



Project No.

Zone Changes 2004Z-113U-02 and 2004Z-115G-02

Associated Cases

2005P-010G-02 and 88P-056G-02

Council Bill

None

Council District

3- Tucker

School District

3 - Garrett

Requested by

Gresham Smith and Partners, applicant, for Sallie R. Hicks Family, LLC, Alice Cranford and Corolene Bandy, Jenkins Properties L.P. et al, Jack L. Jenkins, and Pegasus Properties, owners.

Deferral

Deferred indefinitely at the March 10, 2005, Commission meeting, with the public hearing kept open.

Staff Reviewer

Pereira

Staff Recommendation

Approve with associated PUD.

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.

2004Z-113U-02

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.

2004Z-115G-02

Existing Zoning

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.

RS7.5 district

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

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

SCR district



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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.

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 not consistent with the RLM and RM policies, but is consistent with the CMC and CAE policies. While this development will infringe into the residential policy areas to the northwest of the Dickerson/Doverside intersection, it is consistent with the commercial zoning pattern (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



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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

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.



Project No.
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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 Sallie R. Hicks Family LLC, Bandy, Carolene and Alice Cranford, Pegasus Properties, and Jenkins Properties L.P. and Jack Jenkins, owners

Deferral

Deferred indefinitely at the March 10, 2005, Commission meeting, with the public hearing kept open

Staff Reviewer
Staff Recommendation

Pereira
Approve with conditions, including all Planning, Public Works, Stormwater, and Fire Marshall conditions as outlined below.

APPLICANT REQUEST
Preliminary PUD

Request for Preliminary approval for a Planned Unit Development district on 125.84 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 718,781 square feet of retail and restaurant uses.

PLAN DETAILS
Site Design

The proposed plan calls for the development of 684,381 square feet of retail uses within 13 buildings, and 34,400 of restaurant uses within 6 restaurants, for a total building square footage of 718,781.

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 provided a total of 3,868 spaces, while the total required number of parking spaces is 3,765.

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



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site falls outside of the Urban Services District, Planning staff recommends that a sidewalk be required along those 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 must 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 a partial intent to meet this requirement and will be confirmed at the final PUD stage. The final PUD plans must also show internal sidewalks that connect the internal private drives with the sidewalk aprons of the major retail buildings within the PUD.

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 prior to final PUD approval. A class "D" landscape buffer has been provided within this easement, as well as along the northern limits of this PUD. The proposal complies with the 0.80 maximum ISR (Impervious Surface Ratio) within the requested SCR zoning. The plans also comply with the 1.0 FAR (Floor Area Ratio) of the requested SCR zoning.

PUBLIC WORKS' RECOMMENDATION:

The following are conditions of approval, provided to the applicant on 4/29/05:

1. The access driveway on Dickerson Pike shall be designed for safe operation with adequate sight distance of the signal.
2. Doverside Drive shall be relocated to align with Skyline Medical Center driveway and the road shall be designed for safe operation with adequate sight distance of the signal.



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Doverside Drive intersection:

1. The developer shall construct the Doverside approach with 2 separate right turn lanes, a through lane, a separate left turn lane and 2 westbound through lanes with storage lengths as indicated on the PUD plan.
2. The developer shall submit a signal design for approval and install the signal modifications. Signal plan shall include pedestrian signals and ADA facilities.
3. The developer shall construct Dickerson Pk with 2 Northbound separate left turn lanes, 2 through lanes and a shared right/through lane with storage as indicated on the PUD plan.
4. Developer shall construct a new southbound through/right lane along the Dickerson Pk frontage and it shall extend to the through/right lane at the Briley Pkwy westbound on-ramp.

Access driveway on Dickerson Pike:

1. The developer shall construct the access driveway with separate left and right turn lanes. Additional ROW for the access driveway shall be reserved in order to install a separate through lane if a 4th leg is added to this intersection in the future. The access shall driveway shall include 2 westbound through lanes with storage lengths as indicated on the PUD plan.
2. The developer shall submit a signal design for approval and install the signal. Signal plan shall include pedestrian signals and ADA facilities. All new signals shall be interconnected and coordinated with signals in the vicinity of the project.
3. The developer shall construct Dickerson Pike with 2 Northbound separate left turn lanes, 2 through lanes in each direction and a southbound separate right turn lane with storage as indicated on the PUD plan. Required lane signage shall be installed.



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Project site:

1. Access drives and project internal roads shall be designed to provide adequate truck turning movements.

Dickerson Pike and I-65 Northbound ramps:

1. The southbound exclusive left turn lane on Dickerson shall be striped to provide a minimum of 100 ft of storage for northbound traffic entering I-65 southbound in order to provide greater storage for southbound traffic turning left onto I-65 northbound.
2. TDOT approval of all Dickerson Pk modifications is required.

Doverside Drive and pharmacy intersection:

1. The developer shall install a westbound left turn lane with 100 ft of storage on Doverside at the pharmacy access driveway.

Doverside Drive and site access west of Dickerson:

1. The developer shall construct Doverside Drive with eastbound through and through/left lanes. The westbound approach shall be constructed with a through lane and a separate free-flow right turn lane. The southbound approach shall be constructed with 3 exit lanes and 2 entering lanes. Turn lane storage lengths shall be provided as identified on the PUD plan.
2. The developer shall submit a signal design for approval and install the signal at this intersection. Signal plan shall include pedestrian signals and ADA facilities if sidewalks are constructed. The signals shall be interconnected and coordinated with signals in the vicinity of the project. In accordance with Metro standards video detection shall be installed on the private approach and loop detection with advance detection shall be installed on the main line approaches.

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 streams, wetlands, and over-40 acre drains on the site



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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.

STORMWATER RECOMMENDATION:

Approved Except as Noted:

1. Show standard buffer note: The buffer along waterways will be an area where the surface is left in a natural state, and is not disturbed by construction activity. This is in accordance with the Stormwater Management Manual Volume 1 – Regulations.
2. It is possible that the stream buffer will extend beyond what is shown on the plan. It is required, before final plan approval, that TDEC makes a stream determination of that portion of the stream in question. If it is classified as an intermittent stream or Waters of the State, then a 25-foot buffer from top of bank on each side of stream bank shall be applied. A variance from the Stormwater Management Committee must be granted for any disturbance in the buffer and an ARAP Permit from TDEC must be approved. If it is classified as a wet weather conveyance, then no action is required.
3. It is possible that there are wetlands on the property that need protecting. It is required, before final PUD approval, that a determination be made from the Army Corps of Engineers. If it is determined that it is a wetland, a 25' buffer shall be applied around the perimeter of the area delineated by the Corps. A variance from the Stormwater Management Committee must be granted for any disturbance in the buffer.

FIRE MARSHAL RECOMMENDATION:

The Fire Marshal's office has indicated that the applicant must provide the minimum amount of water needed for a large box store retail development, which is 2,250 GPMs at 40 psi. This is an estimate for sprinkler design and hose requirements as per NFPA



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13, which calls for a 300,000-gallon water tank. Prior to final PUD approval, the applicant must provide the water tank, or otherwise meet the Fire Marshal requirement of 2,250 GPMs at 40 psi.

Staff recommendation:

Since last heard by the Planning Commission on March 10, 2005, Stormwater and Public Works issues have been adequately addressed by the applicant. Staff recommends that the Commission approve with conditions this preliminary PUD and the associated zoning cases, including all Planning, Public Works, Stormwater, and Fire Marshal conditions as outlined in this report.

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. The final PUD plans must also show internal sidewalks that connect the internal private drives with the sidewalk aprons of the major retail buildings within the PUD.



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5. Prior to final plat approval, by mandatory referral the Metro Council must approve the relocation of 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 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 submitted to the Metro Codes Department for .
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 adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in



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the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.

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.

15. Note that to comply with the above Stormwater requirements, it is required for the applicant to put the following notes on the preliminary PUD plans:

"Any intermittent stream or waters of the state, as identified by TDEC, shall have a 25 foot buffer from the top of the bank on each side of the stream bank."

"Buffer disturbance is ONLY permitted by Stormwater Management Committee variance # _____ and ARAP Permit # _____."

"A 25 foot buffer shall be applied around the perimeter of wetland areas, as delineated by the Army Corps of Engineers."

16. Prior to final PUD approval, the applicant must provide the minimum amount of water needed for a large box store retail development, which is 2,250 GPMs at 40 psi. This is an estimate for sprinkler design and hose requirements as per NFPA 13, which calls for a 300,000-gallon water tank. The applicant must provide the water tank, as required by the Fire Marshal, or otherwise meet the Fire Marshal requirement of 2,250 GPMs at 40 psi.



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
Deferred indefinitely at the March 10, 2005, Commission meeting, with the public hearing kept open

Deferral

Staff Reviewer
Staff Recommendation

Pereira
Approve with adoption of associated PUD (2005P-010G-02)

APPLICANT REQUEST
Request to cancel a portion of a Preliminary PUD

Request to cancel 19.75 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 19.75 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).



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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.

Deferral

Deferred from the April 28, 2005, Commission meeting.

Staff Reviewer
Staff Recommendation

Leeman
Disapprove

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 adopted Major Street



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Plan, which calls for 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 Bellevue Community 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.

Following significant neighborhood discussion during the Subarea Plan Update in 2003, the Planning Commission amended 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 seven 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 requirement for a 10 acre site. Planning staff has received the following requests from the Metro School Board staff:

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. Planning staff recommends dedication of a school site but does not recommend the monetary contribution option.

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.



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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 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. Approvals are subject to Public Works approval of construction plans.
2. Show and dimension right of way along McCrory 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).
3. Revise roadway detail: Residential High Density Roadway. Show pavement schedule per Metro ST-253 Residential - Medium Density Collector or High Density Local Street.
4. Show proposed road names and classifications of all proposed streets.
5. Show centerline horizontal curve data for the public streets. Include a minimum of four (4) references.
6. The minimum centerline radius of curved segments shall be in accordance with the AASHTO Manual, current edition.
7. Placement of sidewalks shall be in accordance with the Subdivision Regulations of the Metropolitan Planning Commission, latest revision. Show



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sidewalk, as required by Planning. Sidewalks to be constructed per Metro ST-210: Sidewalk Construction.

8. Locate asphalt trail outside of right of way.
9. Show and dimension right of way radius at all circular turnarounds. Right of way of all circular turnarounds to accommodate edge of pavement, curb and gutter, 4' grass area / furnishing zone, and 5' sidewalk.
10. Label alley as public or private.
11. Above grade crossings will require Public Works approval of bridge plans. Approvals to include agreement with railroad, and Metro Council approval.
12. Developer shall construct a collector cross section with median for the main access road. Median shall be redesigned in order to provide appropriate alignment and sight distance if a future traffic signal is installed at the intersection of the access road and McCrory Lane. This cross section shall allow the future installation of northbound left turn lane striping on the access road at the new school access driveway.
13. Dedicate ROW 30 feet from centerline and additional ROW as necessary for required eastbound left turn lane on McCrory lane, (S4) classification.
14. 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.
15. Developer shall construct 2 exit lanes with 200 feet of storage and transitions per AASHTO design on access road at McCrory lane.
16. Install northbound dedicated left turn lanes with 75ft of storage on Access Rd. at intersections with cross streets.



