



Project No.

Proposed Amendment to the Bellevue Community Plan: 2003 Update

Associated Cases
Council Bill
Council District
School District
Requested by

None
None
35 – Tygard
9 – Norris
Hawkins Partners, Inc., applicant for Westside Property Holdings, LLC, owner

Staff Reviewer
Staff Recommendation

Wallace
Approve with Special Policy, including height restrictions

APPLICANT REQUEST

Change the land use policy from Residential Low Medium Density (RLM) to Residential Medium Density (RM) for approximately 32.8 acres for property located at the southern terminus of Vaughns Gap Road and the southern terminus of Highland Park Drive, including the applicant’s property at 11 Vaughns Gap Road (10.7 acres)

Existing Land Use Policy
Residential Low Medium Density

RLM policy is intended for existing and future residential areas characterized by densities of two to four dwelling units per acre. The most common housing type found in these areas is single family detached, although other types may also be found, such as duplexes and low-density townhouses and apartments.

Proposed Land Use Policy
Residential Low Medium Density

RM policy is intended for existing and future residential areas characterized by densities of four to nine dwelling units per acre. A variety of housing types can be found in RM areas.

ANALYSIS

The applicant has requested to change the land use policy of 11 Vaughns Gap Road, site of the Westside Athletic Center, from Residential Low Medium Density to Residential Medium Density in order to develop a condominium building on the site while retaining the athletic center. In reviewing the amendment request, staff has expanded the amendment area to include the two adjacent residential developments that are already built at medium densities but which are currently included in the Residential Low medium Density policy



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area. These are the Harpeth Glen condos (5.27 dus/acre) and Belle Meade Highlands condos (8.83 dus/acre). The graphic shows both the amendment area requested by the applicant and the overall amendment area as expanded by staff.

Staff believes that the policy change would be a reasonable one because the Westside Athletic Center property is sandwiched between existing medium density housing and would be a completion of that pattern. Application of RM policy here would to a large degree recognize a situation that has been in existence for a long time and, if responsive to the existing scale of development and to hillside considerations, would provide for compatible infill.

Staff held a community meeting to discuss the proposal on Thursday, March 3 that was attended by approximately 110 people. Attendees expressed concerns about the design and height of the condo building that is being proposed, increased traffic, the possibility of unstable soils on the property, and stormwater drainage.

Staff is also concerned about height in this setting, given the fact that this proposal is for infill in a stable developed area and the site is highly visible across scenic Highway 100 from Percy Warner Park. Other buildings in this area range from one to three stories, and the height of buildings on this site should be compatible. Staff thus proposes the following policy language:

Special Policy 7 applies to an approximately 33 acre area at the end of Vaughns Gap Road and Highland Park Drive, adjoining the railroad tracks. Much of this area is already developed with medium density housing and an athletic club. Existing buildings range from one to three stories in height. The intent is for the height of new buildings to be compatible with existing buildings in this area, respect the views from the scenic corridor and nearby park, and respond sensitively to hillside development considerations. Therefore, the height of new buildings in this special policy area shall not exceed three stories.






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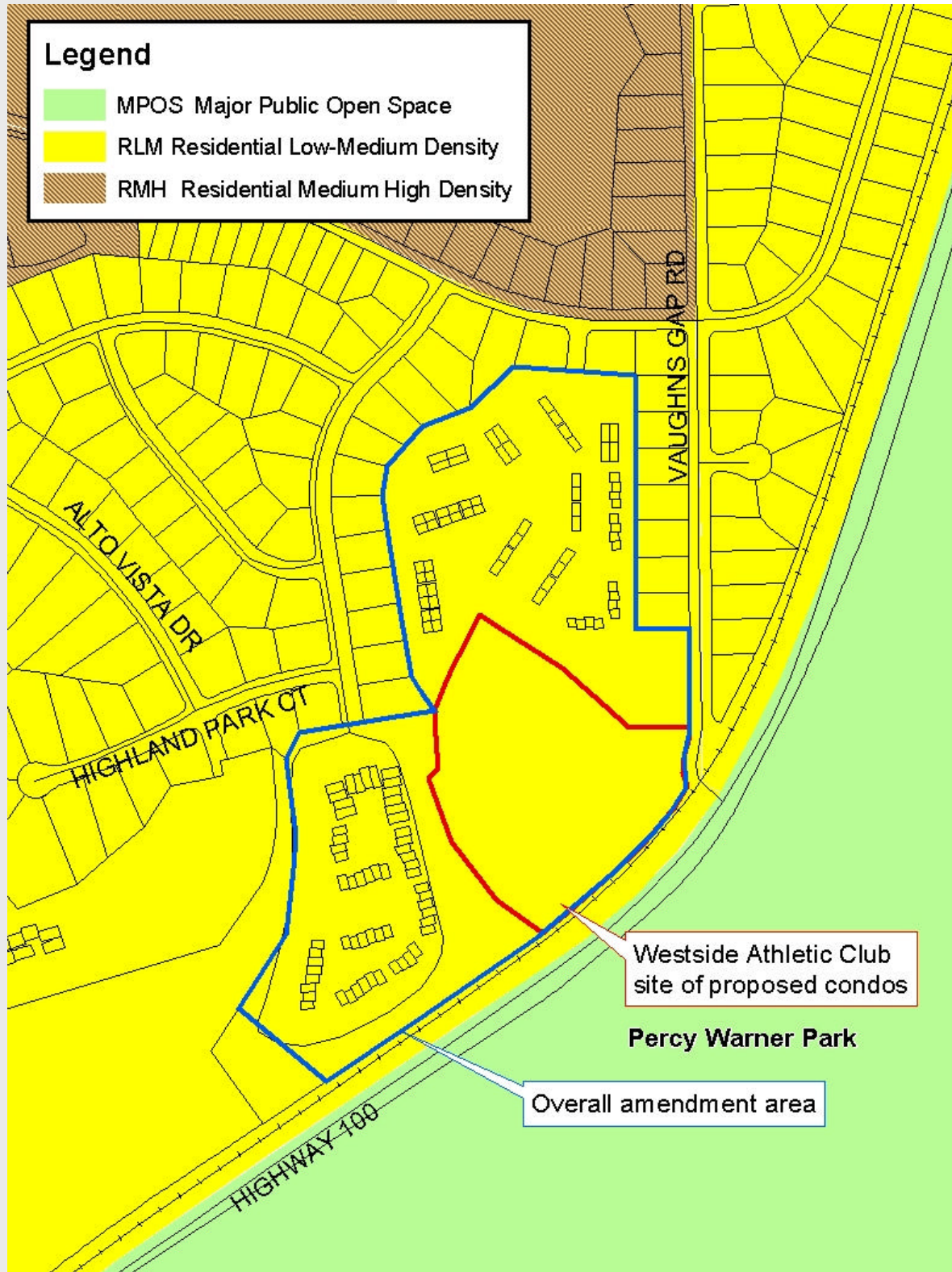
In addition, applications for changes in zoning in this special policy area shall be accompanied by a Planned Unit Development overlay in order to ensure the compatibility of infill development with surrounding development and with site characteristics such as topography and drainage.



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Legend

-  MPOS Major Public Open Space
-  RLM Residential Low-Medium Density
-  RMH Residential Medium High Density



Westside Athletic Club
site of proposed condos

Percy Warner Park

Overall amendment area



Project No.
Project Name
Associated Case
Council District
School District
Requested By

Subdivision 2005S-004G-03
Carrington Place, Preliminary Subdivision

None
1 - Gilmore
1 - Thompson
Anderson, Delk, Eppes & Associates, applicant, for The Craig Company, developer and Elsie Carrington, owner
This item was deferred at the January 27, 2005, Planning Commission meeting. The applicant has submitted a revised plan for 14 fewer lots in response to neighborhood concerns.

Deferral

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions.

APPLICANT REQUEST
Preliminary Plat

Request for preliminary plat approval to create 115 single-family lots on 52.3 acres in a cluster lot subdivision. The property is located on the east side of Eaton’s Creek Road, south of Briley Parkway.

Zoning
RS15 district

RS15 requires a minimum of 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. The property was zoned R15 in 1974, and rezoned to RS15 in 1998, with the overall zoning update. The RS15 zoning district permits a maximum of 129 lots on 52.3 acres.

BORDEAUX/WHITES CREEK COMMUNITY PLAN: 2003 UPDATE

This area is located in the Residential Low Medium and Natural Conservation land use policies.

Residential Low Medium (RLM)

RLM policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

Natural Conservation (NCO)

NCO policy is intended for undeveloped areas with the presence of steep terrain, unstable soils, and floodway/floodplain. Low intensity community facility development and very low density residential



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development (not exceeding one dwelling unit per two acres) may be appropriate land uses.

PLAN DETAILS

Cluster Lot Option

The proposed plan utilizes the cluster lot option available in the Metro Zoning Code for areas with environmental constraints. The applicant is using the cluster lot option because of existing undisturbed steep slopes on the site. The plan proposes to utilize the bulk standards (setbacks, lot coverage, etc.) of the RS7.5 district, and proposes lots between 7,500 square feet and 18,533 square feet. The applicant is proposing 40%, or 21.2 acres, of open space, which exceeds the minimum requirement of 15%. This open space includes areas classified as Natural Conservation Policy by the Bordeaux/Whites Creek Community Plan because of steep slope and floodplain.

Street Connections

There are two connections into the proposed subdivision, one from a collector (Eaton's Creek Road) and one from an existing local street in the adjacent Gold Key Subdivision (Queens Lane). The applicant is not connecting to Lila Lane because of slope issues. A five acre tract with access to Lila Lane is being set aside for an estate lot.

TRAFFIC: METRO PUBLICWORKS' RECOMMENDATION

1. Preliminary approvals are subject to Public Works' review and approval of construction plans.
2. With the construction plans, Public Works will require the sidewalk along Eatons Creek Road to be designed and constructed per the standard for the open ditch section and to be located in the right-of-way.
3. The developer shall construct, stripe and sign a southbound left turn lane on Eaton's Creek Rd at the project access road with 75ft storage length and transitions per AASHTO standards.
4. Dedicate 5 ft ROW along Eaton's Creek Road in accordance with the major street plan.



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5. Remove vegetation as necessary in order to provide adequate sight distance at the proposed access road onto Eaton's Creek Road.
6. The Access road shall be constructed with one entering lane and 2 exit lanes with 50 ft of storage length.

CONDITIONS

1. Landscape plans for the required buffer yard shall be submitted to the Urban Forester for review prior to the issuance of the grading permit.
2. Comply with the Public Works conditions listed above.
3. The applicant is working with TDEC and Metro Stormwater to declassify a blue-line stream. TDEC has preliminarily agreed that stream is not a blue-line. The applicant may lose lots if the stream is ultimately found to be a blue-line or if the lots contain stream buffer.



Project No.
Associated Case
Council Bill
Council District
School District
Requested by

Zone Change 2004Z-055G-13
None
None
32 – Coleman
6 – Awipi
Saeed Sassan, 101 Construction Company, Inc.,
owner/applicant.

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

Rezone 3.26 acres from industrial restrictive (IR) district to industrial general (IG) district property at 12761 Old Hickory Blvd., approximately 300 feet north of Logistics Way.

Existing Zoning
IR district

Industrial Restrictive is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

Proposed Zoning
IG district

Industrial General is intended for a wide range of intensive manufacturing uses.

**ANTIOCH-PRIEST LAKE
COMMUNITY PLAN POLICY**

Industrial (IN)

IN is intended for one of several types of special districts. IN areas are dominated by one or more activities that are industrial in character. Types of uses intended in IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses.

Policy Conflict

No. The proposed IG zoning district is consistent with the IN policy. It is also consistent with surrounding zoning districts along the east side of Old Hickory Boulevard. The subarea plan calls for a Planned Unit Development (PUD) to accompany zone changes within the IN policy where there is no campus or master plan. This parcel is not within a campus or master plan, however, it is a small parcel that is already zoned for industrial uses where a PUD would have minimal benefits.



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Although there is residential development proposed across from this site, Old Hickory Boulevard serves as the buffer between the residential and industrial uses. Future rezonings in this area to more intense industrial districts shall be away from Old Hickory Boulevard and further away from residential development.

RECENT REZONINGS

Parcel 104 was rezoned in January 2004 from IR to IG. The Commission recommended approval on September 11, 2003.

TRAFFIC PUBLIC WORKS'

No Exception Taken. Dedicate ROW per Metro major street plan and cross access may be requested at development.

