



## Metro Planning Commission Meeting of 4/24/2008

Item #10  
Supplemental

**Project No.**

**Project Name**

**Council Bill**

**Associated Case**

**Council Districts**

**School Districts**

**Requested by**

**Staff Reviewer**

**Staff Recommendation**

**Zone Change 2008SP-006U-06**

**H2O SP – Supplemental Staff Report**

BL2008-190

2008CP-01U-06

35 - Mitchell

20 - Baker

1 - Thompson

9 - Warden

Town Planning & Urban Design Collaborative LLC, applicant, for SFB Investment Company LLP, owner

Bernards

*Approve with conditions, subject to approval of the associated Community Plan Policy Amendment.*

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**APPLICANT REQUEST**

**A request to rezone from Office and Residential (OR20) and Mixed Use Limited (MUL) to Specific Plan-Mixed Use (SP-MU) zoning for the H2O development located at 6950 Charlotte Pike and Cabot Drive (unnumbered), extending from Charlotte Pike to the Cumberland River (23.93 acres), to permit an urban waterfront district consisting of a mixed-use development containing commercial, office, residential, hotel, boathouses, and various civic spaces with associated parking structures, garages and lots.**

**COMMENT**

Since the preparation of the staff report for this request, two matters have arisen. The first involves the proposed Architectural Standards and the second the Public Works review of the Traffic Impact Study.

**Architectural Standards**

Metro Planning Staff will be responsible for all approvals of building permit applications and for reviewing applications for compliance with the Regulatory Plan (building placement and height, building frontage and parking/access) in order to insure that the ultimate form of development is consistent with the adopted SP design standards.



## Metro Planning Commission Meeting of 4/24/2008

It is the intent of the SP to allow the Office of Town Planning and Design (OTPD) and the Town Director of Planning and Design be primarily responsible for design review and ensuring that the development will comply with the proposed Architectural Standards. Staff have reviewed these standards and found them to be consistent with the described intent of the SP. At this time, there is no mechanism for staff to review revisions to the Architectural Standards. Staff is recommending that a provision be added to the Regulating Plan to require that staff review and approve any revisions to the Architectural standards.

### Traffic Impact Study

Public Works has completed their review of the Traffic Impact Study.

### Public Works Comments

From the review of the submitted traffic impact study, following are the Department of Public Works comments and conditions for the submitted H2O specific plan (2008SP-006U-06):

- The developer's construction drawings shall comply with the design regulations established by the Department of Public Works. Provide eleven (11') foot minimum width travel lanes and eight (8') foot width on-street parking area. All roadways, bridges, and improvements are to be constructed to the Department of Public Works' standards and specifications.
- All corner return radius intersections to accommodate SU-30 design vehicle turning movements. Provide a fixed structure (i.e. "bulb-outs") to delineate and protect the proposed on-street parking from the thru travel way, and to provide a delineated transition between varying pavement widths.
- Identify on-street parking locations on the submitted site plan, including typical dimension and number of spaces per block face. There does not appear to be sufficient block length area to accommodate the proposed on-street parking.



## Metro Planning Commission Meeting of 4/24/2008

- Locate pervious pavement outside of proposed streets. If pervious pavement is desired, locations could include on-site parking areas, paths, trails, etc.
- Provide plans for solid waste disposal and recycling collection. The solid waste collection and disposal plan is to be reviewed and approved by the Department of Public Works Solid Waste Division. Identify locations of all garage service levels and / or screened areas. All service locations to accommodate accessibility for SU-30 design vehicle turning movement and service vehicle height elevations.
- Any encroachments into the public right of way requires approval of an encroachment agreement, and proof of insurance.
- The phasing plan in the specific plan dated April 4, 2008 and the traffic impact study dated April 2008 do not match. Modifications should be made to the phasing plan(s) to correct this.
- No access to Cabot Drive from the proposed development will be permitted prior to the realignment of Cabot Drive.