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17. Bridge over railroad shall be designed to provide adequate sight distance and a minimum of two 12 ft wide travel lanes with 6 ft shoulders and sidewalks on each side. Final design to be per the approved construction plans. Bridge design and construction shall be coordinated with the Railroad Company.
18. Traffic circles will be allowed only at street intersections. Road design around landscape islands shall be in accordance with PW standards.
19. It is desirable to provide a secondary access due to the number of lots (564). Developers shall determine the feasibility of an additional access point from McCrory lane along the proposed school site property and intersecting with an internal residential street. If a different 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.
20. Allow cross-access to eastern property in the vicinity of the 1st intersecting road with main access road.
21. Developer shall construct a southbound left turn lane with 150 ft of storage on McCrory at the eastbound interstate ramps by relocating guardrails and widening McCrory Lane.
22. The developer shall construct a northbound left turn with 100 feet of storage on McCrory lane at the I-40 westbound ramp by relocating guardrails and widening McCrory Ln.
23. Developer shall remove vegetation at the Poplar Creek Rd /McCrory lane intersection in order to provide adequate sight distance in coordination with Metro Public Works.
24. Developer shall conduct traffic counts and submit signal warrant analysis after issuance of use and occupancy permits at 50% (282 lots), 75% (423 lots), and 100% (564 lots) of project, or as required by the Metro Traffic Engineer. Upon approval by the Metro Traffic Engineer, Developer shall install a



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traffic signal at access road and McCrory Lane. Developer shall submit signal plan for approval.

25. Construct standard alley pavement width. The alleys shall satisfy PW standards in order to accommodate refuse trucks. The alley is too close to the road intersection and shall be a minimum of 50 ft from the intersection.
26. Provide adequate access to proposed Greenway and provide area for adequate parking for future Greenway.
27. Clarify continuation of ROW which is being abandoned on sheet C1.02

CONDITIONS (If Approved)

1. All traffic conditions listed above must be completed or bonded prior to the recording of the first final plat, unless a specific phasing plan is approved by Public Works and the Planning Department.
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 requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
4. If larger turnarounds are necessary to meet Fire Marshal requirements, the total number of lots may be reduced to accommodate these revisions.
5. All alleys must meet Metro Public Works and Fire Marshal standards, and shall provide mid-block access to a public street, in addition to the access points shown.



Project No.
Project Name
Council District
School Board District
Requested By

Subdivision 2005S-095G-12
Mt. Pisgah Hills Subdivision
31 – Toler
2 - Blue
Genady Prutianov & Kanneth Chumbley et al, owners,
Walter H. Davidson, surveyor.

Deferral

This item was deferred from the April 28, 2005, meeting at the request of the applicant.

Staff Reviewer
Staff Recommendation

Harris
Disapprove

APPLICANT REQUEST
Preliminary Plat

This request is to create 5 single-family lots on 2.06 acres at the northern terminus of Bryce Road and on the north side of Mt. Pisgah Road.

ZONING
RS10 District

RS10 requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre.

SUBDIVISION DETAILS

Five single-family lots are proposed along Mt. Pisgah Road with no future connection to the north and west of the property. The Commission recommended approval of a zone change from AR2a to RS10 in October 2004, with a condition that prior to the approval of a preliminary or final plat, coordinated access may be required to be provided to various properties in the area. This condition was made a part of the council bill and approved in January 2005 by Metro Council.

Coordinated access has not been provided with this plat. Each lot is proposed with separate access and a stub street connection has not been provided to the north and west of the property. The driveways of each lot may cause sight distance problems since it is within the curve of Mt. Pisgah Road. A joint access easement to the rear of the proposed lots is more appropriate to address connectivity and sight distance issues along Mt. Pisgah Road.

The Commission approved a preliminary plat (Brentwood Knoll), which is directly across from this site on February 24, 2005. The same condition regarding coordinated access was a part of the zoning bill, however, coordinated access could not be provided since the property is adjacent to a cemetery and already



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Sidewalks

PUBLIC WORKS RECOMMENDATION

developed properties to the south and east of the proposed subdivision.

A sidewalk variance has been requested, but is not necessary since the property is located outside of the Urban Services District and is in an area where the Sidewalk Priority Index is less than 20.

Approvals are subject to Public Works' approval of construction plans.



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

Planned Unit Development 2004P-021U
President’s Reserve at Brentwood
None
31 – Toler
2 – George Blue
Hawkeye Contractors, LLC
This item was deferred at the request of the applicant at the April 28, 2005, Planning Commission meeting.

Staff Reviewer
Staff Recommendation

Swaggart
Approve the revision to the preliminary and final PUD, but disapprove request for buffer yard variance.

APPLICANT REQUEST
Revise Preliminary and Final PUD

A request to revise the preliminary and for final approval for a portion of a planned unit development district to permit the construction of 12,015 square feet of office space, and 16 residential units, including 80 parking spaces, and a variance from the required buffer yard.

PLAN DETAILS

Applicant proposes to construct 12,960 square feet of office space, which will be distributed among two separate structures, and 16 residential units. Residential units will be distributed among four separate structures. Two of the residential structures will consist of five three bedroom units, while the remaining two residential structures will consist of three single bedroom units each. The plan incorporates 80 parking spaces.

The preliminary PUD was approved for 12,015 square feet of office space and 16 residential units. Because the final plan calls for 12,960 square feet of office space, a revision to the preliminary is required. Also, due to Stormwater issues and Fire Department concerns, the layout of the final varies slightly from the approved preliminary plan, but the change does not conflict with the concept of the approved preliminary plat.

Access

The proposed development is not connected by a through street, but is divided into two individual sections. The southwestern section is accessed by Cloverland Road, and the northeastern section is accessed by two points along Old Hickory Boulevard. All streets within the development will be private.



Metro Planning Commission Meeting of 5/12/05

Future Phase

A portion of area along the southeastern corner of the PUD is proposed for future development. It will be accessed by the private drive off of Old Hickory Boulevard. Development of this area may require approval of an amendment to the PUD if the proposed development exceeds the Council approved preliminary PUD plan.

Variance Request

Buffer Yard

The applicant is requesting a variance from a C-3, 20' buffer yard that is required along the northwestern boundary between this PUD and the adjacent R40 zoning district. The applicant proposes to use a B-3, 10' buffer yard.

The applicant's written justification for the request is that buffer requirements for a stream which bisects the property limit development on the site. Furthermore, the applicant states that "the stream is much further west than Metro topo maps originally revealed," which required a different layout than what was on the approved preliminary. Because of the stream's true location, the applicant states that the approved preliminary can not be accomplished because it "won't fit."

Section 17.36.060.G.3 of the Zoning Code stipulates that among other criteria for development standards, PUDs must meet the landscape buffer yard standards of Chapter 17.24.

Section 17.24 establishes buffer yards standards designed to diminish the impact of varying uses and designs between adjacent properties and zoning districts. The PUD is classified with a MUL zoning. The adjacent property to the north is classified as R40. Table 17.24.230 stipulates that a "C" class buffer is required, Staff does not recommend that a variance be granted to this buffer requirement. was approved with a C-3, 20' buffer yard and the preliminary Pud originally.

**TRAFFIC
PUBLIC WORKS
RECOMMENDATION**

No Exceptions Taken



Metro Planning Commission Meeting of 5/12/05

STORMWATER RECOMMENDATION

1. Area to pond is not consistent, check numbers and revise as needed.
2. Area near Old Hickory Boulevard needs to be treated.
3. Provide flow summary for existing and proposed conditions.
4. Make sure that the pond is out of buffer areas.
5. Shorten outlet pipe and place the endwall at the edge of the buffer area.
6. Provide pond easement document.

RECOMMENDATION

Planning staff recommends that the request for revision to the preliminary and final PUD be approved, subject to the conditions below, and that the buffer yard variance be disapproved because no true hardship has been demonstrated. While the required stream buffer may limit development, it is not unique to the property, nor does it limit development to a point where a true hardship exists.

CONDITIONS

1. 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.
2. 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.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must



Metro Planning Commission Meeting of 5/12/05

include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.

4. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
6. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.



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

Planned Unit Development 2004P-024G-12
Christiansted Valley Subdivision
None
31 - Toler
2 - Blue
None
Lose and Associates, Inc., applicant, for Turnberry Homes, owner.
Deferred from the April 14, 2005, Commission meeting.

Deferral

Staff Reviewer
Staff Recommendation

Pereira
Approve with the condition that Stormwater Department comments are adequately addressed

APPLICANT REQUEST
Final PUD

Final approval of a Planned Unit Development on 20 acres located at 251 Holt Hills Road and Holt Hills Road (unnumbered), at the terminus of Palomar Court and Christiansted Lane, classified RS15 cluster lot, to permit 49 single-family lots.

PLAN DETAILS
Site Design & Access

The plan proposes 49 single-family lots at an extension of Palomar Court and Christiansted Lane. The current final PUD plans match the plans that were re-referred from Council and approved with conditions by the Commission on the December 9, 2004 meeting.

Original Plan

The original plan, approved by the Planning Commission at the September 24, 2004, Commission meeting, provided circuitous connectivity to the easternmost property line at the Holt Hills Road private roadway easement as is called for in the current Community plan. As part of the Southeast Community Plan update, the Planning Commission required that "special consideration" be given to this area with regards to traffic improvements and street connectivity. The street layout provided for non-direct connectivity of streets that would provide for traffic calming. These roadways, designated as local streets with 50 feet of right-of-way, were planned to eventually provide a necessary connection to Bradford Hills Drive.

Re-referred Plan from Council

Staff recommended disapproval of the preliminary PUD plan because it did not provide the required stub-out connection to the east (to Holt Hills Road). The re-



Metro Planning Commission Meeting of 5/12/05

Topography

referred plan from Council did not include the stub-out connection to the east, as is called for in the Southeast Community Plan. The final PUD plans are consistent with the plans approved by Council.

There are hillside/slope constraints associated with this subdivision proposal. The applicant is using the cluster option to reduce lot sizes so as to avoid areas of slope that exceed 25% slope.

PUBLIC WORKS' RECOMMENDATION

No Exceptions Taken.

STORMWATER DEPARTMENT COMMENTS:

Technical Review comments:

1. The detail needs to be updated for Pond 1 to show the revised weir elevation of 678.20. The calculations reflect this updated elevation.

2. The 100-year water surface elevation in the pond 1 must be the defining pond limit and should stay out of the lot lines. The 100-year elevation is 681.76' per the applicant's calculations and the 682' contour reaches into the lot lines. The applicant may want to define the 681.76' contour and ensure that the limits of the pond is out of the lots.

3. The applicant must specify the vegetation type (turf is preferred) and height (grass must be mowed when it reaches 8" tall) in the biofilter swale and show on detail. The design of the swale needs to be re-visited because the flow depth is too high (8.4"). Refer to PTP-05 for maximum flow depths.

4. Prior to final plat approval, the applicant must record the detention agreement.

5. The applicant must show the NOC number on the final PUD plans, and provide a copy of the NOC letter to the Stormwater Department.