Typical Uses in Existing Zoning District: IR

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	3.26	0.213	30,247	150	14	15

Typical Uses in Proposed Zoning District: IG

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Heavy Industrial (120)	3.26	0.211	29,963	45	16	21

Maximum Uses in Proposed Zoning District: IR

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Light Industrial (110)	3.26	0.6	85,203	535	12	84

Maximum Uses in Proposed Zoning District: IG

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Heavy Industrial (120)	3.26	0.6	85,203	128	44	58

Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				-105 (Typical) -407 (Maximum)	2 32	6 -26



Project No.
Associated Cases
Council Bill
Council District
School District
Requested by

Zone Change 2004Z-113U-02
2004Z-115G-02, 2005P-010G-02, and 88P-056G-02
None
3- Tucker
3 - Garrett
Gresham Smith and Partners, applicant, for Sallier Hicks Family, LLC, Alice Cranford and Corolene Bandy, Jenkins Properties L.P. et al, Jack L. Jenkins, and Pegasus Properties, owners.

Staff Reviewer
Staff Recommendation

Pereira
Defer indefinitely until associated PUD (2005P-010G-02) issues are resolved.

APPLICANT REQUEST

Rezone 81.71 acres from RS7.5, IWD, and CS to SCR district properties at Dickerson Pike (unnumbered), 3466 and 3446 Dickerson Pike, along the west side of Dickerson Pike.

Existing Zoning
RS7.5 district

RS7.5 requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre.

IWD district

Industrial Warehousing/Distribution is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

CS district

Commercial Service is intended for a variety of commercial uses, including retail trade, consumer services, financial institutions, general and fast food restaurants, auto-repair, auto sales, self-storage, and light manufacturing and small warehouse uses.

Proposed Zoning
SCR district

Shopping Center Regional is intended for high intensity retail, office, and consumer service uses for a regional market area.

**PARKWOOD/UNION HILL
COMMUNITY PLAN POLICY**

Residential Low Medium

RLM policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes



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Residential Medium

and other forms of attached housing may be appropriate.

RM policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments.

Commercial Mixed Concentration

CMC policy is intended to include Medium High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

Commercial Arterial Existing

CAE policy is intended to recognize existing areas of "strip commercial" which is characterized by commercial uses that are situated in a linear pattern along arterial streets between major intersections. The intent of this policy is to stabilize the current condition, prevent additional expansion along the arterial, and ultimately redevelop into more pedestrian-friendly areas.

Policy Conflict

The proposed SCR rezoning **is** in conflict with the RLM and RM policies, but **not** in conflict with the CMC and CAE policies. While this development will infringe into the substantially residential policy areas to the northwest of the Dickerson/Doverside intersection, it is consistent with the solidly commercial zoning (CS and CL) and policy to the east of Dickerson Pike and to the southeast of this intersection. In addition, the proposed SCR zoning is more compatible with the surrounding residential uses than the existing IWD zoning on a portion of the property.

As part of the associated PUD (Nashville Commons at Skyline) the applicant will dedicate a large open space conservation easement that will buffer this development from the residential PUD to the west, and the steep slopes and buffer along the northern limit of this rezoned area will help shield these commercial/retail uses from residential areas to the north.

RECENT REZONINGS

There have not been any recent rezonings in this area.



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TRAFFIC PUBLIC WORKS RECOMMENDATION

A TIS is required prior to rezoning. The TIS is discussed with the staff report for the associated PUD, 2005P-010G-02.

Typical Uses in Existing Zoning District: RS7.5 and IWD

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family detached (210)	88.5	4.94	437 lots	4038	316	405

Typical Uses in Proposed Zoning District: SCR

Land Use (ITE Code)	Acres	FAR	Total Square feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	88.5	0.140	718,781	24,475	511	2301

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				20437	195	1896

METRO SCHOOL BOARD REPORT

No new students would be generated by this rezoning. This information is based upon data from the school board last updated January 16, 2005.



Project No.
Associated Cases
Council Bill
Council District
School District
Requested by

Zone Change 2004Z-115G-02
88P-056G-02, 2004Z-113U-03, and 2005P-010G-02
None
3- Tucker
3 - Garrett
Gresham Smith and Partners for Sallie Hicks, et al, co-trustees.

Staff Reviewer
Staff Recommendation

Pereira
Defer indefinitely until associated PUD (2005P-010G-02) issues are resolved.

APPLICANT REQUEST

Rezone 6.82 acres from RS7.5 to SCR district a portion of property at Dickerson Pike (unnumbered), approximately 1,500 feet west of Dickerson Pike.

Existing Zoning
RS7.5 district

RS7.5 requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre.

Proposed Zoning
SCR district

Shopping Center Regional is intended for high intensity retail, office, and consumer service uses for a regional market area.

PARKWOOD/UNION HILL COMMUNITY PLAN POLICY

Residential Low Medium

RLM policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

Residential Medium

RM policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments.

Policy Conflict

The proposed SCR rezoning **is** in conflict with the RLM and RM policies, but **not** in conflict with the nearby CMC and CAE policies to the east and



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southeast. These 6.82 acres represent the lesser portion of part of the Mulberry Downs residential PUD that has been requested for cancellation (88P-056G-02 requests to cancel a total of 19.75 acres). This area being rezoned to SCR is associated with 2004Z-113U-03, which also requests the rezoning to SCR of numerous parcels directly surrounding it to the east, south, and north.

The associated proposed PUD (Nashville Commons at Skyline, to be zoned SCR) will infringe into the substantially residential policy areas to the northwest of the Dickerson/Doverside intersection, but is consistent with the solidly commercial zoning (CS and CL) and policy to the east of Dickerson Pike and to the southeast of this intersection. In addition, in this associated new PUD, the applicant will dedicate a large open space conservation easement that will buffer this development from the residential PUD to the west, and the steep slopes and buffer along the northern limit of this rezoned area will help shield these commercial/retail uses from residential areas to the north.

RECENT REZONINGS

There have not been any recent rezonings in this area.

TRAFFIC PUBLIC WORKS RECOMMENDATION

A TIS is required prior to rezoning. Is associated with 2005P-010G-02, the Nashville Commons at Skyline PUD.

Typical Uses in Existing Zoning District: RS7.5 and IWD

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family detached (210)	88.5	4.94	437 lots	4038	316	405

Typical Uses in Proposed Zoning District: SCR

Land Use (ITE Code)	Acres	FAR	Total Square feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	88.5	0.140	718,781	24,475	511	2301

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				20437	195	1896



Project No.
Project Name
Associated Cases
Council Bill
Council District
School District
Requested By

Planned Unit Development 2005P-010G-02
Nashville Commons at Skyline
2004Z-113U-12, 2004Z-115G-12, and 88P-056G-02
None
3- Tucker
3 - Garrett
Gresham Smith and Partners, applicant for Sallier R. Hicks Family LLC, Bandy, Carolene and Alice Cranford, Pegasus Properties, and Jenkins Properties L.P. and Jack Jenkins, owners

Staff Reviewer
Staff Recommendation

Pereira
Defer indefinitely until the Planning, Public Works, and Stormwater issues as outlined below are adequately addressed.

APPLICANT REQUEST
Preliminary PUD

Request for Preliminary approval for a Planned Unit Development district on 126.01 acres, located at Dickerson Pike (unnumbered), and 3438, 3446, 3466 Dickerson Pike, north of Doverside Drive, classified RS7.5, CS, IWD and proposed for SCR, to permit 763,181 square feet of retail and restaurant uses.

PLAN DETAILS
Site Design

The proposed plan calls for the development of 703,581 square feet of retail uses within 13 buildings, and 59,600 of restaurant uses within 6 restaurants, for a total building square footage of 763,181.

Parking

The parking requirement of one parking space for every 200 feet of retail use, and one space for every 100 feet of restaurant use has been fulfilled. The applicant has complied with the required number of total parking spaces, 3,862, by providing 3,954 spaces.

Access

There is one access drive along Dickerson Pike at the northeast portion of the PUD. Further south, the proposed relocation of Doverside Drive cuts through the southeastern edge of the PUD. There is also one access drive along Doverside on the southern portion of the PUD.

Sidewalk requirement

Sidewalks have not been shown along the frontages of Doverside Drive and Dickerson Pike. Although this site falls outside of the Urban Services District, a staff recommends that a sidewalk be required along those



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roads to provide surrounding residential developments the opportunity to walk to the development. Requiring a sidewalk along these streets is consistent with the PUD provisions of the Zoning Code that call for well-planned commercial development. Accordingly, a sidewalk shall be shown on the frontage of Doverside Drive and Dickerson Pike, as per the overall intent of the PUD Ordinance.

Section 17.20.120 of the Metro Zoning Code requires the provision of **internal** sidewalks as well. This preliminary plan indicates an intent to meet this requirement and will be confirmed at the final PUD stage.

Open Space and Landscaping

The site plan has dedicated 38.51 acres to an open space and conservation easement, to be left permanently undisturbed from development, to the west of the proposed retail/restaurant buildings. As a condition of approval, this easement must be dedicated to an appropriate land trust. A class "D" landscape buffer is observed within this easement, as well as along the northern limits of this PUD. The plans calculate impervious surface ratio based on each building, in all cases it complies with the 0.80 maximum ISR (Impervious Surface Ratio) within the requested SCR zoning. The plans also comply with the FAR (Floor Area Ratio) of the requested SCR zoning.

PUBLIC WORKS COMMENTS

The following are comments from Public Works were provided to the applicant on 2/8/05:

1. Show and dimension Right-of-Way along Dickerson Pike, consistent with the approved Major Street Plan (Dickerson is a U4, and thus requires an 84 foot ROW). Dedicate 30 feet minimum of ROW from the centerline to the property boundary and show the ROW reservation.
 2. Show and dimension Right-of-Way along Doverside Drive (a local road).
 3. Show sidewalk along Dickerson Pike and Doverside Drive, as required by Planning.
-



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4. Approvals are subject to Public Works' review and approval of construction plans submitted with their final PUD.

Revised plans submitted by the applicant did **not** dimension the right-of-way on Dickerson Pike or Doverside Drive, as required. In addition, a sidewalk is not shown on revised plans along the frontage of these two roads. The following are **additional** Public Works comments submitted to the applicant on 2/24/05:

1. A preliminary review of the site plan and TIS for this project indicates that the TIS and the PUD site plan are inconsistent. The PUD site plan does not show the TIS recommended roadway improvements.
2. The feasibility of those improvements both on and off- site has not been addressed as required.
3. The placement of a signal at the pharmacy/Doverside intersection is too close to the signal at the main entrance on Dickerson.
4. The TIS that was submitted was originally scoped in July 2004 with a conceptual plan that did not relocate Doverside.
5. The minutes from the scoping meeting have not been received or approved. The scoping was also based on 600,000 square feet of commercial; the PUD plan indicates 763,181 square feet.
6. **The review of the TIS has been suspended.** The TIS and site plan need to address the above preliminary comments and any other issues that may be identified upon review of the additional analysis.
7. Conditions cannot be prepared at this time due to inadequate and incomplete analysis.

Environmental and Stormwater

While this property does not have floodway and floodplain, the Metro Stormwater Division of Metro Water Services has indicated the existence of several



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STORMWATER COMMENTS:

streams, wetlands, and over-40 acre drains on the site within a buffer. Development generally is not allowed within these areas.

There are two proposed storm ponds within this PUD, one on the southwest, and one on the northwest, both adjacent to the open space conservation easement.

The following comments from Stormwater were sent to the applicant on 2/8/05 and on 2/24/05. The applicant has not adequately responded to these comments:

1. Plans are identical to the original plans from the initial submittal. No changes were made to reflect Stormwater's comments.
2. Topography does not reflect existing conditions; therefore, plans cannot be reviewed.
3. There are several streams and over-40 acre drains on this site that are within a buffer. Since the topography does not reflect existing conditions, it is hard to determine where they need to be shown on the plan.
4. There appear to be "wetlands" on the site and permits will need to be obtained from the Army Corps of Engineers.
5. Permits will need to be obtained from TDEC.
6. All grading must be pulled out of the buffer. The Stormwater Management Committee will no longer accept cases from preliminary plans and; therefore; we cannot approve preliminary plans that show grading and activity which do not meet the requirements of our regulations not normally seen as a consent agenda item.

Staff recommendation:

As described above, there are numerous Stormwater and Public Works issues that have not adequately been addressed by the applicant. Staff recommends that the Commission defer consideration of this preliminary PUD and the associated zoning cases until all Planning, Public Works, and Stormwater issues outlined in this report are adequately addressed.



