10(5)**. To pave any area of a front yard, other than the driveway, for additional parking will require a building permit from the City of Bartlett Building Department. ~~and approval of the proposed paving by the City of Bartlett Planning Department.~~

3. Any area once designated as required off-street parking shall not be changed to any other use unless and until equal facilities are provided elsewhere, **subject to site plan approval by the Planning Commission and the Design Review Commission.**
4. In the instance of dual function of off-street parking where operating hours do not overlap, the Board of Zoning Appeals may grant an exception.
5. Two (2) or more buildings or uses may collectively provide the required off-street parking in which case the required number of parking spaces shall not be less than the sum of the requirements for the several individual uses computed separately.
6. For uses not specifically mentioned in this section the requirements for off-street parking for a similar use specifically mentioned in this section shall apply.
- ~~7. Landscape area equal to ten (10) percent of the gross parking area shall be provided and shall include not less than one (1) tree for each twenty (20) parking spaces or fraction thereof. Such landscaping shall be approved by the Design and Review Commission.~~