CONDITIONS (if approved):

1. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to



Metro Planning Commission Meeting of 5/12/05

the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.

2. 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.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
4. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
6. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require re-approval by the Planning Commission.



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

Zone Change 2004Z-116G-06
2005P-017G-06
None
35 – Tygard
9 – Norris
R. Chris Magill Architects, Inc., applicant, for William S. O'Neil, A.W. Duke, Harold E. Cunningham, Eva D. and Herman M. Allen, Raymond F. Pyburn, and E.C. Gossett, owners.

Staff Reviewer
Staff Recommendation

Swaggart
Defer until design of the associated PUD plan is consistent with area policy, and, a complete TIS and Feasibility Study has been reviewed and approved by Public Works.

APPLICANT REQUEST

A request to change approximately 10.57 acres, located at 7751, 8042, 8050, and 8100 Highway 100, and 7821, 7749, and 7751 Old Harding Pike from RS40 to CL district.

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
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.

BELLEVUECOMMUNITY 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.

CC Policy

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



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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 are commonly shallow, or non-existent.
- Sidewalks are essential and should be wide in order to ease pedestrian traffic.
- Loading areas are usually “alley-loaded” buildings with off street parking located to the rear and side of buildings, and not in front.
- 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, and seamless transition from one area to the other.

Policy Conflict

Yes. As proposed, the associated PUD plan is typical of suburban type development, and does not incorporate any of the design standards associated with the CC policy. Although the proposed uses are consistent with uses that can be found within CC policy that will adequately serve the local area, the design utilizes buildings with deep setbacks, large-area front parking,



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and an inadequate pedestrian network, which is not in keeping with the “Main Street” concept.

TRAFFIC PUBLIC WORKS’ RECOMMENDATION

A Traffic Impact Study is required prior to rezoning and approval of the associated PUD. The Traffic Engineer has been informed that the TIS submitted does not satisfy the policy for TIS standards and scope as established by Planning and Public Works. Conditions cannot be prepared without the requested analysis.

Typical Uses in Existing Zoning District: RS40

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)	10.57	0.93	10	125	17	14

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)	10.57	0.165	75,971	5554	133	524

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
--				5529	116	510

Maximum Uses in Existing Zoning District: RS40

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)	10.57	0.93	10	125	17	14

Maximum 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)	10.57	0.60	276,257	13096	288	1225

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

Land Use (ITE Code)	Acres	--	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				12971	271	1211



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

Planned Unit Development 2005-P-017G-06
Shoppes on the Harpeth
2004Z-116G-06
35 – Tygard
9 – Norris
Chris Magill, applicant for William S. O’Neil, A.W. Duke, Harold E. Cunningham, Eva D. and Herman M. Allen, Raymond F. Pyburn, E.C. Gossett, property owners.

Staff Reviewer
Staff Recommendation

Swaggart
Defer until applicant coordinates with applicants for the adjacent development (Harpeth Village) to ensure that this proposal will not lose the connection to the east and, it is consistent with the adjacent development. Staff recommends that the PUD be approved only if it is designed to be consistent with the adjacent Harpeth Village development. If the Commission chooses to approve the request, then staff recommends the conditions listed below.

APPLICANT REQUEST
Final PUD

A request for preliminary approval of a Planned Unit Development district located at 7751, 8042, 8050, and 8100 Highway 100, and 7821, 7749, and 7751 Old Harding Pike (10.71 Acres), to permit 7,000 sq. ft. of bank space, 12,400 sq. ft. of restaurant space, and 34,500 sq. ft. of retail space.

PLAN DETAILS

As proposed, the development will be anchored by a large retail building with two smaller retail buildings, two banks and three restaurants with a total of 53,900 sq. ft. of commercial development.

The proposal is within a Community Center policy intended to serve local consumer needs. Its design and layout are not consistent with area policy guidelines. The design utilizes buildings with deep setbacks, large-area front parking, and an inadequate pedestrian network, which is not in keeping with the “Main Street” concept.

Access/Connections

As proposed, access will be provided along Old Harding Pike and Highway 100, with connections to the adjacent Walgreen’s development to the west, and a recently approved PUD (Harpeth Village) to the east.



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**TRAFFIC
PUBLIC WORKS'
RECOMMENDATION**

TIS is required prior to the associated rezoning.

**STORMWATER
RECOMMENDATION**

Stormwater has approved the Preliminary plan, but notes that the proposal does not indicate any visible water quality area, and that wetlands might be located on the property.

RECOMMENDATION

On March 10, 2005, the Commission recommended approval of the adjacent Harpeth Village PUD despite staff concerns that the PUD was not consistent with Community Center (CC) policy. The current proposed PUD also is not consistent with CC policy. If the plan is revised to be consistent with the final Harpeth Village PUD, however, then staff could recommend approval.

Applicants for the Harpeth Village development have stated that they are in the process of revising their plans to include the Commission's conditions of approval, as well as some other staff recommendations. The applicants for the present proposal should work with Harpeth Village to ensure that the proposed connection is retained and that this new PUD is consistent with the Harpeth Village project.

Staff recommends that this request be deferred until such time that both developments have had time to coordinate to ensure that the connection is not lost and that they are compatible.

If the connection is lost, and the development is not only inconsistent with policy standards, but also not in keeping with the adjacent development, then staff recommends that the request be disapproved.

If the Commission chooses to approve this request, then staff recommends that it be approved with conditions.



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CONDITIONS

1. Because sidewalks are located along one side of the street only, all sidewalks must be at least 6 ft. in width, with a 4 ft planting strip between the sidewalk and the street.
2. A sidewalk must be provided along the street connection with the adjacent Walgreen's development to the west.
3. All medians within intersections must provide adequate and safe crossing, as well as, be ADA compliant.
4. All signs shall be monument type signs, not to exceed 5 ft. in height. No free standing sign shall be allowed along Old Harding Pike.
5. Connection with east and west adjacent property must be maintained.
6. Although water quality devices are not identified on the preliminary, Stormwater review of the final may determine that some type of water quality device is needed requiring minor or even significant changes. Significant changes that meet certain thresholds specified in Section 17.40.120 of the Metro Zoning Code will require Council approval.
7. 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.
8. 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



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owners' signatures, to the Planning Commission staff for review.

9. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-054U-13
None
29 – Wilhoite
6 - Awipi
Coleman Lake Partners, LLC, purchaser, for James R. Jones, Russell Jones and Melvin Jones, owners.

Staff Reviewer
Staff Recommendation

Pereira
Approve

APPLICANT REQUEST

Request to change 15.61 acres from AR2a to RM9 (8.7 acres) and RS5 (6.91 acres) district property, located at 2801 Smith Springs Road, 2803 Smith Springs Road, Starboard Court (unnumbered), and Starboard Drive (unnumbered).

Existing Zoning
AR2a district:

Agricultural/residential requires a minimum lot size of 2 acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one unit per 2 acres. Under AR2a zoning, eight lots would be permitted.

Proposed 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. The proposed RS5 district would permit 51 single family lots.

RM9 district:

RM9 is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre. The proposed RM9 district would permit 78 multifamily units.

**ANTIOCH-PRIEST LAKE
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

No. The proposed RM9 zoning is consistent with the highest density allowed by Residential Medium policy, and the Antioch-Priest Lake plan calls for upper density along arterials and collector streets (Smith Springs



Metro Planning Commission Meeting of 5/12/05

Road is classified as an arterial – U4). The portion of the property requested for RS5 zoning is located on the southern part of this site, contiguous with an existing, largely single family area, zoned R10. RS5 density allows 7.42 units per acre, also consistent with RM policy.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exception Taken. A TIS or access study may be required at development.

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)	15.61	0.5	7	90	15	10

Typical Uses in Proposed Zoning District: RM9

Land Use (ITE Code)	Acres	Density	Total	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/townhome (230)	8.7	9	78	518	43	49

Typical Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	6.91	7.42	51	562	46	59

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
--				990	74	98

METRO SCHOOL BOARD REPORT

Projected student generation

16 Elementary 11 Middle 9 High

Schools Over/Under Capacity

Students would attend Lakeview Elementary School, Kennedy Middle School, or Antioch High School. Lakeview Elementary has been identified as being overcrowded by the Metro School Board. Lakeview Elementary and Antioch Middle School have capacity within the school cluster, but Antioch High School does not. Glenciff is an adjacent cluster with capacity. This information is based upon data from the school board last updated February 3, 2005.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-055U-12
None
30 - Kerstetter
2 - Blue
The Metro Planning Department, applicant for various property owners.

Staff Reviewer
Staff Recommendation

Pereira
Approve without conditions

APPLICANT REQUEST

Request to change 92.59 acres from R10 to RS40 district properties located on Haywood Lane.

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
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.

CRIEVE HALL/TUSCULUM COMMUNITY PLAN POLICY

Residential Low (RL)

RL policy is intended to conserve large areas of established, low density (one to two dwelling units per acre) residential development. The predominant development type is single-family homes.

The Planning Department initiated this application at the request of various property owners because these parcels fall within a special policy area of the community plan that calls for the rezoning of the R10 district to RS40, and because R10 does not fit the RL policy. The community wanted to see this area of large lots conserved and the Planning Commission concurred when the new community plan was adopted in 2004.

Policy Conflict

The proposed RS40 district *is* consistent with the RL policy.

Existing Lots

Out of the 26 parcels included in this rezoning request, 1 is currently developed with a two-family structure.



Metro Planning Commission Meeting of 5/12/05

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exception Taken:

1. Additional Right-of-way dedication and/or reservation may be required along existing street(s) at development.

Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total Number of Lots Allowed	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	92.59	3.7	353	3295	257	331

Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total Number of Lots Existing	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	92.59	3.7	25	290	27	31

Typical Uses in Proposed Zoning District: RS40

Land Use (ITE Code)	Acres	Density	Total	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	92.59	0.93	86	898	70	93

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
--			61	608	43	62

METRO SCHOOL BOARD REPORT

Projected student generation

The proposed rezoning decreases the allowable density for these properties and will not have significant impact on the area schools.

Schools Over/Under Capacity

Students would attend Haywood Elementary School, McMurray Middle School, or Overton High School. All three schools have been identified as having capacity by the Metro School Board.

CONDITIONS

Planning staff does not recommend that the Commission include the Public Works recommendation as a condition.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-058U-05
None
6 – Jameson
5 – Hunt
Donelson Construction and Development, applicant for Gary Lee Tussing, owner.

Staff Reviewer
Staff Recommendation

Pereira
Approve

APPLICANT REQUEST

Request to change 0.12 acres from Commercial Neighborhood (CN) to Mixed Use Limited (MUL) district zoning located at 1516 Ordway Place, west of North 16th Street.

Existing Zoning
CN district:

Commercial Neighborhood is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

Proposed Zoning
MUL district:

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

**EAST NASHVILLE
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.

RM Area 5G in Subarea 5 Plan

RM policy also applies to this entire subsection of the East Nashville Community Plan.

It should be noted that the East Nashville Community Plan is currently undergoing an update, but has not yet been approved by the Planning Commission. The draft plan calls for a Neighborhood Center policy for this parcel.