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CONDITIONS IF APPROVED:

1. Prior to final PUD approval, the applicant must show and dimension the Right-of-Way along Dickerson Pike, consistent with the approved Major Street Plan (Dickerson is a U4, and thus requires an 84 foot ROW). The applicant must dedicate 30 feet minimum of ROW from the centerline to the property boundary and show the ROW reservation.
2. Prior to final PUD approval, the applicant must show and dimension Right-of-Way along Doverside Drive (a local road).
3. Prior to final PUD approval, the applicant must show on the plans, as per the requirements of the PUD overlay, a sidewalk along Doverside Drive, from the western edge of the PUD to the access drive into the PUD along this same street, to connect with the internal sidewalk that begins there. There shall also be an internal sidewalk along the drive that extends north just to the west of Restaurants #3, 4, 5, and 6.
4. Prior to final PUD approval, the applicant must show on the plans, as per the requirements of the PUD overlay, a sidewalk along Dickerson Pike. A transit stop shall be required accordingly, in coordination with sidewalks on Doverside Drive and Dickerson Pike.
5. Prior to final plat approval, a mandatory referral shall be filed and approved which reroutes Doverside Drive.
6. Prior to final PUD approval, all analysis and approvals as required by Public Works above shall be fulfilled.
7. Prior to final PUD approval, all Stormwater comments and conditions shall be addressed, as outlined above.
8. Prior to final PUD approval, calculations of the effective Impervious Surface Ratios for this site shall be



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submitted to the Metro Codes Department for review and approval.

9. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.

10. Subsequent to enactment of this planned unit development overlay district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owners' signatures, to the Planning Commission staff for review.

11. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.

12. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.

13. This preliminary plan approval for the residential portion of the master plans is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.

14. Prior to final PUD approval, the applicant shall dedicate the proposed open space and conservation easement to an appropriate land trust.



Project No.
Project Name
Council Bill
Council District
School District
Associated Cases
Requested By

Planned Unit Development 88P-056G-02
Mulberry Downs PUD
None
3- Tucker
3 - Garrett
2004Z-115G-12, 2004Z-113U-12, and 2005P-010G-02
Gresham Smith and Partners, applicant for George Hicks Family Trust, owner

Staff Reviewer
Staff Recommendation

Pereira
Defer indefinitely until associated PUD (2005P-010G-02) issues are adequately addressed.

APPLICANT REQUEST
Request to cancel a portion of a Preliminary PUD

Request to cancel 17.70 acres of a preliminary Residential Planned Unit Development district, classified RS7.5, approved for 68 single-family homes and 126 townhomes, and located at the terminus of Mulberry Downs Circle, approximately 1,500 feet west of Dickerson Pike.

PLAN DETAILS

This request to cancel a portion of a residential PUD will yield part of the acreage requested for the new proposed Nashville Commons at Skyline PUD (2005P-010G-02), a commercial PUD to be located to the east of Mulberry Downs. A portion of the requested 17.7 acres is to be dedicated as an open space and conservation easement, to remain permanently undisturbed from development. The other portion to be cancelled is also requested for rezoning to SCR (2004Z-115G-12), to serve as developable land in the proposed PUD (2005P-010G-02).



Project No.
Associated Case
Council Bill
Council District
School District
Requested by

Zone Change 2004Z-158G-06

2005P-004G-06

None

35 - Tygard

9 - Norris

Michael Hartley, Landmark Realty Services Corporation, applicant for Roger Brown, owner
Deferred from the January 13, 2005, Commission meeting, in order for the applicant to modify the rezoning request to RS20, and resolve issues with the accompanying PUD request

Deferral

Staff Reviewer
Staff Recommendation

Pereira
Disapprove, as the applicant's resubmitted application is not consistent with what Planning Commission recommended at the January 13, 2005, Commission meeting, and the associated PUD has been withdrawn.

APPLICANT REQUEST

Rezone 4.92 acres from agricultural/residential (AR2a) to residential single-family (RS15) at 8872 McCrory Lane, approximately 160 feet north of Spring Ridge Drive.

Existing Zoning
AR2a District

Agricultural/residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. Under this zoning district, a maximum of 2 lots would be permitted on this property.

Proposed Zoning
RS15 zoning:

RS15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. A maximum of 12 lots are permitted on this site under RS15 zoning.

BELLEVUE COMMUNITY PLAN POLICY

Residential Low Medium (RLM)

RLM policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes



Metro Planning Commission Meeting of 3/10/05

Policy Conflict

and other forms of attached housing may be appropriate.

No. Special conditions on this site, however, make development under RS15 zoning district difficult. RS15 zoning allows 2.47 units/acre, at the middle range of the RLM policy. To address the site conditions, the applicant's initial zone change request to RS10 was accompanied by a proposed Planned Unit Development to limit the design of the proposed development to 16 lots, and provide the required 30-foot stream buffer for the stream along the property frontage. The applicant has been granted a variance (with conditions) by the Metro Stormwater Management Committee to allow the disturbance of the stream buffer to construct a road, sewerline and waterline crossing, and removal of an existing bridge.

This modified application requests a straight rezoning to RS15, and the PUD has been withdrawn. Rezoning this property to RS15 would allow 12 lots, representing a reduction of 4 units from the withdrawn PUD plan. The applicant has not addressed the issues identified by the Commission as important at the January 13, 2005, Commission meeting, however. The Commission directed the applicant to address environmental, stream, and traffic issues, as well as the surrounding lot sizes and pattern.

Site cleanup

The Metro Public Health Department visited the site and confirmed the existence of buried barrels, tires, car parts, and old telephone poles. Metro Water Services deferred to the Tennessee Division of Solid Waste (TSWM) on this matter. TSWM met with the owner (Mr. Roger Brown), who has taken responsibility for site cleanup and disposal. TSWM will assist the owner in determining the appropriate disposal and recycling options. Typically, TSWM expects cleanup to begin within 30 days of notice issuance.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS RECOMMENDATION

No exception taken. Dedicate ROW per Metro Major Street Plan.



Metro Planning Commission Meeting of 3/10/05

The Department of Public Works has not identified any existing roadway network circumstances that would require any conditions to be placed on this rezoning or made any recommendations that the Metro Planning Commission and Metro Council disapprove the rezoning.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	4.92	0.5	2	29	11	4

Typical Uses in Proposed Zoning District: RS15

Land Use (ITE Code)	Acres	Units per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	4.92	2.47	12	148	18	16

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--			10	119	7	12

METRO SCHOOL BOARD REPORT

Projected student generation

1 Elementary 1 Middle 1 High

Schools Over/Under Capacity

Students would attend Harpeth Valley Elementary School, Bellevue Middle School, and Hillwood High School. The elementary and middle schools have been identified as having capacity by the Metro School Board.

Hillwood High School has been identified as being full, but not overcrowded. There are high schools that have capacity in adjacent clusters, including Whites Creek, Hillsboro, and Pearl-Cohn. This information is based upon data from the school board last updated January 16, 2005.



Project No.
Associated Cases
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-006U-12
2004Z-123U-12 and 15-85-P-12
None
31 - Toler
2 - Blue
Gresham Smith & Partners, applicant for Thomas H. and Ruby Smith and Lucy Ann Hardy, owners.

Staff Reviewer
Staff Recommendation

Leeman
Disapprove as premature pending roadway improvements to widen Nolensville Road from project site to County line, and since there is underutilized commercially zoned property in the immediate area.

APPLICANT REQUEST

Rezone a 10.76 acres from Agricultural/residential (AR2a) to Commercial Limited (CL) district at Nolensville Road (unnumbered), south of Swiss Avenue.

Existing Zoning
AR2a district:

Agricultural/residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. The AR2a district is intended to implement the natural conservation or interim nonurban land use policies of the general plan.

Proposed Zoning
CL district:

Commercial Limited is intended for retail, consumer service, financial, restaurant, and office uses.

SOUTHEAST COMMUNITY PLAN POLICY

Retail Concentration Super Community (RCS) Policy

Super community scale concentrations serve essentially the same function as community scale concentrations but are generally larger in size and provide a wider array of goods and services. Typical RCS uses include retail shops, consumer services, restaurants, and entertainment. In RCS areas that are located at highway interchanges, a limited amount of uses intended to serve travelers is also appropriate. In addition, super community scale retail concentrations usually contain large, single, specialized retail stores, which draw people from a wider market area.



Metro Planning Commission Meeting of 3/10/05

Special Policy Area 3

This site falls within Special Policy Area 3 of the Southeast Community Plan, which is within the Wittemore Branch drainage area, calling for a comprehensive stormwater study to be conducted to determine a comprehensive solution to the flooding problems in this area. The plan states: "...any rezonings should be contingent on stormwater management solutions proposed and undertaken by the applicants that improve the drainage situation over both the current situation and what would be accomplished simply by meeting current regulatory requirements."

Policy Conflict

No. The proposed CL district is consistent with the Southeast Community Plan's RCS policy calling for a wide range of commercial uses, including consumer services, restaurants, retail, and entertainment.

Staff Recommendation

Although the CL district is consistent with the Subarea Plan policy for this area, it is premature pending road improvements to widen Nolensville Pike from the property to the County line.

At the October 28, 2004, meeting, the Commission approved a request to rezone 43 acres on the parcels to the north after the applicant revised their application to CL from CS. The CL district would limit the uses to moderate commercial uses and would exclude the possibility of uses such as auto-repair, auto-sales, and mini-storage warehouse.

The Commission was also concerned about the street-connectivity issues from the existing residential stub-streets behind this site (Cedar Valley Drive, Cedarview Dr., and Cedar Hill Court). With the adoption of the new Southeast Community Plan policy for this area, the possibility of the residential street connections through commercial area is no longer practical. The large hill in this area, and a stream running through this area, also limits the potential connections between the commercial and residential area since there would be a significant grade difference between the commercial site and the residential behind it.

RECENT REZONINGS

Yes, the Planning Commission approved CL on October 28, 2004, for 43 acres to the north, with the Traffic Conditions outlined below.



Metro Planning Commission Meeting of 3/10/05

TRAFFIC: PUBLIC WORKS' RECOMMENDATION

1. Reserve 1/2 of U 6 ROW (108/2) and dedicate additional ROW for northbound right turn lane along Nolensville Rd property frontage. Construct a 5 lane cross section from existing 5 lane cross section north of property to 500 ft south of Barnes Rd/Celebration Way with transitions per AASHTO standards.
2. Provide cross access connection to northern property to connect with Old Hickory Blvd right in /right out driveway.
3. Revise signal timing to maximize traffic operation at Old Hickory Blvd (OHB) and Nolensville Rd and construct additional storage for eastbound right turn lane on OHB and northbound right turn lane on Nolensville if ROW is available.
4. Developer shall provide adequate parking per code and design shall allow adequate truck turns at access driveways and on site.
5. No access shall be allowed from 2 out parcels to Nolensville Rd.
6. Roadway plans for Nolensville must be approved by TDOT

At Swiss Ave/ Nolensville Rd intersection:

7. Developer shall modify the center turn lane to provide a dedicated Southbound left turn lane with 100 ft storage on Nolensville at Swiss Ave intersection.
8. Developer shall install a signal or modify any signal which may have been installed at Swiss Ave/ Nolensville Rd. This signal shall provide video detection for the supercenter driveway and loop detection or video detection for other approaches. Signal shall be interconnected and coordinated with OHB/Nolensville signal and south driveway signal. The developer shall submit signal plans and warrant analysis to Metro Traffic Engineer for approval. Pedestrian signals and associated ADA facilities shall be included in design. The developer will have a



Metro Planning Commission Meeting of 3/10/05

qualified engineer prepare signal timing that will fit this signal into the Nolensville signal system.

9. The Driveway at this location opposite Swiss Ave shall include 1 right turn lane and 1 right/thru lane both with 225 ft storage length and 1 left turn lane with 175 ft of storage. Developer shall install pavement markings for a left turn lane and a thru/right lane on Swiss Ave.

10. Developer shall construct a northbound right turn lane with 150 ft of storage and transition per AASHTO standards on Nolensville Rd at Swiss Ave.

At south driveway /Nolensville Rd intersection:

11. South access driveway shall be located approximately 900 ft south of Swiss Ave. Location will consider the driveway operations on opposite side of Nolensville Rd.

Developer shall submit traffic counts and signal warrant analysis to Metro Traffic Engineer for signal approval at this location.

Developer shall install a signal at south access driveway/Nolensville Rd if warranted. This signal shall provide video detection for the supercenter driveway and loop detection or video detection for other approaches. Signal shall be interconnected and coordinated with corridor signals. The developer shall submit signal plans to Metro Traffic Engineer for approval. Pedestrian signals and associated ADA facilities shall be included in design. The developer will have a qualified engineer prepare signal timing that will fit this signal into the Nolensville signal system.

12. Developer shall install a dedicated southbound left turn lane with 150 feet of storage at south access driveway.

13. Developer shall construct 3 exit lanes, 2 left turn lanes with a minimum 165 ft of storage and 1 right turn with a minimum 225ft storage, and 1 entering lane on the south access driveway.

14. Developer shall construct a northbound right turn lane with 100 ft of storage on Nolensville at south access with transition per AASHTO standards.