With Phase 1 of the project, the following conditions shall be required:

- Align site access 1 directly across from the intersection of Charlotte Pike and Davidson Drive. Construct site access 1 with three exiting lanes (left-through-right) and one entering lane. The left and right turn lanes shall be constructed to provide a minimum of 200 feet of storage and tapers per AASHTO/MUTCD standards.
- Rebuild the traffic signal at the intersection of Charlotte Pike and Davidson Drive to comply with current Department of Public



## Metro Planning Commission Meeting of 4/24/2008

Works standards and to provide pedestrian crossings, signals and buttons on all approaches.

- Extend the existing NB left turn lane on Davidson Drive at Charlotte Pike to provide a total of 150 feet of storage with tapers per AASHTO/MUTCD standards.
- Widen Charlotte Pike to provide a continuous five-lane cross section between Davidson Drive and Cabot Drive. The center lane shall be striped to provide exclusive left turn lanes at Cabot Drive (EB) and at Davidson Drive (WB) with a minimum of 100 feet of storage. The remainder of the center lane shall be striped as a continuous two-way left turn lane.
- Align site access 2 directly across from the existing commercial driveway on the south side of Charlotte Pike. Construct site access 2 with two exiting lanes (left and shared through/right) and one entering lane. The left turn lane shall be constructed to provide a minimum of 200 feet of storage with tapers per AASHTO/MUTCD standards.

Any approvals beyond Phase 1 will require additional analysis of the intersection of Charlotte Pike and River Road. Additional conditions and improvements will be required at that time prior to any further approvals of this development. The property owner shall provide a letter to the Department of Public Works agreeing to this conditions.

With the approval of Phase 3, the following conditions shall be required:

- Reconstruct the existing NB approach on Davidson Drive at Charlotte Pike to provide a total of 200 feet of storage with tapers per AASHTO/MUTCD standards.



## Metro Planning Commission Meeting of 4/24/2008

With the approval of Phase 4, the following conditions shall be required:

- Only one access drive onto Cabot Drive will be permitted from this development and shall be located a minimum of 300 feet from Charlotte Pike.
- The existing intersection of Charlotte Pike and Cabot Drive shall be modified to improve the alignment of Cabot Drive at this intersection as described in the traffic impact study.
- The realigned Cabot Drive shall be constructed with a continuous three lane cross section between Charlotte Pike and the proposed access drive onto Cabot Drive. Two exiting lanes (left and shared through/right) and one entering lane shall be provided at Charlotte pike. The center lane shall be striped to provide an exclusive left turn lane at Charlotte Pike with a minimum of 150 feet of storage. The remainder of the center lane shall be striped as a continuous two-way left turn lane with tapers per AASHTO/MUTCD standards.
- The proposed access drive onto Cabot Drive shall have two exiting lanes (left-right) and one entering lane. The left turn lane shall be constructed to provide a minimum of 50 feet of storage with tapers per AASHTO/MUTCD standards.
- The driveways to the existing commercial developments on Cabot Drive shall be modified to maintain access to Cabot Drive.

### **ADDITIONAL CONDITIONS OF APPROVAL**

1. Revisions to the Architectural Standards shall be reviewed and approved by Planning Staff.



## Metro Planning Commission Meeting of 4/24/2008

2. Prior to final site plan approval, the applicant shall work out differences between Public Works Department and the plan for street cross sections including widths, corner return radii at intersections, parking and pervious pavement for all streets required under the code. Council approval shall be required if meeting the requirements of Public Works means that plan layout cannot be built as approved.
3. Prior to final site plan approval, provide the Public Works Department with a plan for solid waste disposal and recycling collection.
4. The phasing plans in the SP and the Traffic Impact Study dated April 2008 shall be modified to match. The Phasing Plan shall be included in the regulatory document of the plan. Minor revisions to the Phasing Plan may be approved administratively.
5. No access to Cabot Drive from the proposed development shall be permitted prior to the realignment of Cabot Drive.
6. Only one access point, located a minimum of 300 feet from Charlotte Pike, shall be permitted onto Cabot Drive.
7. The requirements for off-site roadway improvements shall be completed with each development phase.