Policy Conflict

The proposed MUL is in partial conflict with the existing RM policy of the East Nashville Community Structure Plan, and RM Area 5G in the same plan, because MUL allows restaurant, retail, and office uses.



Metro Planning Commission Meeting of 5/12/05

MDHA and Historical Commission Consideration

However, the proposed MUL district is not in conflict with the draft policy for the site, Neighborhood Center.

This parcel also falls within the Five Points Redevelopment District Plan, overseen by MDHA, and is categorized as a historic property on the National Register, overseen locally by the Metro Historical Commission.

In the opinion of MDHA and the Historical Commission staff, the site's land uses are legally limited to only those uses allowed by both zoning and the Five Points Redevelopment District land use plan. The MDHA plan is more restrictive than straight MUL zoning regarding land uses, and has the effect of precluding the more intensive uses allowed by a straight MUL district, including a fast food restaurant, automobile parking, a mobile storage unit, or a car wash. MDHA and Historical staff also consider the design guidelines of the Five Points Plan to be sufficiently restrictive so as to ensure appropriate design for the site, staying consistent line with the established neighborhood character.

Staff recommends approval of the requested MUL zoning because it is consistent with the MDHA Five-Points Redevelopment Plan and that Plan restricts the uses available on the property under MUL zoning

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exceptions Taken

Typical Uses in Existing Zoning District: CN

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	0.12	0.302	1,578	455	13	41

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
Gas Station W/Convenience Market (853)	0.12	0.088	460	389	21	28



Metro Planning Commission Meeting of 5/12/05

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
--	0.12			-66	8	-13

Maximum Uses in Existing Zoning District: CN

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.12	0.25	1,307	47	6	81

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Gas Station With Convenience Market (853)	0.12	0.2*	1,045	884	48	64

*Adjusted as per use

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
--				837	42	17

METRO SCHOOL BOARD REPORT

Projected student generation*

1 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Ross Elementary School, Bailey Middle School, or Stratford High School. All three schools have been identified as having capacity by the Metro School Board. This information is based upon data from the school board last updated February 3, 2005.

*School generation numbers are based on a 4 units at 1,000 square feet each.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-063U-10
None
21 – Whitmore
8 – Harkey
Phil Pace of Floreat, Inc., optionee, for Stephen Browne of Records Browne, LLC, owner.

Staff Reviewer
Staff Recommendation

Pereira
Approve without conditions

APPLICANT REQUEST

Request to change 4.48 acres from Industrial Restrictive (IR) to Office/Residential Intensive (ORI) district property located at 3000 Charlotte Avenue, west of 28th Avenue North.

Existing Zoning
IR district:

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

Proposed Zoning
ORI district:

Office/Residential Intensive is intended for high intensity office and/or multi-family residential uses with limited retail opportunities.

SUBAREA 10 COMMUNITY PLAN POLICY

Industrial and Distribution (IND)

IND policy is intended for existing and future areas of industrial and distribution development. Most types of industrial and distribution uses are found in this policy category including: storage, business centers, wholesale centers, and manufacturing. Certain support uses such as sales, service, and office facilities will also be present in IND areas. 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.

IND Area 14A in Subarea 10 Plan

This area intends for uses allowed in IND policy.

Green Hills/Midtown Community Plan update

This community plan is currently undergoing an update, but has not yet been approved by the Planning Commission. This parcel falls within Special Policy Area #1 of the *draft plan update*, which calls for a transition to a Mixed Use policy in areas of existing Industrial policy if and when the proposed street



Metro Planning Commission Meeting of 5/12/05

Policy Conflict

connecting 31st Avenue North to 28th Avenue North is implemented.

The ORI zoning is partially consistent with the current IND policy, as it allows office and limited retail opportunities, but the IND policy does not call for multi-family residential uses, which are allowed in the ORI district. Despite this inconsistency with policy, there are several parcels nearby to the east which are zoned MUL, including one that was rezoned to MUL by Metro Council within the past month.

RECENT REZONINGS

Properties located at 28th Avenue North and Charlotte Avenue were approved for a rezoning from IR to MUL at the January 13, 2005 Planning Commission meeting, and were approved on 3rd reading by the Metro Council on March 15, 2005.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

1. A TIS may be required at development.
2. Additional right-of-way dedication and/or reservation may be required along existing street(s) at development.

Typical Uses in Existing Zoning District: IR

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	4.48	0.596	116,309	779	92	74

Typical Uses in Proposed Zoning District: ORI

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	4.48	0.497	96,988	1300	183	188

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
--	--			521	91	114



Metro Planning Commission Meeting of 5/12/05

Maximum Uses in Existing Zoning District: IR

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Light Industrial (110)	4.48	0.6	117,089	773	49	5

Maximum Uses in Proposed Zoning District: ORI

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	4.48	3.0	585,446	5219	766	735

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

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--		--		4446	717	730

METRO SCHOOL BOARD REPORT

Projected student generation*

48 Elementary 21 Middle 24 High

Schools Over/Under Capacity

Students would attend Park Avenue Elementary School, Bass Middle School, or Pearl-Cohn High School. Park Avenue has been identified as being full by the Metro School Board, and there is no capacity at another middle school within this cluster. Both Bass Middle School and Pearl-Cohn High School have been identified as having capacity by the Metro School Board. This information is based upon data from the school board last updated February 3, 2005.

*School generation numbers are based on 351 units at 1,500 square feet each.

Fiscal Liability

The Metro School Board reports that due to the overcrowded condition of the school impacted by this proposed rezoning and the lack of capacity of other schools within the cluster, approval of the rezoning and the development permitted by the rezoning will generate a capital need liability of approximately \$576,000 for additional school capacity in this cluster not presently programmed in the 10 year school capital plan. This estimate is based on maintaining current school zone boundaries.

CONDITIONS

Planning staff does not recommend that the Commission include the Public Works recommendations as conditions.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-064U-08
None
19 - Wallace
1 - Thompson
John Nelson of Tennessee Real Estate Development Corporation, applicant for owners, Jesse B. and Sue Ellen Cole.

Staff Reviewer
Staff Recommendation

Pereira
Approve

APPLICANT REQUEST

Request to change 0.36 acres from Industrial Restrictive (IR) to Mixed Use Neighborhood (MUN) district property, at 510 Madison Street, located on the northeast corner of 6th Avenue North and Madison Street.

Existing Zoning
IR district:

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

Proposed Zoning
MUN district:

Mixed Use Neighborhood is intended for a low intensity mixture of residential, retail, and office uses.

**NORTH NASHVILLE
COMMUNITY PLAN POLICY**

Neighborhood Urban (NU)

NU is intended for fairly intense, expansive areas that are intended to contain a significant amount of residential development, but are planned to be mixed use in character. Predominant uses in these areas include a variety of housing, public benefit uses, commercial activities and mixed-use development. 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.

**Germantown Detailed
Neighborhood Design Plan**
*Mixed Live/Work in Neighborhood
Urban*

MLW is intended for primarily residential uses, while providing opportunities for small commercial establishments, mostly home-run professional or retail services.



Metro Planning Commission Meeting of 5/12/05

Mixed Use in Neighborhood Urban

MU is intended for buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and/or residential above.

The Germantown DNDP also intends that on corner lots in Mixed Use areas, structures should be built to the sidewalk to provide a “Main Street” layout, and on-street parking should be provided wherever feasible.

Policy Conflict

The proposed MUN zoning is consistent with both the *Mixed Live/Work in Neighborhood Urban* and the *Mixed Use in Neighborhood Urban* policies, as it calls for a low intensity mixture of residential, retail, and office uses.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

A TIS may be required 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
General Light Industrial (110)	0.36	0.561	8,797	61	8	9

Maximum Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.36	0.60	9,409	215	29	90

Typical Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail Center (814)	0.36	0.169	2,650	151	28	129

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
--				90	20	120



Metro Planning Commission Meeting of 5/12/05

METRO SCHOOL BOARD REPORT

Projected student generation*

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Eakin Elementary School, West End Middle School, or Hillsboro High School. All three schools have been identified as having capacity by the Metro School Board. This information is based upon data from the school board last updated February 3, 2005.

*School generation numbers are based on a 6 units at 1,000 square feet each.



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

Zone Change 2005Z-066G-12
None
None
32– Coleman
2 – Blue
Dale & Associates, applicant for Cane Ridge Farms, LLC, owner.

Staff Reviewer
Staff Recommendation

Harris
Approve with condition that infrastructure deficiency issues may be required to be addressed at preliminary platting stage.

APPLICANT REQUEST

Rezone 57.95 acres from agricultural/residential (AR2a) to residential single-family (RS10) district at Cane Ridge Road (unnumbered).

Existing Zoning
AR2a district

Agricultural/residential requires a minimum lot size of 2 acres and is 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. This zoning district would permit approximately 25 homes total on this site.

Proposed Zoning
RS10 district

RS10 requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. The proposed zoning district would permit approximately 214 homes total on this site.

SOUTHEAST COMMUNITY PLAN

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.

Policy Conflict

No. The proposed RS15 district is consistent with the Southeast Community Plan’s RLM policy intended for residential development at a density of two to four dwelling units per acre.



Metro Planning Commission Meeting of 5/12/05

Infrastructure Deficiency Area

This property is located within an infrastructure deficiency area for transportation and schools. The transportation infrastructure deficiency grid was applied and Cane Ridge at this location scored a “7”. The property is located on a “fair segment of a fair road” and would provide 50% of a required street connection (approximately 1,026 of approximately 1,666 feet in length), as identified in the Community Plan. Cane Ridge Road is intended to be a collector at this location with only 18’ of pavement existing and 40’ of existing right of way.

Proper road improvements should be considered at the development stage. Staff recommends that the Commission consider the conditions of the roadway prior to making their recommendation. A seven on the transportation deficiency grid, however, generally does not require disapproval of the proposed development under the Planning Commission’s adopted policy for infrastructure deficiency areas.

In addition to road infrastructure deficiencies, the Southeast Community Plan notes that “[i]nadequate 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. Because the school board has programmed for new schools in this area, staff does not recommend disapproval of the requested rezoning based on school deficiencies.

RECENT REZONINGS

Parcels to the south were rezoned from AR2a to RS10 in May 2004, by Metro Council. The Planning Commission recommended approval in March 2004.

PUBLIC WORKS’ RECOMMENDATION

A TIS is required at development. Direct access to Cane Ridge may be prohibited.



Metro Planning Commission Meeting of 5/12/05

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	76.94	0.5	38	424	36	45

Maximum Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	Density per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	76.94	3.7	285	2725	209	276

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
--			247	2301	173	231

METRO SCHOOL BOARD REPORT

Projected student generation

37 Elementary 31 Middle 27 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 overcrowded by the Metro School Board. There is capacity at another elementary and middle school within the cluster and capacity at another high school in an adjacent cluster (Glenclyff). This information is based upon data from the school board last updated February 3, 2005.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-068U-13
None
33 - Bradley
6 - Awipi
Gary Whaley, Signature Homes, applicant for owners,
Patsy Hedgepath, Mary E. Wilson, etal.