Metro Planning Commission Meeting of 3/10/05

Barnes Rd and Nolensville Rd intersection:

15. Construct a 50 ft northbound left turn lane on Nolensville Rd at Celebration /Barnes intersection if ROW is available in addition to constructing 5 lane cross section on Nolensville Rd.

16. Submit revise signal plans for Metro Traffic Engineer approval.

17. Install pavement markings for a left turn lane and right/thru lane on Celebration Way if adequate pavement width is available.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	10.76	0.5	5	71	13	8

Typical Uses in Proposed Zoning District: CL

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	10.76	0.249	116,708	5011	120	438

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				+4940	+107	+430

Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	10.76	0.5	5	71	13	8

Maximum Uses in Proposed Zoning District: CL

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	10.76	0.6	281,223	12075	289	1054

Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				+ 12004	+276	+1046



Metro Planning Commission Meeting of 3/10/05

CONDITIONS (If approved)

1. The traffic conditions listed under the Public Works' Recommendation should be included in the council bill. Any new or changed conditions after the Planning Commission approval shall be included in the bill as well. **If the amended conditions are not made part of the Council Bill, the recommendation is to disapprove.**



Project No.
Associated Case
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-015U-12
78-86P-12, Southmark Commercial PUD
None
31- Toler
2 - Blue
Patricia Embree, applicant/owner

Staff Reviewer
Staff Recommendation

Pereira
Approve

APPLICANT REQUEST

Rezone 1.08 acres of an existing Residential and Commercial Planned Unit Development, from shopping center neighborhood (SCN) to commercial (CL) district property, located at 5843 Nolensville Pike, approximately 1200 feet south of Swiss Ave.

Existing Zoning
SCN district

SCN is intended for a limited range of retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

Proposed Zoning
CL district

CL is intended for a limited range of commercial uses primarily concerned with retail trade and consumer services, general and fast food restaurants, financial institutions, administrative and consulting offices.

SOUTHEAST COMMUNITY PLAN POLICY

Retail Concentration
Super Community (RCS)

RCS policy is intended for large size retail uses and to provide a wide array of goods and services. Typical RCS uses include retail shops, consumer services, restaurants, and entertainment. In RCS areas that are located at highway interchanges, a limited amount of uses intended to serve travelers is also appropriate. In addition, super community scale retail concentrations usually contain large, single, specialized retail stores, which draw people from a wider market area.

Special Policy

The property also falls within the Whittemore Branch Basin Plan, and Special Policy area 3 of the Southeast Community Plan, which requires that any rezonings be “contingent on stormwater management solutions proposed and undertaken by the applicants that improve the drainage situation over both the current situation



Metro Planning Commission Meeting of 3/10/05

Policy Conflict

and what would be accomplished simply by meeting current regulatory requirements.”

No. The commercial uses that are allowed by the proposed CL zoning district are consistent with the RCS policy. The RCS policy was recently put in place during the July 2004 update of the Southeast Community Plan, and should be observed to the fullest extent possible. This zone change request is accompanied by an amendment to the existing PUD that proposes to increase the amount of permitted retail use to 10,200 square feet of retail and office uses, replacing a 2,800 square foot food service use. Staff also finds that the proposal does not violate the purposes of the Special Policy for the Whittemore Branch Basin Plan.

RECENT REZONINGS

There have not been any recent rezonings in this area.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

A trip generation report was submitted which documents that the increase in PM trips is minimal. See conditions associated with PUD case 78-86-P-12.

Typical Uses in Existing Zoning District: SCN/PUD

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Fast Food Restaurant (934)	1.08	N/A	2,800*	1389	149	97

*Existing Square footage in commercial portion of PUD

Typical Uses in Proposed Zoning District: CL/PUD

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.08	N/A	5,100*	256	35	34

*Square footage proposed in PUD amendment

Typical Uses in Proposed Zoning District: CL/PUD

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.08	N/A	5,100*	135	17	85

*Square Footage proposed in PUD amendment

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--	Total	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	1.08			-998	-97	22



Metro Planning Commission Meeting of 3/10/05

METRO SCHOOL BOARD REPORT

No new students would be generated by this rezoning.
This information is based upon data from the school
board last updated January 16, 2005.



Project No.
Project Name
Council Bill
Council District
School District
Associated Case
Requested By

Planned Unit Development 78-86-P-12
Southmark Commercial
None
31 - Toler
2 - Blue
2005Z-015U-12
Civil Site Design Group, applicant for Mike Embree, owner

Staff Reviewer
Staff Recommendation

Pereira
Approve with conditions

APPLICANT REQUEST
Amend preliminary PUD

Request to amend a portion of the Residential and Commercial PUD to permit a 10,200 square foot, 2-story, retail and office building, replacing a 2,800 square foot food service use, on 1.08 acres, located at 5843 Nolensville Pike, south of Swiss Avenue.

PLAN DETAILS
History

The preliminary residential and commercial PUD, which included 52,000 square feet of office uses, 78,000 square feet of retail uses, 5,300 square feet of food service uses, and 190,000 square feet of residential uses (100 flats and 60 duplexes) was approved at the September 10, 1986, Planning Commission meeting. The PUD was subsequently amended at the July 20, 2000, Planning Commission meeting to cancel the 52,000 square feet of office uses, 78,000 square feet of retail uses, and 2,500 of the 5,300 square feet of food service uses. As a result, this PUD currently includes 2,800 square feet of approved commercial uses.

Site Design

The proposed plan calls for the development of a 2-story building with 5,100 square feet of retail uses on the first floor and 5,100 square feet of general office uses on the second floor. These uses would replace the approved 2,800 square feet of restaurant uses.

This request constitutes an amendment to the PUD because it exceeds a 10 percent increase in square footage beyond what the last Metro Council-approved PUD plans permitted. Accordingly, it must be treated under the Metro Code as an amendment to the existing Southmark PUD.



Metro Planning Commission Meeting of 3/10/05

Parking

The parking requirement of one parking space for every 200 feet of retail use, and one space for every 300 feet of general office use has been fulfilled. The applicant has complied with the required 43 parking spaces by providing 49.

Access

There is an existing entrance drive for the Shadow Glen townhomes, located in the residential part of the PUD to the west. The proposed building would access this entrance drive twice for two parking areas. This drive connects to Nolensville Pike on the east, and the Public Works has agreed to a 12 foot ingress/egress easement to the north of the drive as it approaches Nolensville Pike, in lieu of a north left-bound turn lane onto Nolensville Pike.

Open Space

The site plan has 0.12 acres devoted to building coverage, 0.35 acres devoted to parking, and 0.61 acres to open space, the latter constituting 56.5% of the total land area within this PUD. The plans comply with the FAR (Floor Area Ratio) and ISR (Impervious Surface Ratio) requirements of the requested CL zoning.

Environmental

This property has floodway and floodplain, and the applicant has shown both of these on the plans. The applicant has labeled the required 50 foot stormwater buffer, but has received a stormwater appeal (case 2005-016) to encroach within it about 10-15 feet with the edge of the parking lot. This portion of the parking lot will consist of pervious material. There is a water quality/detention area proposed just south of the proposed retail building in this amendment to the PUD.

CONDITIONS

1. Prior to the issuance of building permits, construction plans for off-site road improvements must be submitted to the Metropolitan Department of Public Works for review and approval, including a northbound left-turn lane at the northernmost entrance into the site from Nolensville Pike, with storage of 125 feet and a 275 foot taper.



Metro Planning Commission Meeting of 3/10/05

2. Prior to the issuance of building permits, the applicant must confirm that the proposed parking lot entrance on the access road be located at a minimum of 100 feet from Nolensville Road right-of-way.
3. The applicant shall comply with the conditions associated with Stormwater Appeal case number 2005-016, as well as receive final Stormwater approval.
4. Applicant shall dedicate right-of-way on the access road for a 75 foot left turn lane and transition per AASHTO standards.
5. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
6. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
7. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.



Project No.
Associated Case
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-022U-11
None
None
17 – Greer
7 – Kindall
Metro Historical Commission, applicant, for
Metropolitan Government

Staff Reviewer
Staff Recommendation

Swaggart
Approve

APPLICANT REQUEST

Apply the Historic Landmark Overlay district to the Cameron Middle School located at 1110 1st Ave South.

Existing Zoning
R6 district

R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.72 dwelling units per acre including 25% duplex lots.

Proposed Overlay District
Historic Landmark Overlay District (HLOD)

A historic landmark is defined in Section 17.36.120 of the Metro Zoning Ordinance as “a building, structure, site or object... of high historical, cultural, architectural or archaeological importance; whose demolition or destruction would constitute an irreplaceable loss to the quality and character of Nashville or Davidson County.” It must meet one or more of the following criteria:

1. Be associated with an event that made a significant contribution to local, state or national history;
 2. Be associated with the lives of persons significant in local, state, or national history;
 3. Embody the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or possesses high artistic value;
 4. Has yielded or may be likely to yield archaeological information important in history or prehistory; or
 5. Be listed or is eligible for listing in the National Register of Historic Places.
-



Metro Planning Commission Meeting of 3/10/05

SUBAREA 11 PLAN POLICY

Residential Medium (RM)

RM policy is intended to conserve residential development, as well as provide opportunities for new residential development with a density of four (4) to nine (9) dwelling units per acre. Civic and public benefit activities are also appropriate uses within RM policy areas.

Policy Conflict

None. The Historic Landmark Overlay District does not conflict with RM policy in this area. Standard policies for RM states that "Historically significant features and areas should be protected" (p. 51). Furthermore, Cameron Middle School is listed in the subarea plan as "Worthy of Conservation" (Figure 7, Historic Sites, p. 18), and area policy recommends that these properties be protected.

RECENT REZONINGS

None

TRAFFIC

No Exception Taken



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-027U-11
None
17 - Greer
7 - Kindall
Metro Historical Commission

Staff Reviewer
Staff Recommendation

Pereira
Approve

APPLICANT REQUEST

To apply the Historic Landmark Overlay District to 63.9 acres of property associated with Fort Negley, properties located at Vine Street (unnumbered), 609 and 640 Bass Street, 800 Fort Negley Boulevard, 534 Chestnut Street, and 1108 Fall Street.

Existing Zoning

MUL District

Mixed Use Limited is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

R6 District

R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.72 dwelling units per acre including 25% duplex lots.

IWD District

Industrial Warehousing/Distribution is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

Proposed Overlay District

Historic Landmark Overlay District (HLOD)

A historic landmark is defined in Section 17.36.120 of the Metro Zoning Ordinance as “a building, structure, site or object... of high historical, cultural, architectural or archaeological importance; whose demolition or destruction would constitute an irreplaceable loss to the quality and character of Nashville or Davidson County.” It must meet one or more of the following criteria:

1. Be associated with an event that made a significant contribution to local, state or national history;
2. Be associated with the lives of persons significant in local, state, or national history;



Metro Planning Commission Meeting of 3/10/05

3. Embody the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or possesses high artistic value;
4. Has yielded or may be likely to yield archaeological information important in history or prehistory; or
5. Be listed or is eligible for listing in the National Register of Historic Places.

SUBAREA 11 COMMUNITY PLAN POLICY

Major Public Open Space (MPOS)

This area of South Nashville is designated as Major Public Open Space policy in the Subarea 11 Plan, updated in 1999. Major Public Open Space policy (which now has been replaced by OS policy in subarea plan updates since 2002) is designed to accommodate major public recreational and open space areas for active and passive use. Such uses are primarily accessible to the general public on land under public control. Such areas should in general have a high ratio of open space.

The Subarea 11 plan also recommended that Fort Negley be studied and restored, that vegetation not be disturbed, that a landscape plan be developed (including native plants and trees), and that the impact on the neighborhood south of Humphreys Street be studied. Fort Negley also falls within area 2F of the subarea plan, which is recommended for future uses that complement the development of the Mixed Use policy area 12C directly to the southeast.

Policy Conflict

No. Fort Negley was a Union army fort during the two-year occupation by federal troops during the Civil War. Last year the Parks Department, in consultation with the Historical Commission, made improvements to the site that culminated in the fort's reopening last December. The improvements included installing interpretive plaques and making the site accessible. In addition the Historical Commission has adopted guidelines for this HLOD in accordance with the Secretary of the Interior's



Metro Planning Commission Meeting of 3/10/05

Metro Historic Zoning Commission
Recommendation

Standards for the Treatment of Historic Properties.
The HLOD is consistent with the intent of the
MPOS policy and goals of area 2F of the subarea
plan, in that it restores and complements the largely
industrial development pattern surrounding Fort
Negley in this part of South Nashville.

Approved February 16, 2005

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS RECOMMENDATION

This overlay does not allow for a change in uses.
No Exceptions Taken.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-029G-04
BL2005-538
10 - Ryman
3 - Garrett
Andrew R. Barrett, applicant/owner.