Staff Reviewer
Staff Recommendation

Pereira
Disapprove

APPLICANT REQUEST

Request to change 4.8 acres from Agricultural and Residential (AR2a) to Multi-family residential (RM15) district property located at 5505 and 5515 Mount View Road, approximately 450 feet east of Baby Ruth Lane.

Existing Zoning
AR2a zoning:

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 would permit 2 lots on this property.

Proposed Zoning
RM15 zoning:

RM15 is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. The RM15 district would permit a maximum of 72 units on this property.

**ANTIOCH-PRIEST LAKE
COMMUNITY PLAN POLICY**

Neighborhood General (NG)

NG is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. 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.

The NG policy also requires that residential development other than single family be supported by a special policy or detailed neighborhood design plan. An example would be townhomes located along busy streets that connect a Neighborhood Center to a Community Center.



Metro Planning Commission Meeting of 5/12/05

Policy Conflict

Yes. The proposed RM15 zoning is inconsistent with the Neighborhood General policy, due to the high density multifamily development that it allows, and since there is not a PUD overlay or UDO district associated with this rezoning. The NG policy calls for a mixture of housing types with any rezoning that allows greater than a RS20 density. The RM15 zoning is also not supported by any special policy or DNDP in this area, and the site has some moderately steep slopes that make any multifamily residential development difficult for this particular site.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

A TIS may be required 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
General Light Industrial (110)	0.36	0.561	8,797	61	8	9

Maximum Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.36	0.60	9,409	215	29	90

Typical Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail Center (814)	0.36	0.169	2,650	151	28	129

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

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--		--		90	20	120

METRO SCHOOL BOARD REPORT

Projected student generation

6 Elementary 4 Middle 3 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



Metro Planning Commission Meeting of 5/12/05

overcrowded by the Metro School Board. Maxwell Elementary and Antioch Middle School have capacity within the school cluster, but Antioch High School does not. Glenciff is an adjacent cluster with capacity. This information is based upon data from the school board last updated February 3, 2005.



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

Zone Change 2005Z-069U-09
None
2005UD-004U-09
19 - Wallace
7 - Kindall
Mitchell Pollard and Gregory Pollard, owners.

Staff Reviewer

Pereira

Staff Recommendation

Approve with the associated Urban Design Overlay.

APPLICANT REQUEST

Request to change 0.41 acres from Residential Single-Family (RS3.75) to Multi-Family Residential (RM20) district property located at 1002 Warren Street, 1010 A and 1010 B Jackson Street, 1008 Jackson Street, and 1006 Jackson Street.

Existing Zoning
RS3.75 zoning:

RS3.75 requires a minimum 3,750 square foot lot and is intended for single-family dwellings at a density of 9.87 dwelling units per acre.

Proposed Zoning
RM20 zoning:

RM20 is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre.

DOWNTOWN 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

The development density allowed by the proposed RM20 zoning (20 units/acre) exceeds the development density allowed by RM policy (4-9 units/acre). Though inconsistent with the policy, the Park Place Court Urban Design Overlay has been submitted for this site, which proposes 8 units fronting Jackson and Warren Streets, as well as Hope Gardens Metro park to the north. The applicant has worked judiciously with the Planning Department and MDHA to follow their design guidance, and to design a plan consistent with the overall intent of the RM policy in the area.



Metro Planning Commission Meeting of 5/12/05

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exception Taken.

Typical Uses in Existing Zoning District: RS3.75

Land Use (ITE Code)	Acres	Density per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.41	9.89	4	54	13	6

Maximum Uses in Existing Zoning District: RM20

Land Use (ITE Code)	Acres	Density per Acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo./townhome (230)	0.41	20	8	74	7	8

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
--				20	6	2

METRO SCHOOL BOARD REPORT

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Eakin Elementary School, West End Middle School, or Hillsboro High School. All three schools have been identified as having capacity by the Metro School Board. This information is based upon data from the school board last updated February 3, 2005.



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

Urban Design Overlay 2005UD-004U-09
Park Place Court
2005Z-069U-09
None
19 - Wallace
7 - Kindall
Charles Dean of Dale & Associates, applicant, for Mitchell Pollard and Gregory Pollard, owners.

Staff Reviewer
Staff Recommendation

Pereira
Approve with conditions, including Public Works' conditions, and the condition that final Stormwater technical review comments be adequately addressed on a revised set of plans.

APPLICANT REQUEST
Preliminary UDO

A request for preliminary approval of an Urban Design Overlay district located at 1002 Warren Street and 1006, 1008, 1010A and 1010B Jackson Street, (.41 acres), to permit 8 single-family units.

PLAN DETAILS
Site Design

The site is located on the northeast corner of Jackson Street and Warren Street in the downtown subarea. Four units front on Warren Street, 2 front on Jackson street, and 2 front on the Hope Gardens Metro Park located on the UDO's north side. Each unit has a front, wrap-around porch, and behind all the units on the inside of the UDO, there is a common open space with internal sidewalk connections to each unit and the parking area to the east.

Landscape buffers

The Code-required B landscape buffers on the eastern and northern limits of this property (due an RM20 district abutting a RS3.75 district) have been omitted and replaced by plantings to be implemented in the park and as internal landscaping within the UDO.

Setbacks

The Code-required front setbacks for RM20 zoning on a nonarterial street is 60 feet, and this standard would normally apply. However, under this UDO, the plan proposes a 10 foot front setback on both Warren and Jackson Streets to provide a solid streetscape.

Parking

Eleven parking spaces have been provided at the rear (eastern) side of the UDO boundary, angled acutely



Metro Planning Commission Meeting of 5/12/05

UDO standards and conditions

towards the south along an existing alley (9 parking spaces are required). In addition, six feet of right-of-way has been dedicated to the existing alley, as per the Public Works' condition. *The exact final parking configuration must meet Public Works' conditions*, as outlined below, including a minimum queuing distance of twenty feet to be provided along all access drives between the street right-of-way line and the nearest parking space.

The applicants have worked with the Planning Department to follow specific design guidelines for this project, and where not complying with regular requirements of the Code, they have received the consent of Planning staff. All UDO standards that are noncompliant with the Metro Code must be noted on the plans. The following conditions of approval apply:

1. **Building Height:** The maximum building height shall not to exceed 2 ½ stories.
2. **Porches:** The minimum depth shall be 6 feet. Where houses are on the corners of streets and other public open space, wrap around porches shall be incorporated.
3. **Parking area screening:**
 - a. Parking must not be visible from public streets, except for alleys, and shall be screened with a 3 ft. year round screen (specify bed width if different from code.)
 - b. Parking shall be screened from interior courtyard.
4. **Landscape buffers:**
 - a. In lieu of the required B buffer yard on the east side of property, plant material shall be distributed throughout the site, and a landscaping plan that addresses this must be jointly approved by the Metro Planning and Parks Departments.
 - b. In lieu of the required B buffer yard to the north of the property, plant material shall be distributed throughout the adjacent park and a landscaping plan that addresses this must be jointly approved by the Metro Planning and Parks Departments.
5. A 5' sidewalk shall be shown along the parking area.



Metro Planning Commission Meeting of 5/12/05

6. A 5' sidewalk shall be located on the park side of the northern property line (this must be coordinated with the Metro Parks Department). Maintenance of this sidewalk shall be the responsibility of the applicant. A note shall be added to the plans indicating this, and it must reference the restrictive covenant number, to be recorded by final UDO stage.
7. There is a requirement for a minimum raised foundation of 24 inches.
8. **Architectural Treatment Standards:**
 - a. Vinyl siding is prohibited.
 - b. Windows: With the exception of transoms, windows shall be square or vertically proportioned and rectangular in shape with vertically proportioned or square sashes and panes. Windows should not be flush mounted to the exterior of the façade.
 - c. Muntins, if installed, shall be true divided lites or simulated divided lites on both sides of the window. Snap-in type muntins are prohibited.
 - d. Shutters, if installed, shall be sized and shaped to match their openings.

METRO PUBLIC WORKS' CONDITIONS

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

1. Dedicate ½ of standard alley right-of-way on alley #565 and install 18 feet of pavement along property frontage.
2. Show passenger car turning template for turning movements for off-alley parking. Parking as shown does not appear to work.
3. Identify garbage/waste management pickup plan.
4. Show parking wheel stop, or other device, to prevent overhang of parked cars on proposed sidewalk
5. No portion of any required parking space shall be located within the right-of-way of a street or alley.



Metro Planning Commission Meeting of 5/12/05

6. For parking areas with ten or more spaces, a minimum queuing distance of twenty feet shall be provided along all access drives between the street right-of-way line and the nearest parking space.

7. Revise the parking layout to configure parking spaces at an angle to the north, away from Jackson Street, as per the requirements of Section 17.20.060 of the Metro Zoning Ordinance. This configuration must comply with the stall depth and driveway width standards as per Table 17.20.060 (90 degree angle parking requires 24 feet of driveway width, 65 degree angle parking requires 17 feet of driveway width, etc.).

METRO STORMWATER RECOMMENDATION

1. Plans in line for technical review.

Note: Stormwater Department has indicated that minor comments on water detention areas are forthcoming. Revised plans must adequately address these minor comments.

CONDITIONS (if approved):

1. 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.
2. A maximum of one sign identifying the development may be permitted not to exceed 4 feet in height and 20 square feet in area. Sign shall be set back in line with the proposed building setbacks.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. 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.



Metro Planning Commission Meeting of 5/12/05

5. UDO plans must comply with the design conditions of Planning Department staff, as noted above.
6. UDO plans must comply with Public Works' requirements of approval, as noted above.
7. UDO plans must adequately address the final Stormwater technical review comments.



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

Zone Change 2005Z-070G-13
2005P-016G-13, Meroney Property PUD
None
32 - Coleman
6 - Awipi
Wamble & Associates, applicant, for Kenneth Meroney, owner

Staff Reviewer
Staff Recommendation

Fuller
Approve with the associated Planned Unit Development

APPLICANT REQUEST

Rezone 17.37 acres of Agricultural/residential (AR2a) to Residential single-family (RS10) district property, located at 3681 Hamilton Church Road, east of Hobson Pike.

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 the existing AR2a district, 9 lots would be permitted.

Proposed Zoning
RS10 district

RS10 requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre.

**ANTIOCH/PRIEST LAKE
COMMUNITY PLAN POLICY**
Neighborhood General

NG is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. 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.

Policy Conflict

No. This zone change request is consistent with the NG policy because, the associated Planned Unit Development district insures that the layout of the streets and lots conforms to the policy. The plan provides an interconnected street network and the open space is provided in appropriate locations.



Metro Planning Commission Meeting of 5/12/05

RECENT REZONINGS

There have been many rezonings and subdivision developments in this area over the past several years. The property adjoining to the east and the south was rezoned to RS10 by BL2002-1148 in 2002 and was commonly referred to as “Windhaven Shores.”

TRAFFIC PUBLIC WORKS’ RECOMMENDATION

No exceptions taken.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached	17.37	0.5	9			

Maximum Uses in Existing Zoning District: RS10/PUD

Land Use (ITE Code)	Acres	Density per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached	17.37	3.7	46*			

*number of lots proposed in associated PUD

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
--			+37			

METRO SCHOOL BOARD REPORT

Projected student generation

11 Elementary 9 Middle 8 High

Schools Over/Under Capacity

Students would attend Mt.View Elementary School, Kennedy Middle School, and Antioch High School. All three have been identified as being over capacity by the Metro School Board. There is capacity at other elementary and middle schools within the cluster, but not at other high schools. There is high school capacity in the adjacent Glencliff cluster. This information is based upon data from the school board last updated February 3rd, 2005.



Project No.	Planned Unit Development 2005P-016G-13
Project Name	Meroney Property
Associated Case	2005Z-015U-12
Council Bill	None
Council District	32 - Coleman
School District	6 - Awipi
Requested by	Wamble & Associates, applicant, for Kenneth Meroney, owner.

Staff Reviewer	Fuller
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Preliminary PUD

Request for preliminary approval for a Planned Unit Development district located at 3681 Hamilton Church Road, east of Hobson Pike, classified AR2a and proposed for RS10, (17.37 acres), to permit 46 single-family lots.

PLAN DETAILS

Site Design

This subdivision completes Pin Oak Drive, which connects Hamilton Church Road to Pin Hook Road on the south.

Stormwater

Prior to final PUD approval, this project will need an approval from the Stormwater Management Appeal Board for the road crossing the stream. A larger buffer around the stream may be required. The minimum stream buffer width is 60 feet. There are some sections that are less than 60 feet. All of these sections are in open space and should not affect lot layout or roadways.

Water and Sewer

A sewer pump station and force main improvements may be required.

Fire Marshal's Office

1. No part of any building shall be more than 500 feet from a fire hydrant via an approved hard surface road.
2. Fire hydrants shall flow at least 1,000 gallons per minute at 40 PSI.
3. Dead end roadways over 150 feet in length require a 100-foot diameter turnaround or a temporary turnaround approved by the Fire Marshal's Office.



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PUBLIC WORKS' RECOMMENDATION

Traffic

Approvals are subject to Public Works of construction plans submitted with their final PUD.

The minimum elevation of public streets shall be a minimum of one foot above the 100-year flood plain elevation.

1. Construct a three lane cross section on Hamilton Church Road along the length of the property frontage.
2. Install a 2-way center turn land on Hamilton Church Road with transitions per AASHTO standards.
3. Provide adequate sight distance at access road and Hamilton Church Road.
4. Construct access road with 2 exit lanes with a minimum of 100 feet of storage.

CONDITIONS

1. 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.
2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.



Project No.
Project Name

Subdivision 2004S-158G-12
Waterford Estates (Formerly Cane Ridge Estates)

Associated Cases
Council District
School District
Requested By

Previous approval of 6/10/04
32 - Coleman
2 - Blue
Dotson & Thomasson, developer, and Dale & Associates, engineer.

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions

APPLICANT REQUEST
Preliminary Plat

A request to revise a condition of approval on a preliminary subdivision plat of 30.6 acres into 74 lots using the cluster lot option, at a proposed density of 2.4 units per acre.

The plat was conditioned that grading could not take place until the final plat was approved by the Planning Commission. The grading plans for the project have been approved by Metro Stormwater, and all state approvals have been obtained, and the applicant now desires to begin grading.

A similar preliminary plat for 86 lots was approved on this site 8/22/02, entitled Cane Ridge Estates. The property is located on the east side of Cane Ridge Road, opposite the Cane Ridge Farms Subdivision.

ZONING
RS15 District

RS15 district requiring a minimum lot size of 15,000 square feet and intended for single family dwellings at a density of 2.47 dwelling units per acre.

CLUSTER LOT

Applicant proposes to reduce lots two (2) base zoning districts, from RS15 (minimum 15,000 sq. ft. lot) to RS7.5 (minimum 7,500 sq. ft. lot). The proposed lots range in size from 7,500 sq. ft. to 13,400 sq. ft. The plan sets aside 33.4% (11.01 acres) in open space.

SUBDIVISION DETAILS
CURRENT

Plans for lot layout, grading, storm drainage and water quality features (including buffer yard designations) have been approved by Metro Stormwater. Permits from the State of Tennessee, Department of



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Environment and Conservation and the Us Army Corps of Engineers have been obtained for road crossings and utility line crossings of streams and alterations of wet weather conveyances. The plans match the preliminary plat that was approved by the Planning Commission on June 10, 2004. Staff recommends removing the condition to hold grading permits until final plat approval because the applicant has met the intent of the condition with this request.

STAFF REPORT FROM 6/10/04

The strip of land that abuts the south side of Cane Springs Road and runs approximately 580 feet starting at the project entrance on Cane Ridge Road and extending east is being dedicated by the plat as right-of-way. This dedication will make possible future access or utility connections for property to the south. It is not a “spite strip.”

Blue Line Stream

The plan has been revised to account for blue line stream, or drain, traversing the property. Concern about these blue line streams was raised during the review of the Cane Ridge Estates plat in 2002, and staff indicated that a redesign would most likely be necessary. The applicant is showing a 60-foot buffer around the drain. This means that the stream is only 10 feet wide with 25-foot buffers on each side. On the grading plans and the final plat, the applicant will be required to show the top of the bank and the stream buffer. If the drain turns out to be more than 10-feet wide and causes the encroachment of the buffer into the lots, some of the lots may be lost. Lots cannot encroach into the buffers.

Spring House

Concern was raised during the last review over a natural spring that is located in the vicinity of the Cane Springs Road/Springhouse Way intersection, adjacent to lots 273 and 274. This plat makes reference in that the spring will be protected by temporary fencing during construction. Crossing of the springbed must be approved by TDEC before construction begins. There is great concern about this spring as it feeds a well and a pond on the adjacent neighbor’s property (Mark W. and Carol A. Dugger).



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Southeast Parkway

The previous approval of Cane Ridge Estates included a condition that until more details have been presented about the spring's preservation and the treatment of the blue-line stream, **no grading, blasting or building construction permits be issued until after Metro Stormwater and TDEC conduct their final investigation, and the Planning Commission approves a final plat.** Staff recommends that this condition remain.

The Southeast Parkway is proposed to cross this property on the south side of the TVA easement. A reservation of 84 feet was negotiated in 2002, and has been shown on the plat. Since that time, it has been determined that the need for the Southeast Parkway will be 92 feet.

TRAFFIC PUBLIC WORKS RECOMMENDATION

The following were the previously approved conditions for Cane Ridge Estates and are recommended being included as a condition of approval for this project:

As a condition of this approval, the developer will provide additional pavement width on Cane Ridge Road south of Preston Road. This is to be the continuation of the southbound, right side edge of pavement from north of Preston Road to south of Preston Road and then a smooth transition back to the existing alignment. In addition, the developer will smooth the transition on Cane Ridge Road through the intersection by attempting to shave the top of the hill and create a less severe drop in the roadway. A plan will need to be submitted to and approved by the Traffic Engineer prior to the approval of any final plats.

Additionally:

Cane Ridge Road is identified as a U4. Identify Cane Ridge Road and the proposed Cane Springs Road intersection design to include a southbound left turn lane on Cane Ridge Road, 84 feet of ROW and the proposed Cane Ridge Road alignment with the existing road.

Sight distance at the proposed access road shall be documented.



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All preliminary plats are subject to Public Works' of construction plans.

The minimum radius of a turnaround is 41.5 feet.

CONDITIONS

The following conditions need to be satisfied prior to the planning commission meeting:

1. A standard "C" type landscape buffer yard must be clearly delineated as running the entire western boundary of the perimeter of the subdivision. If existing vegetation is to be used to satisfy the required landscape buffer yard requirements of the Zoning Code, landscape plans must be reviewed and approved by the Urban Forester prior to grading plan approval.
2. ~~Due to the issues involved with this site and the lack of information that is available at the preliminary plat stage, a note must be added across the plat's lot layout in large, bold font: "No grading, blasting, or building permits shall be issued for any portion of this property prior to the approval of the final plat."~~
This is the condition to be deleted pursuant to the applicants current request
3. All conditions listed in the Public Works Recommendation shall be required, and the developer must submit a plan to the Metro Traffic Engineer for the improvement of the Cane Ridge Road in the vicinity of Preston Road prior to the approval of any final plats.
4. The reservation of 84 feet for the Southeast Parkway needs to be adjusted to 92 feet.



Project No.
Project Name
Council District
School Board District
Requested By

Subdivision 2005S-084G-14
Hay's Hamlet Subdivision
11 – Brown
4 - Nevill
National Heritage of Tennessee Inc., owner, and
Craighead Development, LLC, optionee/developer,
Volunteer Surveying, surveyor.

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions

APPLICANT REQUEST
Preliminary Plat

A request to create 39 single-family lots on 10.79 acres on the east side of Shute Lane, approximately 600 feet south of Saundersville Road.

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.

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 R10 (minimum 10,000 sq. ft. lots) to R6 (minimum 6,000 sq. ft. lots). The proposed lots range in size from 6,392 square feet to 12,476 square feet.

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 applicant complies with this requirement by proposing a total of 1.78 acres (16%) of open space – which exceeds the minimum open space acreage required.

SUBDIVISION DETAILS

This property was once included in the cemetery adjacent to the west, however, it has been sold. No gravesites have been identified on this plan.

Access

One access road is provided from Andrew Jackson Parkway directly across from the entrance into Fox Run Subdivision. No stub streets are proposed since a cemetery is to the west and the adjacent properties to the north and south have already been developed.



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Sidewalks

Sidewalks are proposed along Andrew Jackson Parkway and the new street (Hamlet Drive).

Landscape Buffer Yards/Berm

Landscape buffer yards are not required since the perimeter lots are proposed for 10,000 square feet or greater and since the cemetery is to the north. A 3'-9" tall landscaped berm is provided along Hamlet Drive to provide a barrier between cars on that road and Andrew Jackson Parkway

PUBLIC WORKS' RECOMMENDATION

1. Along Hamlet Drive, show curb and gutter, four (4) feet grass area / furnishing zone, and five (5) feet sidewalk per Metro ST-210.
2. Approvals are subject to Public Works' review and approval of construction plans.

CONDITIONS

1. All traffic conditions listed above must be completed or bonded prior to the recording of the first final plat.



Project No.	Subdivision 2005S-049U-12
Project Name	HG Hill Edmondson Pike Subdivision
Associated Cases	None
Council District	27 – Foster
School Board District	2 - Blue
Requested By	H.G. Hill Realty, owner, and Cherry Land Surveying, surveyor/applicant
Staff Reviewer	Pereira
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Final Plat
This request is to create 3 lots at the southwest corner of Edmondson Pike and Nolensville Pike (12.25 acres).

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

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.

SUBDIVISION DETAILS

Sidewalks
This subdivision proposes the consolidation of four existing parcels and then resubdivides these 4 into three buildable lots-- Lot 1 fronts on both Edmondson and Nolensville Pike (2.184 acres), lot 2 fronts on Nolensville Pike (1.19 acres), and lot 3 fronts on Edmondson Pike (9.92 acres).