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

A request to change 1.25 acres from residential (R10) to commercial services (CS) district property at 2368 Gallatin Pike, west of Cumberland Hills Drive.

Existing Zoning
R10 district

R10 requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25% duplex lots.

Proposed Zoning
CS district

Commercial Service is intended for a variety of commercial uses, including retail trade, consumer services, financial institutions, general and fast food restaurants, auto-repair, auto sales, self-storage, and light manufacturing and small warehouse uses.

SUBAREA 4 PLAN POLICY

Commercial Mixed Concentration (CMC)

CMC policy is intended to include Medium High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

Policy Conflict

The proposed CS district is consistent with the CMC policy intended for all types of retail trade and highway-oriented commercial uses. The CS district is also consistent with the surrounding zoning pattern in the area.

RECENT REZONINGS

None.



Metro Planning Commission Meeting of 3/10/05

TRAFFIC PUBLIC WORKS' RECOMMENDATION

A Traffic Impact Study (TIS) may be required at development. Dedicate right-of-way (ROW) per Metro Major Street Plan.

Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Units per acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	1.25	3.7	5	66	13	8

Typical Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Square footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail Center (814)	1.25	0.299	16,280	722		61

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				656		53

Maximum Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Units per acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	1.25	3.7	5	66	13	8

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Square footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Convenience Market (851)	1.25	0.15*	8,168	6020	548	428

*Adjusted as per typical size for Convenience Market Use

Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				5954	535	420



Project No.
Associated Case
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-030U-14
BL2005-551
None
15 - Loring
4 - Nevil
David Taylor, applicant for estate of Jennie B. Taylor, owner

Staff Reviewer
Staff Recommendation

Pereira
Disapprove MUG on 14.86 acres, but approve MUL on 13.2 acres. The pending Council bill proposes MUG on 14.86 acres, but the applicant has amended the application to request MUL on 13.2 acres.

APPLICANT REQUEST

Rezone 13.2 acres from CS and IWD to MUL district a portion of property at 204 Spence Lane, and 1515 Lebanon Pike, located at the southeast corner of Spence Lane and Lebanon Pike.

Existing Zoning
CS District

Commercial Service is intended for a variety of commercial uses, including retail trade, consumer services, financial institutions, general and fast food restaurants, auto-repair, auto sales, self-storage, and light manufacturing and small warehouse uses. Under this zoning district, no residential lots are permitted on this property.

IWD District

Industrial Warehousing/Distribution is intended for a wide range of warehousing, wholesaling, and bulk distribution uses. Under the IWD district, no residential lots are permitted on this property.

Proposed Zoning
MUL district

Mixed Use Limited is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses. A maximum of 130 lots are permitted on this site under MUL zoning.

MUG district (current Council bill)

Mixed Use General is intended for a moderately high intensity mixture of residential, retail, and office uses.



Metro Planning Commission Meeting of 3/10/05

DONELSON/HERMITAGE COMMUNITY PLAN POLICY

Commercial Arterial Existing (CAE)

CAE policy is intended to recognize existing areas of “strip commercial” which is characterized by commercial uses that are situated in a linear pattern along arterial streets between major intersections. The intent of this policy is to stabilize the current condition, prevent additional expansion along the arterial, and ultimately redevelop into more pedestrian-friendly areas.

Industrial (IN)

IN areas are dominated by one or more activities that are industrial in character. Types of uses intended in IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. On sites for which there is no endorsed campus or master plan, an Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in this policy area.

Policy Conflict

No. The intent of CAE policy is for revitalization, improved design, and adaptive reuse of existing development. A long term redevelopment goal is for development into a more compact form, with community scale clusters, mixed use, and higher density residential uses. MUL is consistent with these aims.

While MUL is not consistent with the IN policy on the southern portion of the site, the proposed MUL is consistent with the surrounding single and multifamily residential land use pattern.

RECENT REZONINGS

On the north side of Lebanon Pike, a request to change from R10 to CS property at 1510 Lebanon Pike was approved at the January 22, 2004, Commission meeting. It was approved on first reading at Council on February 3, 2004, and approved at Council public hearing on March 2, 2004. It passed on third reading on March 16, 2004.



Metro Planning Commission Meeting of 3/10/05

TRAFFIC PUBLIC WORKS RECOMMENDATIONS

The Department of Public Works has not identified any existing roadway network circumstances that would require any conditions to be placed on this rezoning or made any recommendations that the Metro Planning Commission and Metro Council disapprove the rezoning.

1. A TIS may be required at development.
2. Dedicate ROW per Metro Major Street plan.

Typical Uses in Existing Zoning District: CS and IWD

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	13.20	0.276	158,698	935	116	94

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	13.20	0.198	113,848	1475	208	207

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				540	92	113

Maximum Uses in Existing Zoning District: CS and IWD

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	13.20	0.80	459,993	2043	246	218

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	13.20	1.0	574,992	5130	761	644

Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				3087	515	426



Metro Planning Commission Meeting of 3/10/05

METRO SCHOOL BOARD REPORT

Projected student generation

16 Elementary 13 Middle 11 High

Schools Over/Under Capacity

Students would attend McGavock Elementary School, Two Rivers Bellevue Middle School, and McGavock High School. The elementary and middle schools have been identified as having capacity by the Metro School Board. McGavock High School has been identified as being full, but not overcrowded. There are high schools that have capacity in adjacent clusters, including Glenclyff and Hillsboro. This information is based upon data from the school board last updated January 16, 2005.



Project No.
Associated Case
Council Bill
Council District
School District
Requested by
Staff Reviewer
Staff Recommendation

Zone Change 2005Z-031T
None
BL2005-553
Countywide
n/a
Councilmember Jim Gotto
Regen
Approve

APPLICANT REQUEST

Amend Zoning Code to require written notice by the planning commission to the district councilmember(s), within five business days from receipt of a master development application, as to the substance of the proposed development.

ANALYSIS

Existing Law

The Zoning Code currently requires notification of a district councilmember regarding a development application in only one instance – when a new cell tower is proposed (Sections 17.16.080.C.6 and 17.16.180.A.5). There is no other requirement in the code for application notification.

Proposed Text Change

The proposed amendment (see below) would require the Planning Commission, within five (5) business days of receiving a master development plan application, to notify the district councilmember(s) of the application’s substance. The Zoning Code specifically defines a “master development plan” in Section 17.04.030. Therefore, its meaning is unambiguous. The Zoning Code uses that specific phrase elsewhere in reference to two applications, a planned unit development (PUD) and an institutional overlay.

Amending Text

Section 17.40.120.A.1 by adding the following new sentence after the first sentence:

Within five (5) business days from receiving a master development plan application, the planning commission shall send written notice to the district councilmember for the district(s) in which the property that would be subject to the master development plan is located as to the substance of the proposed development.



Metro Planning Commission Meeting of 3/10/05

Analysis

In everyday terms, a master development plan is referred to as the preliminary PUD plan or an institution's campus master development plan. As staff shared with the Planning Commission in its analysis of council bill BL2004-431 (2004Z-023T) on December 9, 2004, staff routinely provides notification to councilmembers of submitted applications. Such notice is provided for both preliminary PUD and campus master development plans as well as individual locations within those larger plans where a final site plan is required.

This amendment serves to codify existing administrative procedures. It does not indicate, however, what happens if the Planning Commission fails to provide the required notification. The ordinance also does not indicate whether the Commission is to delay the application until a response is received from the district councilmember. In both cases, therefore, staff assumes the application will move forward through Metro's standard review and approval process without any additional delays.

Staff Recommendation

Approve. This amendment serves to codify existing administrative practice.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-033U-03
None
2 - Isabel
1 - Thompson
Kevin K. Hemphill, applicant/owner.

Staff Reviewer
Staff Recommendation

Harris
Disapprove RM9, approve RM6

APPLICANT REQUEST

A request to change 2.02 acres from residential single-family (RS7.5) to residential multi-family (RM9) district property at East Nocturne Drive (unnumbered), east of Whites Creek Pike.

Existing Zoning
RS7.5 district

RS7.5 requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. This district would currently allow approximately 10 homes on this site.

Proposed Zoning
RM9 district

RM9 is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre. This district would allow for approximately 18 units on the site.

Suggested Zoning
RM6 district

RM6 is intended for single-family, duplex, and multi-family dwellings at a density of 6 dwelling units per acre. This district would allow for approximately 12 units on the site.

**BORDEAUX/WHITES CREEK
COMMUNITY PLAN POLICY**

Residential Medium (RM)

RM policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments.

Policy Conflict

RM policy is intended for residential development at a density of four to nine homes per acre. The proposed RM9 district is consistent with the RM policy, but it is not consistent with the established pattern of development in the area. Although there are existing



Metro Planning Commission Meeting of 3/10/05

apartments to the northeast, single-family homes have been recently constructed to the north along Old Matthews Road. A lower density zoning district such as RM6 would serve as a transition between the single-family homes that are adjacent to and across from the site, and the existing apartments to the northeast. The existing zoning district, RS7.5, allows for a density of 4.94 homes per acre, while the RM6 allows for a density of 6 units per acre.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exception Taken. Dedicate right-of-way per major street plan at the development stage.

Typical Uses in Existing Zoning District: RS7.5

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	2.02	4.94	10	125	17	14

Typical Uses in Proposed Zoning District: RM9

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/townhome (230)	2.02	9	18	150	14	15

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	--			25	-3	1

METRO SCHOOL BOARD REPORT

Projected student generation

3 Elementary 2 Middle 2 High



Metro Planning Commission Meeting of 3/10/05

Schools Over/Under Capacity

Students would attend Joelton Elementary School, Joelton Middle School, or Whites Creek High School. Joelton Middle has been identified as being full, but not overcrowded by the Metro School Board. There is capacity at another middle school within the cluster. This information is based upon data from the school board last updated August 31, 2004.



Project No.
Associated Case
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-035G-12
None
None
31 - Toler
2 - Blue
Requested by Tim Keach, purchaser, for Gene Allen Smith, Shirley Jones Smith, Walter L. Jones, Pamel Nell Jones, Bruce Gold and Joan Gold Cypress, owners.

Staff Reviewer
Staff Recommendation

Fuller
Defer until TIS has been submitted and approved. If the applicant wishes to proceed, then the recommendation is to disapprove. This project is located in an Infrastructure Deficiency Area and a rezoning request of this magnitude should be accompanied by a Traffic Impact Study outlining the required traffic mitigations prior to a recommendation of approval.

APPLICANT REQUEST

A request to change 23.97 acres from agricultural/residential (AR2a) to mixed use limited (MUL) district property located at 13153, 13159 and 13167 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), located at the eastern terminus of October Woods Drive.

Existing Zoning
AR2a district

Agricultural/residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. The existing zoning permits 12 single-family lots.

Proposed Zoning
MUL district

Mixed Use Limited is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

**SOUTHEAST COMMUNITY
COMMUNITY PLAN POLICY**

Existing Plan Policy
Commercial Mixed Concentration

CMC policy is intended to include Medium High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.



Metro Planning Commission Meeting of 3/10/05

Policy Conflict

No. The MUL district is intended to implement moderate intensity mixed use policies of the general plan. The district is recommended for sites that have good access to arterial streets. This site's proximity to I-24 and Old Hickory Boulevard fit with the locational requirements for application of the MUL district.

Infrastructure Deficiency Area

This property is located within an infrastructure deficiency area for transportation and schools identified by the Planning Commission in the Southeast Community Plan. The transportation infrastructure deficiency grid that has been developed by staff was used to analyze Old Hickory Boulevard at this location. The road scored a "4" because the property is located on a "fair segment of a fair road."

The Major Street Plan classifies Old Hickory Boulevard as a S4, Scenic Arterial in this location. When analyzing a road for infrastructure deficiencies, the Major Street Plan is generally used as the guide for determining appropriate pavement and right-of-way width. In analyzing this section of Old Hickory Boulevard for deficiencies, the road would be deemed a "fair segment of a fair road," scoring a "4," because the pavement width is not in compliance with the requirements of the Major Street Plan. When a road scores less than a total of "6" the Commission may recommend disapproval due to the roadway infrastructure inadequacy.

Staff recommends that the Commission consider the condition of the roadway prior to making their recommendation. A rezoning of this magnitude should be accompanied by a Traffic Impact Study outlining the required traffic mitigations prior to a recommendation of approval.

In addition to road infrastructure deficiencies, the Southeast Community Plan notes that "inadequate school facilities in the area are also a problem in the Southeast Community." Additional analysis of the projected student generation from this rezoning and school capacity in this area is provided below.



Metro Planning Commission Meeting of 3/10/05

METRO SCHOOL BOARD REPORT

Projected student generation*

61 Elementary 46 Middle 30 High

Schools Over/Under Capacity

Students would attend Maxwell Elementary School, Antioch Middle School, or Antioch High School. All three schools have been identified as being over capacity by the Metro School Board. There is capacity at an elementary and middle school within the cluster and capacity at a high school in an adjacent cluster (Glenclyff). This information is based upon data from the school board last updated August 31, 2004.

*MUL zoning permits a variety of uses, and the ultimate uses on this property are not known at this time. Staff based student generation numbers assuming a 1,500 square foot dwelling unit.

The school board has programmed for new schools in this area, however due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students. This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the locational criteria of the Metropolitan Board of Education and shall be within the Antioch High School Cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site will be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement.

RECENT REZONINGS

None.

**TRAFFIC
PUBLIC WORKS'
RECOMMENDATION**

A Traffic Impact Study is required prior to rezoning.



Metro Planning Commission Meeting of 3/10/05

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	23.97	0.5	12	148	18	16

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Floor area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	23.97	0.249	259,989	12638	278	1176

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Floor area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	23.97	1.0	1,044,133	31198	640	2943

Change in Traffic Between Typical Uses and Maximum uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				12490 (typical)	260	1160

CONDITIONS (if approved)

1. The applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students. Such site shall be in accordance with the locational criteria of the Metropolitan Board of Education and shall be within the Antioch High School Cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site will be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement.

2. If this request is approved, a TIS must be submitted and approved, and any required mitigations included as conditions in any Council bill filed.



Project No.
Associated Case
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-036G-14
43-87-P-14
None
11 - Brown
4 - Neville
Mike Anderson of Anderson-Delk-Epps & Associates, applicant, for Gilbert S. Merritt, owner.

Staff Reviewer
Staff Recommendation

Fuller
Approve

APPLICANT REQUEST

A request to rezone from residential single family and duplex (R10) to multi-family (RM9) district property located at Lebanon Pike (unnumbered) and (Windsor Chase Way (unnumbered) (17.62 acres).

Existing Zoning
R10 district

R10 requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25% duplex lots.

Proposed Zoning
RM9 district

RM9 is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre.

**DONELSON-HERMITAGE_OLD HICKORY
COMMUNITY PLAN POLICY**

Existing Plan Policy
Office Concentration

The OC policy is intended for existing and future large concentrations of office development. It is expected that certain types of commercial uses that cater to office workers, such as restaurants, will also locate in these areas. Residential uses of at least nine to twenty dwelling units per acre (RMH density) are also an appropriate secondary use.

Policy Conflict

No. The proposed RM9 zoning is specifically listed as an appropriate secondary use and will serve as a transition between the more intensive commercial uses on Lebanon Pike to the single-family residential development of Truxton Park.



Metro Planning Commission Meeting of 3/10/05

TRAFFIC PUBLIC WORKS' RECOMMENDATION

See Public Works comments for 43-87-P-14.

Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	17.62	3.7	65	700	55	73

Typical Uses in Existing Zoning District: Office PUD

Land Use (ITE Code)	Acres	Density	Total Floor area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General office (710)	17.62	n/A	150,800	1831	261	248

Typical Uses in Proposed Zoning District: RM9/PUD*

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/townhome (230)	17.62	9	118*	739	59	69

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	--			-1792	-257	-252

METRO SCHOOL BOARD REPORT

Projected student generation*

14 Elementary 9 Middle 7 High

Schools Over/Under Capacity

Students would attend Andrew Jackson Elementary School, Dupont-Hadley Middle School, or McGavock High School. All three schools have been identified as being over capacity by the Metro School Board. There is capacity at an elementary and middle school within the cluster and capacity at a high school in an adjacent cluster (Stratford and Glencliff). This information is based upon data from the school board last updated August 31, 2004.



Project No.
Project Name
Associated Case
Council Bill
Council District
School District
Requested by

Planned Unit Development 43-87-P-14
Oakwood Commons
2005Z-035G-14
None
11 - Brown
4 - Nevill
Mike Anderson of Anderson-Delk-Epps & Associates, applicant, for Gilbert S. Merritt, owner.

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions

APPLICANT REQUEST
Preliminary PUD

A request to amend a portion of a Commercial Planned Unit Development district located at Lebanon Pike (unnumbered), and Windsor Chase Way (unnumbered), east of Andrew Jackson Parkway, classified R10 and proposed for RM9, (17.62 acres), to permit 118 townhomes, replacing 150,800 square feet of undeveloped office uses.

PLAN DETAILS

Site Design

The site is accessed from Andrew Jackson Parkway via Windsor Chase Way. This street is shared with the Truxton Park Subdivision. Inside, the condominium units are served by a network of private streets with sidewalks. A landscape buffer is provided along the property boundary abutting the adjacent commercial development. All individual driveways are to be 20 feet from the back of sidewalk to the units, to prevent vehicles from parking on the sidewalk.

METRO PUBLIC WORKS' RECOMMENDATION

Preliminary approvals are subject to Public Works review and approval of construction plans to be included with the final PUD.

Show Metro ST-324 driveway ramp for access to site from public street.

Traffic Comments:

The revised PUD plan does not show the access easement that RPM (Traffic Consultant) proposed for Map 65-13 Parcel 1. This future access should be indicated on the PUD plan as well as on the final plat.



Metro Planning Commission Meeting of 3/10/05

CONDITIONS (if approved)

1. All Public Works Conditions as listed above shall be completed or bonded by the developer.
2. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
4. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
5. This preliminary plan approval for the residential portion of the master plans is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.



Project No.
Associated Case
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-037G-06
2005P-008G-06
None
35 - Tygard
9 - Warden
Vanessa Santo of Barclay Group, applicant for Alma D. P. Hooper, Daniel Stephen, R. V. Lineweaver et ux, James M. Cook et ux, Timothy L. Pendergrass et ux, Maxie L. Greer, Wayne & Maxie Greer, owners.

Staff Reviewer
Staff Recommendation

Fuller
Defer. Changes are needed to make the associated PUD plan consistent with the Bellevue Community Plan Policy as recently amended by the Commission. The TIS is inadequate and the PUD site plan is not consistent with the mitigations that have been proposed in the study.

APPLICANT REQUEST

Rezone 34.6 acres from RS40 to RM6 (17.68 acres) and CL (16.92 acres) district, properties at 7727, 7745, 7739 Old Harding Pike, 8024, 8020 8036 Highway 100, Highway 100 (unnumbered), Old Harding Pike (unnumbered).

Existing Zoning
RS40 district

RS40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre

Proposed Zoning
RM6 district

RM6 is intended for single-family, duplex, and multi-family dwellings at a density of 6 dwelling units per acre.

CL district

Commercial Limited is intended for retail, consumer service, financial, restaurant, and office uses

BELLEVUE COMMUNITY PLAN POLICY

Existing Plan Policy

On December 9, 2004, the MPC approved a change in the land use policy from Residential Low-Medium Density (RLM) to Community Center (CC) for approximately 25 acres and Residential Medium Density (RM) for approximately 10 acres for 21 properties between Old Harding Pike and Highway 100.



Metro Planning Commission Meeting of 3/10/05

Community Center (CC)

CC policy is intended for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods. Appropriate uses within CC areas include single- and multi-family residential, offices, commercial retail and services, and public benefit uses. An accompanying Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

CC areas can contain a wide range of uses and development intensities and a random development pattern is inappropriate in these areas. The specific arrangement and interrelationship of activities by type intended within CC areas overall should be carefully articulated in detailed design plans prepared for these areas. General design principles are as follows:

- Building setbacks (the distance of buildings from a property line) in CC areas are commonly shallow, or non-existent.
- Sidewalks are essential and should be wide in these areas to ease pedestrian traffic. CC areas consist of primarily “alley-loaded” buildings, with off-street parking located to the rear and side of buildings, not in front of buildings.
- Many CC areas are similar to the concept of a “Main Street” and benefit from being located along major transit and automobile routes.
- Civic activities are encouraged at prominent, highly visible locations.
- Development along the interface with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Residential Medium (RM)

RM policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are



Metro Planning Commission Meeting of 3/10/05

Policy Conflict

appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments.

Yes and No. The portion of the site being requested for RM6 district is consistent with the RM Policy. Within the commercial portion of the PUD, there are a variety of uses proposed that would support neighborhood shopping needs, however, the proposed site plan does not meet the design criteria for the Community Center Policy. The opportunity to create a “Main Street” on the Temple Road extension has not been utilized.

Buildings are setback at a wide distance from Temple Road and oriented to parking lots. The proposed library should be placed prominently at the corner of Old Harding Pike and Temple Road, not behind four rows of parking. Each building is set apart instead of a cohesive arrangement.

METRO SCHOOL BOARD REPORT

Projected student generation

6 Elementary 4 Middle 4 High

Schools Over/Under Capacity

Students would attend Harpeth Valley Elementary School, Bellevue Middle School, or Hillwood High School. Harpeth Valley Elementary School and Bellevue Middle School have been identified as being over capacity by the Metro School Board. Hillwood High School is considered to be full, but not over capacity. There is capacity at an elementary and middle school within the cluster and capacity at a high school in an adjacent cluster (Whites Creek, Hillsboro or Pearl-Cohn). This information is based upon data from the school board last updated August 31, 2004.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

See Public Works comments for 2005P-008G-06.



Metro Planning Commission Meeting of 3/10/05

Typical Uses in Existing Zoning District: RS40

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	34.6	0.93	32	365	32	39

Typical Uses in Proposed Zoning District: RM6/PUD*

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/townhome (230)	17.68	6	74*	497	41	47

Typical Uses in Proposed Zoning District: CL/PUD*

Land Use (ITE Code)	Acres	FAR	Total Floor area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office/retail/restaurant (710)	16.92	n/a	114,600*	1482	210	208

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	--			1614	219	216



Project No.
Project Name
Associated Case
Council Bill
Council District
School District
Requested By

Planned Unit Development 2005P-008G-06
Harpeth Village
2005Z-037G-06
None
35 - Tygard
9 - Warden
Dale & Associates, applicant for Alma D. P. Hooper, Daniel Stephen, R. V. Lineweaver et ux, James M. Cook et ux, Timothy L. Pendergrass et ux, Maxie L. Greer, Wayne & Maxie Greer, owners.

Staff Reviewer
Staff Recommendation

Fuller
Defer. Changes are needed to make the associated PUD plan consistent with the Bellevue Community Plan Policy as recently amended by the Commission. The TIS is inadequate and the PUD site plan is not consistent with the mitigations that have been proposed in the study.

APPLICANT REQUEST
Preliminary PUD

A request for Preliminary approval for a Planned Unit Development district located at 7727, 7739, 7745 Old Harding Pike, 8020, 8024, 8036 Highway 100, Old Harding Pike (unnumbered), and Highway 100 (unnumbered), (34.6 acres), classified RS40 and proposed for CL and RM6 to permit 74 townhomes, 26,700 square feet of office/library, 87,900 square feet of retail/restaurant/bank uses.

PLAN DETAILS

Site Design

The proposed plan is anchored by a large grocery/retail use and surrounded by ancillary uses that would support neighborhood shopping needs. The PUD site, however, plan does not meet the design criteria for the Community Center Policy. The opportunity to create a “Main Street” on the Temple Road extension has not been utilized. Buildings are setback at a wide distance from Temple Road and oriented inward toward parking lots. Although the library and one small retail building have been reoriented to Temple Road, the majority of the commercial buildings are located behind rows of parking and building is set apart as an individual unit instead of being designed to create a cohesive arrangement.



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Proposed Library Site

The Nashville Public Library Staff has confirmed that a new Bellevue Library is needed in this community and is reflected in their FY 04-05 and FY 05-06 Capital Improvements Budget. This site appears to be a viable option for consideration. If the site were approved by the Library Board and Metro officials, there would need to be further study regarding the final design of the building and parking area.

Stormwater

Although Metro Stormwater has recommended approval of the project, they have noted that the site does not comply with stormwater regulations and that the site will need to obtain a variance from the Stormwater Appeals Board for buffer disturbances and possible uncompensated fill in the floodplain prior to construction plan approval.

METRO PUBLIC WORKS' RECOMMENDATION

Preliminary approvals are subject to Public Works review and approval of construction plans to be included with the final PUD.

Identify garbage/waste pickup plan for residential portion of development.

Label private streets/driveway as private.

Existing driveway/curb cut at Highway 100 between proposed Temple Road and the 30' driveway off Highway 100 to be abandoned and closed.

Identify proposed parking facilities for the residential units, and community building along Temple Road.

Traffic Comments:

The TIS is inadequate and the PUD site plan is not consistent with the mitigations that have been proposed in the study.

1. The PUD plan needs to show future cross access to the adjacent property to the west along the entire property boundary. Since it is expected that the adjacent property will be rezoned commercial in the future it is necessary to provide cross access to coordinate traffic and minimize access points on Highway 100 and Old Harding Pike.