Floodplain and stream
As this is in the Urban Services District and there is an existing sidewalk on the property frontage along Edmondson Pike, sidewalk extensions must be constructed around the corner from Edmondson to the frontage of the property with Nolensville Pike. This has been indicated on the plat.

This site has 100-year floodplain on it, which has been shown accordingly. A 50' buffer has been observed on both sides of a stream.



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PUBLIC WORKS' RECOMMENDATION

The conditions of approval that were placed on 2003Z-119U-12, a rezoning from R6 to MUL on a portion of this property, have been deferred by Public Works to the building permit stage.

STORMWATER DEPARTMENT RECOMMENDATION

Approved Except as Noted:

1. The base flood elevation should be 508.8 per the study instead of 509.8 per the study. The base flood elevation as shown is acceptable. The FFE in note #13 is correct at 509.8 (1 ft. over 100-year flood).



Project No.	2005S-091U-11
Project Name	Glendale Subdivision
Associated Cases	None
Council District	16 – McClendon
School Board District	7 - Kindall
Requested By	Bob Bass, owner, Crouch Engineering, surveyor
Staff Reviewer	Harris
Staff Recommendation	<i>Approve, but <u>disapprove</u> sidewalk variance.</i>

APPLICANT REQUEST

Final Plat	This request is to create 2 lots on 0.64 acres on the northwest corner of Dodge Drive and Old Glenrose Avenue.
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ZONING	
RS10 District	<u>RS10</u> requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre.

SUBDIVISION DETAILS

<i>Lot Comparability</i>	Section 2-4.7 of the Subdivision Regulations states 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.
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A lot comparability test was conducted and both lots pass for lot area and frontage.

<i>Sidewalk Variance</i>	A variance has been requested for sidewalks for lot 2 along Dodge Drive. A sidewalk constructability report was conducted by Metro Public Works and found that if the sidewalk is constructed, the at grade storm inlet structure may need some adjustment to utilize the existing drainage system.
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Sidewalks are required on lot 2 since the property is located within the Urban Services District and new development rights are being created on that lot only, however, they are not shown on the plat.

Staff recommends disapproval of a sidewalk variance. Since, no unique hardship has been found with this property. The applicant has the option of making a financial contribution in lieu of constructing the sidewalks to Metro Government.



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PUBLIC WORKS RECOMMENDATION

No Exception Taken.



Project No.
Project Name

2005S-108U-07
West Nashville Annex Subdivision, Lots 1 and 2, Resubdivision of Lot 4

Associated Cases
Council District
School Board District
Requested By

None
20 – Walls
1 - Thompson
Benny & Frances Gaddis, owners, H & H Land Surveying, surveyor.

Staff Reviewer
Staff Recommendation

Harris
Approve, including variance for lot size, but disapprove sidewalk variance.

APPLICANT REQUEST

Final Plat

This request is to create 2 lots on 0.87 acres at the northern terminus of 23rd Street, approximately 450 feet west of Briley Parkway.

ZONING
R8 District

R8 requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.41 dwelling units per acre including 25% duplex lots.

SUBDIVISION DETAILS

Lot Comparability

Section 2-4.7 of the Subdivision Regulations states 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 both lots pass for lot area and frontage.

Lot Size Variance

Section 2-4.2 (D) of the Subdivision Regulations states that the proposed lot area is not to exceed three times the minimum lot size required by the Zoning Ordinance for the zone district where the proposed subdivision is located.

The zoning district in this area is R8, which requires a minimum lot size of 8,000 square feet and the under the Regulations allows a maximum of 24,000 square feet. The plan proposes a 27,641 square foot lot for Lot 2, which exceeds the maximum lot size requirement under the Regulations.



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Sidewalks

Staff recommends approval of this variance. The existing parcel is 0.87 acres or 37,897 sq. ft., which already exceeds the maximum lot size requirement for R8 zoning.

Sidewalks are required on lot 2 since the property is located within the Urban Services District and new development rights are being created on that lot only. Sidewalks are not shown on the plat, however. The applicant can either construct the sidewalks or make a financial contribution in lieu of constructing the sidewalks to the Metro Sidewalk Fund. The plat must be revised either to show the sidewalk, or a note must be added to the plat and proof provided to indicate that the required contribution has been paid.

PUBLIC WORKS RECOMMENDATION

No Exception Taken.



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

Subdivision 2005S-113U-03
Syrus Estates
None
06 – Jameson
02 – Isabel, Sr.
Dale and Associates for DY Properties II, LLC, owner.

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions, but disapprove sidewalk variance.

APPLICANT REQUEST

Final Plat

Request for final approval to subdivide approximately 0.34 acres into 2 single-family lots.

Zoning
RS7.5

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.

PLAN DETAILS

Lot Comparability

As proposed, the request will create 2 new lots.

Section 2-4.7 of the Subdivision Regulations stipulates 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” (p. 9). A lot comparability exception can be granted if the lot fails the lot comparability analysis (is smaller in lot frontage or size) if the new lots would be consistent with the General Plan.

The lot comparability analysis yielded a minimum lot area of 5,881 sq. ft., and a minimum allowable lot frontage of 46 linear feet. Both lots pass for minimum area, and frontage.

Sidewalk Variance

The plat does not show sidewalks, which are required. The applicant has stated that they are going to request a variance from Section 2-6.1, which stipulate sidewalk requirements along new subdivision streets, as well as, subdivision on existing streets. The applicant indicates sidewalks should not be required because sidewalks do not exist on the street, or within the approximate area, and because of the financial constraints of constructing the sidewalks.



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Sidewalks are required on both proposed lots. The proposal is within the Urban Service District (USD), and scored 35 on the Sidewalk Priority Index (SPI). Furthermore, Public Works has indicated that Yokley Road is scheduled for new sidewalks, and is located in Zone 1 of the comprehensive sidewalk program.

Section 2-6.1 of the Subdivision Regulations specifies instances when sidewalks are not be required, but the proposal does not meet these requirements. The regulations also specify certain instances when an applicant may make a contribution to the Metro Sidewalk Fund in lieu of constructing the sidewalk. The plat must be revised either to show the sidewalk, or a note must be added and proof provided that the required contribution has been paid

**TRAFFIC
PUBLIC WORKS
RECOMMENDATION**

Approve with the condition that either sidewalks are constructed along Yokley Road (plans must be approved by Public Works), or that applicants make a financial contribution to the pedestrian network.

**STORMWATER
RECOMMENDATION**

Approve

CONDITIONS

1. Either a sidewalk must be identified along Yokley Road, or a financial contribution must be made to the Metro Sidewalk Fund as specified in Section 2-6.1.



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

Subdivision 2005S-121U-05
Adler Subdivision
None
06 – Jamenson
5 – Hunt
John Kohl and Company for Mary Clemons, Trustee

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions if Metro Water Services has approved the plan prior to the Planning Commission meeting, and including a lot comparability waiver for lot frontage, but defer if Water Services approval is not received.

APPLICANT REQUEST
Final Plat

Request for final approval to subdivide approximately 0.75 acres into 4 single-family lots.

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.

PLAN DETAILS

As proposed the request will create 4 new lots with the following area:

- Lot 1: 7,534 Sq. Ft., (.17 Acres);
- Lot 2: 7,505 Sq. Ft., (.17 Acres);
- Lot 3: 8,774 Sq. Ft., (.20 Acres);
- Lot 4: 8,989 Sq. Ft., (.21 Acres).

The lots will be located along the eastern terminus of McKennie Avenue. McKennie Avenue will terminate at the western frontage of lots 3 and 4. Typically staff would recommend that the road be extended to the property line for future connections, or if the connection is not feasible that a turn around be provided at the end of the street. Since the eastern adjacent property is developed, however, it is very unlikely that the road will ever be extended. Therefore, a stub street for a future connection is not necessary.

A natural buffer exists along the eastern property line. This area was left as is to buffer the single-family residential neighborhood from the adjacent apartment complex. Any turn around would significantly impact



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Lot Comparability

the buffer, which could have a negative impact on the neighborhood. Because of the negative impact the turn around could have on the neighborhood by diminishing, if not completely removing the buffer, staff recommends the street remain in its existing conditions

Section 2-4.7 of the Subdivision Regulations stipulates 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” (p. 9). A lot comparability waiver can be granted if the lot fails the lot comparability analysis (is smaller in lot frontage and size) if the new lots would be consistent with the General Plan (p.9).

The lot comparability analysis yielded a minimum lot area of 5,853 sq. ft. and a minimum allowable lot frontage of 53 linear feet. All lots pass for minimum area, while lots 3 and 4 fail for minimum lot frontage.

Staff recommends approval of the waiver for lots 3 and 4 because it is consistent with the Residential Medium (RM) land use policy for this area. Residential Medium policy is for residential development with an overall density of this development 4 to 9 dwelling units per acre. As proposed, the density is approximately five dwelling units per acre.

Although the frontage for lots 3 and 4 are significantly less than the area average, the awkward layout of the current property lines, support the waiver because the proposed plat is the most coherent option for subdividing the property into 4 lots.

Sidewalks

Sidewalks are proposed along McKennie Avenue for lots 1 and 2. Due to the layout of the lots, staff recommends that sidewalks not be provided along the frontage of lots 3 and 4. Because the frontage for both lots will consist mostly of paved surface for the driveways, and that the frontage is the terminating point of the street, no contribution to the pedestrian network is required.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

Identify pedestrian easement along public sidewalk, parallel and adjacent to right-of-way. Minimum



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easement shall be three (3) feet parallel and adjacent to right-of-way plus the width of sidewalk outside of right-of-way.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Sewer line must be extended.

CONDITIONS

1. The extension of sewer service will be required, prior to building permits being issued.
2. A 10 foot wide natural landscape buffer must be identified on the plan and provided along the eastern property line of lots 3 and 4. This area is to be left in its natural state.
3. A 20 foot wide natural landscape buffer or buffer which will adequately protect existing trees (whichever is greater) must be identified on the plan and provided at the eastern end of lots 3 and 4 abutting the eastern terminus of McKennie Avenue. This area is to be left undisturbed in a natural state; however, additional plantings may be required if determined to be necessary by the Urban Forester or by MPC staff.
4. Identify pedestrian easement along public sidewalk, parallel and adjacent to right-of-way. Minimum easement shall be three (3) feet parallel and adjacent to right-of-way plus the width of sidewalk outside of right-of-way.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.



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

Subdivision 2005S-122G-06
Hulan Heights
None
22 – Crafton
09 – Norris
Crawford Land Surveyors, for E.H. Evans, owner.

Staff Reviewer
Staff Recommendation

Swaggart
Disapprove due to flag lot configuration and failure to meet subdivision comparability requirements for lot size and frontage.

APPLICANT REQUEST
Final Subdivision

Request to subdivide approximately 2.29 acres of land on the south side of Bellevue Road into 3 single-family lots.

ZONING
RS15 District

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.

PLAN DETAILS

As proposed, the request will create three new lots along the south side of Bellevue Road with the following area(s):

- Lot 1: 17,111 sq. ft., (.39 Acres);
- Lot 2: 40,729 sq. ft., (.93 Acres);
- Lot 3: 42,122 sq. ft., (.96 Acres).