The site plan needs to show 2 exit lanes and 1 entering lane as recommended in the TIS for the west access drive on Highway 100.



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2. It has also been determined that a separate access to the multifamily off Old Harding Pike is not desirable. Old Harding Pike is a major arterial (U4) and a left turn lane will be required at the intersection with Temple Road (proposed extension) as recommended in the TIS. It is expected that the traffic queue may conflict with an access drive into the multifamily, especially if this intersection needs to be signalized. *(This access has been removed in the plans included with this staff report.)*

A revised capacity analysis including the redistributed multifamily traffic will be required. Also, signal warrant analysis at this location shall be addressed in revised TIS. Submit revised TIS.

A main access driveway to the multifamily with a secondary access drive near the retail will be allowed off of the main road (Temple Road extension). Therefore, additional analysis will be required to study the impact of this access drive relocation.

3. The capacity analysis at the Temple Road /Hwy 100 intersection is inadequate. The assumed signal cycle of 120 seconds is incorrect. The existing cycle length at the other signals in the area is 100 seconds. Revise analysis using 100 seconds.

4. The TIS recommends a left turn lane on Highway 100 at the western access drive and on Old Harding Pike at the Temple Road extension, it is not shown on the PUD plan.

5. The TIS does not address the queue distance from the signal to the bridge on Highway 100. The TIS recommends a right turn lane on Hwy 100 at the project entrances. The site plan does not show this lane.

6. The TIS assumed separate southbound left, thru and right lanes and 1 northbound lane on the Temple Road extension. The site plan does not indicate this laneage. This laneage will require appropriate alignment with the relocated Temple Road. The TIS capacity analysis assumed a westbound right, thru and left on Hwy 100 at Temple Road extension. The site plan does not show right turn lane or a new eastbound left turn lane on Hwy 100 in order to enter the project as recommended by TIS.

7. The TIS recommends that the 7 driveways accessing the Temple Road extension provide 2 exit lanes and 1 entering lane. The site plan indicates 24 foot and 30 foot driveway widths. Revise to be consistent with TIS.

The TIS review has been suspended until the above issues are addressed and additional analysis reviewed and an accurate site plan consistent with TIS assumptions and recommendations is submitted. Other issues may be identified after review of the requested analysis.

Additional site plan comments include:

Parking appears inadequate for multifamily; provide parking per code for all land uses. Sight distance documentation shall be submitted at development.



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CONDITIONS (if approved)

1. All Public Works Conditions as listed above.
2. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
3. Subsequent to enactment of this planned unit development overlay district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owners' signatures, to the Planning Commission staff for review.
4. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
6. This preliminary plan approval for the residential portion of the master plans is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.



Project No.	Zone Change 2005Z-039U-11
Associated Cases	2005P-009U-11
Council Bill	None
Council District	16 - McClendon
Council Board District	7 - Kindall
School Board District	
Requested by	Dale and Associates for Mark Janbakhsh, owner
Staff Reviewer	Leeman
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST

Rezone a 0.45 acres from Residential single-family (RS7.5) to Commercial Service (CS) district at 401 McIver Street.

Existing Zoning

RS7.5 district

RS7.5 requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre.

Proposed Zoning

CS district

Commercial Service is intended for retail, consumer service, financial, restaurant, office, auto-repair, auto sales, self-storage, light manufacturing and small warehouse uses.

SUBAREA 11 PLAN POLICY

Residential Medium (RM) -

RM policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments.

Policy Conflict

Yes. The proposed CS district is not consistent with the Subarea 11 Plan's RM policy calling for residential development. The Subarea 11 Plan discourages the encroachment of commercial zoning down residential side streets. "There are very few vacant lots in the area, and the most appropriate type of new development would be scattered site single-family infill.... There should be no further expansion of nonresidential uses into residential areas from Thompson Lane or Nolensville Pike." (page 58, Subarea 11 Plan—Updated 1999).



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RECENT REZONINGS

Yes, the Planning Commission approved RS7.5 zoning at the end of 2003, as a part of a large area rezoning which changed most of the R districts to RS districts in Council district 16.

TRAFFIC: PUBLIC WORKS' RECOMMENDATION

1. Close driveway on Nolensville Pike and reconstruct sidewalk.

Typical Uses in Existing Zoning District: RS7.5

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	0.45	4.94	2	19	2	2

Typical Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.45	0.26	5,096	135	18	8

Typical Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Convenience Market (852)	0.45	0.6	11,761	/	365	407

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--					381	413



Project No.	Planned Unit Development 2005P-009U-11
Project Name	Auto Master's PUD
Associated Case	2005Z-039U-11
Council Bill	None
Council District	16 - McClendon
School Board District	7 - Kindall
Requested By	Dale and Associates for Mark Janbakhsh, owner.
Staff Reviewer	Leeman
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST
Preliminary PUD

Request to apply a new Planned Unit Development district at 3101 Nolensville Pike and 401 McIver Street, to permit an existing 1,547 square foot used vehicular sales facility and 25,375 square feet for outdoor sales area and parking.

PLAN DETAILS

Applicant is proposing to use an adjacent parcel (Parcel 102) for additional sales area and parking for the existing 1,547 square foot vehicular sales facility along Nolensville Pike. The PUD plan includes the required 20 foot wide "C" landscape buffer between the CS zone district and the adjacent RS7.5 zoning.

The plan also proposes 110 parking spaces, where only 13 spaces are required by the Zoning Code. In the Urban Zoning Overlay, Vehicular Sales, Limited uses require one space for every 2,500 square feet of outdoor sales areas and 1 space for every 500 square feet of indoor sales area. The proposed PUD includes 25,375 square feet of outdoor sales area and 1,547 square feet of indoor area.

Staff Recommendation

Although the proposed expansion area (0.45 acres) includes a 20 foot wide Landscape Buffer Yard "C", staff has indicated to the applicant that if a wider buffer area, with a minimum width of 40 feet, is provided, and if the total number of parking spaces is reduced significantly, staff might consider recommending approval of a PUD and OL zoning district on this property. The OL district would permit parking for customers, but would not permit parking for vehicles to be sold. This would eliminate the issue of overflow customers parking on McIver Street, while providing



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adequate on-site parking. The applicant indicated they want to proceed with the plan as submitted. Staff recommends disapproval because the proposed CS district is not consistent with the RM policy in the area, and because the proposed PUD plan does not go beyond what the zoning would require without a PUD.

TRAFFIC: PUBLIC WORK RECOMMENDATION

1. Approvals are subject to Public Works review and approval of construction plans submitted with their final PUD.
2. Show and dimension ROW along Nolensville Pike at property corners, consistent with the approved major street plan (U6-108' ROW). Show ROW reservation 54' from centerline.
3. Show and label ROW radius of corner returns at intersecting streets, in accordance with the Subdivision Regulations.
4. Dedicate 30' minimum ROW on McIver Street from centerline to property boundary.
5. Confirm with Planning sidewalk requirements on McIver Street.. If required, show Metro ST-324 Driveway Ramp for access to site, Metro ST-200 Curb and gutter, and Metro ST-210 sidewalk.
6. Close existing driveway on Nolensville and reconstruct sidewalk.

CONDITIONS (If Approved)

1. Revise plan to read as follows: "Sidewalks to be determined at building permit stage."
2. Approvals are subject to Public Works review and approval of construction plans submitted with their final PUD.
3. Show and dimension ROW along Nolensville Pike at property corners, consistent with the approved major street plan (U6-108' ROW). Show ROW reservation 54' from centerline.



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4. Show and label ROW radius of corner returns at intersecting streets, in accordance with the Subdivision Regulations.
5. Dedicate 30' minimum ROW on McIver Street from centerline to property boundary.
6. Confirm with Planning sidewalk requirements on McIver Street.. If required show Metro ST-324 Driveway Ramp for access to site, Metro ST-200 Curb and gutter, and Metro ST-210 sidewalk.
7. Close existing driveway on Nolensville and reconstruct sidewalk.



Project No.
Project Name
Associated Cases
Council District
School District
Requested By

Subdivision 2005S-051G-06
Avondale Park Subdivision
None
35 – Tygard
9 - Warden
Civil Site Design Group, LLC, for Avondale Park Partnership, owner.

Staff Reviewer
Staff Recommendation

Leeman
Disapprove since a second, non-emergency, point of access is not provided.

APPLICANT REQUEST
Preliminary Plat

Subdivide approximately 262 acres into 564 single-family lots along the north side of McCrory Lane and the south side of Interstate 40.

ZONING
RS15 District

RS15 district, requiring a minimum lot size of 15,000 square feet and intended for single-family dwellings at an overall density of 2.47 dwelling units per acre. The RS15 district would permit a maximum of 647 single-family lots, while 564 are proposed.

CLUSTER LOT OPTION

The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification of RS15 (minimum 15,000 sq. ft. lots) to RS7.5 size lots (minimum 7,500 sq. ft. lots).

Pursuant to Section 17.12.080 (D) of the Metro Zoning Ordinance, cluster lot subdivisions require a minimum of 15% open space per phase. The plan proposes 116 acres of open space (44%), which complies with this provision.

SUBDIVISION DETAILS

Access

The project proposes one main access point via a public road from McCrory Lane, and one secondary emergency access under Interstate 40 to Newsom Station Road. The plan also proposes 222 lots on the north side of the CSX Railroad line that bisects the property. This plan proposes a bridge over the railroad track that will be constructed by the developer.

Staff recommends disapproval of the proposed plan since it does not comply with the Bellevue Community Plan’s Long Range Transportation Plan, which calls for



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a bridge connection over the Harpeth River to Coley Davis Road (Figure 6, page 45). Furthermore, it is not consistent with Priority Four under the Infrastructure Transportation portion of the plan, which states: "Pursue connectivity of roads to disperse traffic, decrease congestion" (Page 11). A secondary point of access to this proposed subdivision is needed to reduce traffic congestion on McCrory Lane and to disperse traffic. It is also needed to allow this subdivision to function safely.

Although there was significant neighborhood discussion during the Subarea Plan Update in 2003, the Planning Commission ultimately adopted the Long Range Transportation plan calling for the connection of Coley Davis Road over the river at this location. Staff has requested the applicant to revise the plan to provide either a bridge connection or a full-service, secondary access point at another location so all 564 lots have more than one primary point of access. As of the writing of this staff report, the applicant has not provided this second access point.

School Site Dedication

The plan also proposes a 7 acre school site dedication along the frontage of McCrory Lane at the entrance to this subdivision. The Metro School Board has agreed to the proposed location, but with a 10 acre site. The following conditions have been requested by the School Board:

1. School site increased to 10 acres with drawing showing it.
2. Option to contribute to the School Board the equivalent of the cost of 10 acres, which would be the value (price per acre) paid for the property.

Greenway Easement

The required Greenway/Conservation Easement is provided along the Harpeth River. Metro Greenways is requesting that the proposed trail along the main entrance road be extended to the river and along the Harpeth River on this property.

Variances

Section 2-6.1 (Sidewalks)

The applicant is requesting a variance to the sidewalk provisions of the Subdivision Regulations for the main entrance road into the project. The Regulations require



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sidewalks along both sides of all new roads, while the plan only proposes one on the west side of the main entrance road. The plan proposes a 6-foot wide meandering trail along the east side of the main entrance road, which leads to the development and possibly to the future greenway along the Harpeth River. Staff supports the proposed variance since adequate pedestrian connectivity is provided.

TRAFFIC PUBLIC WORKS' RECOMMENDATION Traffic Comments

1. Developer shall construct a 3-lane (12 ft lane) collector cross section for the main access road. Median shall be redesigned in order to provide appropriate alignment and sight distance if a traffic signal is installed at the intersection of the access road and McCrory Lane in the future. This cross section will allow the future installation of a northbound left turn lane on the access road at the new school access driveway.
2. Dedicate ROW 30 feet from centerline and additional ROW as necessary for required Eastbound left turn lane on McCrory lane , (S4) classification.
3. Developer shall construct a 3-lane cross-section with transitions per AASHTO standards, along McCrory lane property frontage and install an eastbound left turn lane with 125 ft of dedicated storage at the intersection with project access road.
4. Developer shall construct 2 exit lanes with 200 feet of storage and transitions per AASHTO design on access road at McCrory lane.
5. Install northbound dedicated left turn lanes with 75ft of storage on Access Rd. at intersections with cross streets.
6. Bridge over railroad shall be designed to provide adequate sight distance and a minimum of 2 12 ft wide travel lanes. Final design to be per the approved construction plans. Bridge design and construction shall be coordinated with the Railroad Company.



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7. Traffic circles will be allowed only at street intersections.
8. It is desirable to provide a Secondary Access due to the number of lots (580 in traffic study). The feasibility of a bridge over the interstate or the Harpeth River should be investigated and addressed in a TIS addendum. If a secondary access is required by MPC, then additional analysis shall be required to study the impacts of the revised traffic distribution and conditions may be modified.
9. Allow cross-access to eastern property in the vicinity of the 1st intersecting road with main access road.
10. Developer shall construct a southbound left turn lane with 150 ft of storage on McCrory at the eastbound interstate ramps as identified on page 13 of the TIS, if feasible, without reconstructing overpass.
11. The developer shall construct a northbound left turn with 100 feet of storage on McCrory lane at the I-40 westbound ramp, if feasible without reconstructing overpass.
12. Developer shall remove vegetation at the Poplar Creek Rd /McCrory lane intersection in order to provide adequate sight distance.
13. Conduct traffic counts and submit signal warrant analysis after issuance of use and occupancy permits at 50 %, 75% and 100% of project. Upon approval by the Metro Traffic Engineer, Developer shall install a traffic signal at access road and McCrory lane. Developer shall submit signal plan for approval.

SITE PLAN COMMENTS

1. Per note, Alley system behind lot 181-185, which will provide access to emergency road is not clearly identified. Identify locations of alleys per note on sheet C1.03 and cross section shown on sheet C0.01. Construct standard alley pavement width.



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2. Provide Access to Greenway and provide adequate parking for use of Greenway.
3. Clarify continuation of ROW which is being abandoned on sheet C1.02.

Public Works' comments for the 2/7/2005 DRC Meeting: Approvals are subject to Public Works review and approval of construction plans.

4. Show and dimension right of way along "McCrorry Lane" at property corners. Label and dedicate right of way 30 feet from centerline, [when applicable the following] and amount necessary to accommodate required turn lane(s). Label and show reserve right of way strip 58 feet from centerline to property boundary, consistent with the approved major street plan (S4 - 116' minimum functional ROW).
5. Revise roadway details. Details shall be constructed per Metro ST-251 Residential - Low Density Minor Local Street, Metro ST-252 Residential - Medium Density Minor Local Street, and ST-253 Residential - Medium Density Collector or High Density Local Street.
6. Show names of all proposed streets and classifications.
7. Show and dimension ROW and Edge of Pavement on all streets in accordance with applicable standards.
8. The minimum centerline radius of curved segments, shall be in accordance with the AASHTO Manual, current edition.
9. Show and dimension ROW radius and edge of pavement of all circular turnarounds.
10. At all circular turnarounds, show and dimension ROW to accommodate curb and gutter, 4' grass area/furnishing zone, and 5' sidewalk per Metro ST-210.
11. Show sidewalk on both side of "unnamed street" off McCrorry Lane, as required by Planning.



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12. Above grade crossings will require Public Works review and approval of bridge plans. Approvals to include agreement with railroad, and City Council approval.
13. Meet all Public Works design standards.

CONDITIONS (If Approved)

1. All traffic conditions listed above must completed or bonded prior to the recording of the first final plat.
2. A school site should be offered for dedication that is acceptable to the Metro School Board, prior to or in conjunction with the first final plat.
3. The 6 foot wide meandering trail along the main entrance road shall be extended to the Harpeth River to connect to a future greenway. The applicant will be required to construct the greenway trail along the river when the Metro Greenway's Commission obtains approval for an at-grade pedestrian crossing.



Project No.

Subdivision 2005S-058U-05

Project Name

Jaywood Subdivision

Associated Cases

None

Council District

5 – Murray

School Board District

5 - Hunt

Requested By

Mutual Contractors, LLC, owner, John Hood, surveyor

Staff Reviewer

Harris

Staff Recommendation

Approve

APPLICANT REQUEST

Final Plat

This request is to create 3 lots on the east side of Lischey Avenue on 0.91 acres.

ZONING

RS5 District

RS5 requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre.

SUBDIVISION DETAILS

This subdivision proposes three lots fronting onto Lishey Avenue. There are currently two parcels existing with one parcel fronting on Marshall Street, an unimproved road in this location. Therefore, there is no access to the parcel. This subdivision creates a better situation by allowing street frontage for all three lots proposed.

Lot Comparability

Section 2-4.7 of the Subdivision Regulations state that new lots in areas that are predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots.

A lot comparability test was conducted and all three lots pass for lot area and frontage.

Staff Recommendation

Staff recommends approval of this subdivision since it meets all of the technical requirements of the subdivision regulations and Zoning Ordinance.

PUBLIC WORKS

RECOMMENDATION

No Exception Taken.



Project No.
Project Name
Associated Case
Council Bill
Council District
Requested By

Planned Unit Development 89-67-G-13
Travel Centers of America PUD
None
None
32- Coleman
Thomas Gimmartino for Travel Centers of America,
owner

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Amend PUD

Request to amend the preliminary master plan for the existing Commercial Planned Unit Development district to allow for the addition of 3,870 square feet of building area to the existing 24,355 square foot convenience market/restaurant/truck stop facility.

ZONING & LAND USE POLICY

Existing Zoning
IR District

Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

Antioch-Priest Lake Community Plan
IN District

Industrial (IN) areas are dominated by one or more activities that are industrial in character. Types of uses intended in these areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. On sites for which there is no endorsed campus or master plan, an Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in this policy area.

Policy Conflict

None. The applicant is not requesting any policy change, and the existing use is consistent with the current zoning and subarea policy.

PLAN DETAILS

Applicant is proposing to add 3,870 square feet of building area to the existing 24,355 square feet of building area. The proposed 3,870 addition will consist of a single structure, providing two additional truck



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bays, which will be used for truck maintenance and repair. The applicant originally requested a PUD revision and Final PUD, but because the addition (3,870) is in excess of ten percent (10 %) of what was originally approved by the Council, the Metro Code requires a PUD amendment. PUD amendments require preliminary review by the Planning Commission, and approval by the Metro Council.

TRAFFIC: PUBLIC WORKS' RECOMMENDATION

1. Show and dimension ROW along Old Hickory Blvd. at property corners, consistent with the approved major street plan (S4).
2. Show ROW along I-24, consistent with the approved major street plan (F6).
3. Show and dimension ROW along Gould Blvd.
4. Existing drive should provide access to the adjacent property to the east, if possible (parcel 133).

Staff Recommendation

Since the proposal is consistent with the originally approved preliminary PUD in terms of uses, staff recommends that the amendment to the preliminary PUD be approved with the conditions set out below.

CONDITIONS

1. Access drive to Firestone Pkwy must be recorded either by
 - a. Rerecording the plat detailing the new easement; or
 - b. Though instrument, which would require an applicants to submit a survey and legal description to Registers of Deeds.
2. That PUD must comply with all conditions and concerns from Public Works and Stormwater Management prior to the issuance of any building permit.
3. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water



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Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.

4. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.



Project No.
Project Name

Planned Unit Development 103-79-G-14
Riverfront Shopping Center (Dollar
General)

Council District
School District
Associated Case
Requested By

11 - Brown
4 - Nevill
None
Waste Water Engineering, applicant, for Old Hickory
Partnership, LTD, owner

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions.

APPLICANT REQUEST
Revise Preliminary PUD

A request to revise a portion of the preliminary plan for the Commercial Planned Unit Development district located along the south side of Robinson Road, classified R10, (13.48 acres), to permit 92,941 square feet of retail/restaurant uses.

The proposed plan changes the building footprints, parking layout and green space configuration, and is considered to be a revision because the use was previously approved and the building square footage is being reduced.

PLAN DETAILS

Existing Zoning
R10/Commercial PUD

The property is currently zoned Commercial PUD with a base zoning of R10. The existing Commercial PUD is a grandfathered plan approved for office, retail, mini-storage/warehouse and restaurant uses in 1979. This portion of the PUD plan is currently undeveloped and was previously approved for 120,300 square feet of office, retail and food service.

Site Design

The proposed plan reconfigures previously approved uses. The new plan proposes buildings along Robinson Road where a large unbroken parking lot was previously approved. The parking and landscaping has been adjusted to meet the current regulations.

Access

The access drives will align with Martingale Drive and the Eckerd's access drive on the opposite side of



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Robinson Road. There is also an internal access road that served the PUD that connects with Merritt Street.

PUBLIC WORKS' RECOMMENDATION

Approvals are subject to Public Works review and approval of construction plans.

A trip generation comparison was submitted by the applicant. It appears that the proposed plan will generate fewer trips than the previously approved plan. Therefore, the following conditions are required for project approval:

1. Northern Access drive shall align with Eckerd's driveway.
2. Provide parking per Metro zoning code.

CONDITIONS

1. The proposed detention/water quality area behind building 3 will need to be relocated because it interferes with a required landscape buffer yard.
2. Comply with Public Works conditions of approval listed above.
3. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
4. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.



Project No.
Project Name
Council Bill
Council District
School District
Associated Case
Requested By

Planned Unit Development 64-85-P-05
Greenfield Plaza Kroger PUD
None
8 – Hart
5 - Hunt
None
CEI Engineering, for Cargill Incorporated, owner.

Staff Reviewer
Staff Recommendation

Harris
Defer one meeting to allow time for Metro Water Services and Public Works' comments to be resolved. If the applicant does not agree to deferral, then the recommendation is to disapprove.

APPLICANT REQUEST
Final PUD

Request for final PUD approval to permit the addition of 21,229 square feet to the existing 45,297 square foot grocery store at the southeast corner of the intersection of Gallatin Pike and Greenfield Avenue.

Zoning (CL district)

Commercial Limited is intended for a limited range of commercial uses primarily concerned with retail trade and consumer services, general and fast food restaurants, financial institutions, administrative and consulting offices.

Subarea 5 Plan's Policy

CAE policy is intended to recognize existing areas of "strip commercial" which is characterized by commercial uses that are situated in a linear pattern along arterial streets between major intersections. The predominant uses include retail and office activities such as eating establishments, automobile sales, rental, and service, hotels and motels, and consumer services.

PLAN DETAILS

Site Design

The plan proposes expansion of the existing grocery store, which would be 64,375 square feet including the proposed addition. This expansion will be completed in one phase. Access is provided from Greenfield Avenue, Gallatin Pike, and Shelton Avenue, which are existing access points. The total parking spaces proposed is 258, which exceeds the required parking requirement of 246 spaces for the requested square footage. The parking area is also to be reconfigured



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Stormwater

with additional landscaping and tree density requirements, which may cause some loss of parking spaces.

Metro Water Services (Stormwater Division) needs additional information (listed below) prior to final PUD approval:

1. NPDES # on plans.
2. Provide a drainage map showing each storm sewer inlet and the area draining to it.
3. Show radii on construction entrance of detail.
4. Reference the appropriate section of Stormwater Management Manual Volume 4 on the BMP details.
5. Input the entire storm sewer system into hydraflow for hydraulic analysis.
6. Hydraflow analysis needs to reflect all the bends and angles in your storm sewer system (this has an impact on the performance of the system).
7. Input the end structure on the existing 30" culvert your system is tying to.
8. Explain why 7.5 in/hr used for intensity.
9. Inserts needed on all catchbasins on-site for water quality.
10. Show the 36" culvert that is to be used for detention.
11. Provide detention Agreement.
12. Easement Dedication required along the 36" culvert designated for detention.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

1. Show Metro ST-324 driveway ramp for access from public streets.



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2. Replace detail ST-314 with Metro ST-324 Commercial Driveway Ramp dated 5/12/03. Replace detail ST-210 with Metro ST-210 Sidewalk Construction, dated 7/15/04. Replace detail ST-270 with Metro ST-270 Trench Repair Within and Outside Roadway dated 7/15/04.
3. Show updated standard details from the Engineering Division of Public Works, as applicable.

The TIS was determined to be insufficient. Additional analysis is required prior to preparing conditions for this development.

STAFF RECOMMENDATION

Staff recommends deferral to allow time for Metro Water Services and Public Works comments to be resolved and addressed by the applicant. Metro Public Works and Water Services' approval is needed prior to final PUD approval based on the Commission's conditional approval in November 2004. If the applicant does not defer this request and the issues are not resolved by the other agencies by the day of the meeting, then the recommendation is to disapprove.



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Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	10.76	0.5	5	71	13	8

Typical Uses in Proposed Zoning District: CL

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	10.76	0.249	116,708	5011	120	438

Change in Traffic Between Typical Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				+4940	+107	+430

Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	10.76	0.5	5	71	13	8

Maximum Uses in Proposed Zoning District: CL

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	10.76	0.6	281,223	12075	289	1054

Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				+ 12004	+276	+1046

CONDITIONS

1. The traffic conditions listed under the Public Works' Recommendation are currently part of the council bill. Any new or changed conditions from the revised Traffic Impact Study shall be included in the bill as well. **If the amended conditions are not made part of the Council Bill, the recommendation is to disapprove.**