Each lot will be accessed from Bellevue Road. While the layout of Lots 1 and 3 are in keeping with the Subdivision Regulations, Lot 2 is flag shaped, which is allowed but not encouraged.

Lot Comparability

Section 2-4.7 of the Subdivision Regulations stipulate 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” (p. 9). A lot comparability waiver can be granted if the lot fails the lot comparability analysis (is smaller in lot frontage and size) if the new lots would be consistent with the General Plan.

The lot comparability analysis yielded a minimum lot area of 20,500 sq. ft. and a minimum allowable lot frontage of 103 linear feet. Lots 2 and 3 pass for area,



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while Lot 1 fails, and Lots 1 and 3 pass for minimum frontage, but Lot 2 fails.

A waiver is not appropriate because the proposed layout is not consistent with the surrounding lots in the area, and because the applicant has not stated or demonstrated any unusual circumstances for the layout. As proposed, the lots meet current zoning; however, the predominant pattern of lots along the south side of Bellevue Road is large lots of 1 acre or more. While lots 2 and 3 are close to an acre, lot 1 is significantly smaller than an acre.

**TRAFFIC
PUBLIC WORKS'
RECOMMENDATION**

No Exception Taken

**STORMWATER
RECOMMENDATION**

1. Edit FEMA note to correct terminology used. The number shown in note 14 is the map number, not the community panel number.
2. Identify the entire drain buffer.
3. Correct the C/D note to say "Water Services" instead of "Public Works".
4. Drainage easement for the buffered drain may need to be extended onto lot 2. Determine top width of channel so that this can be adequately determined.
5. Correct note 7 to reflect previous changes regarding the PUDE.
6. Easement along rear boundary of lot 3 should be PUDE.



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

Subdivision 2005S-125G-10
Richland Woods
None
34 – Williams
8 - Harkey
Jeff Heinze, Littlejohn Engineering and Associates J. Mack Cantrell, for Mildred B. Carter, etal, and Mrs. Henry Carter, owners.

Staff Reviewer
Staff Recommendation

Morgan
Defer indefinitely due to lack of approvals from Metro Stormwater, Water Services, and Public Works.

APPLICANT REQUEST

Final Plat

A request for approval of a cluster lot development to create 12 lots on 12.66 acres abutting the east side of Granny White Pike, approximately 1,000 feet south of Radnor Glen Drive.

ZONING

R40 District

R40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25% duplex lots.

SUBDIVISION DETAILS

The Cluster Lot Option is being used in order to address the topographic constraints of the site. The applicant has elected to reduce the lot sizes to 30,000 square feet (one zone district), with the smallest lot being 30,085 square feet, and the largest being 48,052 square feet. Access to the site is provided by a cul-de-sac of less than 750 in length, with a street grade of less than 12 percent slope. The remainder of parcel 127 consists of 6.04 acres and is part of a large contiguous slope of 25 percent or greater, which is not included in this plat.

The double frontage lots along Granny White will be buffered with a 20 foot Landscape Buffer Yard, as is required under the Cluster Lot provisions of the Zoning Code. The applicant has included an additional 40 foot natural vegetation easement in order to further buffer the development. An additional easement has been provided to the south of the development to allow access to an existing cemetery. To promote future connectivity, a stub street has been provided to the south of the development.



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Water Services/Stormwater

All streets are exempt from the sidewalk requirements for two reasons: 1) The subdivision occurs outside of the Urban Services District where the Sidewalk Priority Index score is less than twenty, 2) the subdivision is infill development with a dead end street less than 750 feet in length.

At the February 24, 2005 meeting, the Planning Commission recommended approval with the condition that the final plat be approved by the Planning Commission, that no grading be permitted prior to final plat approval, and that final plat must be approved by the Planning Commission, not administratively by staff. The grading plans are currently under technical review and have not been given final approval by the Stormwater Division.

The Water and Sewer division also has not received the fees for capacity and the construction plans.

PUBLIC WORKS RECOMMENDATION

Construction plans have not been approved. Add note "No access at Granny White Pike from remainder of parcel 127."

STAFF RECOMMENDATION

Staff recommends deferral until the Metro Water Services (including the Stormwater Division) and Public Works departments have given their final approval of this request.

CONDITIONS (If Approved:)

1. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.



Project No.
Project Name

Planned Unit Development 28-79-G-13
Berkley Hall, Section II, Formerly Hickory Highlands

Associated Cases
Council District
School District
Requested By

None
28 – Alexander
6 – Awipi
Dale and Associates for Burns, Deselms and Howell, owners.

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Final PUD

A request for final approval for a phase of a Residential Planned Unit Development, to permit the development of 87 single-family lots and 85 condominium units on approximately 42 acres.

PLAN DETAILS

This is Phase II of a section of a multi-phased Planned Unit Development. This phase was originally approved for 140 single-family lots, but was amended in 2003, to allow 92 single-family lots, and 85 condominium units.

The present proposal is consistent with the 2003, amended plan with the exception that the number of single-family lots has been reduced from 92 to 87.

The Fire Marshal has expressed concern over the temporary stub streets proposed in this development, and will require some type of turn around that will adequately accommodate fire equipment. Although this requirement will not significantly change the present plan, it could cause the development to lose one or more lots. Staff has included a recommended condition, below, that addresses this situation.

TRAFFIC
PUBLIC WORKS
RECOMMENDATION

1. Identify centerline horizontal curve data. Include a minimum of four (4) references.
2. Centerline profile on Samwise Lane does not appear to conform to current AASHTO design requirements for a 30 mph design speed.



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3. The centerline profile of Frodo Lane does not appear to show the Samwise Lane intersection location.
4. Check minimum cover over utilities for road base.
5. Identify curb accessibility ramps.
6. Identify Detectable Warnings at curb returns.
7. Identify pedestrian easement along public sidewalk and parallel to ROW. Minimum easement shall be three (3) feet parallel and adjacent to ROW plus the width of sidewalk outside of ROW.
8. Identify all applicable Public Works details. Delete standard drawings: ST-301, ST-213, ST-313 and ST-214. Add standard drawings including: ST-210, ST-209, ST-322, ST-320, ST-328, and ST-330.
9. Revise General Notes on Sheet C5.0
10. Add Public Works construction note:
 - All work within the public right of way requires an Excavation Permit from the Department of Public Works.
 - Proof-rolling of ALL street sub-grades is required in the presence of the Public Works' Inspector. This request is to be made 24 hours in advance.
 - Stop signs to be 30"x30"
 - Street sign to have six-inch white letters on a nine inch green aluminum blade.
 - All signs to have 3M reflective coating.
11. Identify garbage/waste management pickup plan.
12. Comply with all previous conditions of preliminary approval.

STORMWATER RECOMMENDATION

1. Need NOC.
2. Adjust erosion control as note on the plans. Reference the BMP associated with each measure.
3. Provide all civil details (correct outlet protection, junction box/manhole, etc.).
4. Adjust pipe sizes (P-17).
5. Pipe velocities exceed recommended velocities.
6. Check spread on public roads and adjust as needed.
7. Need access easement to Pond 1.
8. Provide water quality and quantity information for Pond 2.
9. Emergency spillway does not identify Cipoletti weir as cited in crest information.



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10. Provide larger delineation (with elevations) of the 40 acre drainage.
11. Make all corrections as noted on the plans.

CONDITIONS

1. Must comply with all Stormwater conditions.
2. Must comply with all Public Works' conditions.
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 adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
6. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.



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7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
8. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.



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

Planned Unit Development 94-85-P-13
Chinquapin Residential PUD, Phase 2
None
None
33 – Bradley
6 - Awipi
MEC, Inc., applicant for General Construction, owner

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions

APPLICANT REQUEST
Revision to Preliminary PUD

Revise the preliminary plan for a planned unit development (2.32 Acres), located along the east side of Una-Antioch Pike, to relocate the driveway for 19 multifamily units.

PLAN DETAILS

Site Design

The plan proposes 19 multi-family units with a driveway proposed from Treetop Drive. The original plan was approved in 1986, by Metro Council for the same number of units on this property. These units will be two-story townhomes with the floor area for each unit proposed at 1,300 square feet.

Thirty-eight parking spaces are proposed allowing two spaces per unit.

Driveway Relocation

The previously approved preliminary plan proposed access from Una Antioch Pike, however, the new access point is proposed from Treetop Drive. Section 17.40.120 of the Zoning Ordinance states that specific modifications to the plan including a new vehicular access point to an existing street, road or thoroughfare not previously designated for access is to be reviewed by the Planning Commission as an amendment rather than a revision.

Even though this proposed revision is creating a new access point, Treetop Drive was not an existing street when the PUD was approved by the Metro Council in 1986. The Oakwood Subdivision along with Treetop Drive was developed in 1992. This plan may be reviewed and treated by the Commission as a revision.



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Dedicated Right-of-way

No approval of the change by Metro Council is required.

This relocation creates a better access point than the originally approved access point on Una Antioch Pike. The original access point was about 100 feet from the centerline of Treetop Drive, which would cause some traffic conflicts, while the new access point is over 410 feet from the intersection.

Typically access to a PUD is provided within the boundary of the PUD, but this project is separated from Treetop Drive by a separate parcel of property that is not within the boundary of the PUD. A 90-foot length of dedicated right-of-way is proposed off of Treetop Drive for access to the project so that an easement through private property is not required.

A turnaround for waste disposal vehicle is proposed in the dedicated right of way. This is to be relocated away from the existing residential homes across from the site.

Common Open Space

Seventy-five percent of Phase 2 of the PUD is proposed for common open space to protect the stream(s) on the property.

Sidewalks

Sidewalks are to be determined at the development stage since sidewalks were not proposed on the original PUD plan.

PUBLIC WORKS' RECOMMENDATION

The relocation of the access from Una Antioch to Treetop Drive is acceptable to Traffic, and is preferred to the location identified on the previous PUD plan.

1. Turnaround for waste disposal vehicle to have sufficient radii to allow for SU-30 vehicle turning movements. Locate turnaround behind landscape buffer.
2. The access drive, a minimum of 24 ft. wide, shall provide adequate sight distance and truck turning radius.



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CONDITIONS

1. Conditions listed above under the Public Works recommendations are to be made a part of the final PUD plan prior to final approval.
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. 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 adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
6. Add the FEMA note and the 78-840 note to the plan as per Metro Stormwater.



**Project No.
Project Name**

**Planned Unit Development 2005P-014U-11
Morning Star Missionary Baptist Church
Expansion**

**Associated Case
Council Bill
Council District
School District
Requested by**

2005Z-038U-11 (BL2005-609)
None
17 - Greer
7 - Kindall
Vickel Cawthon of Morningstar Baptist Church,
applicant/owner.

Staff Reviewer

Pereira

Staff Recommendation

Approve with conditions, including that prior to the May 12, 2005, Commission meeting, the applicant resubmit a revised set of PUD plans to the Stormwater Department that adequately identify and label water quality measures.

**APPLICANT REQUEST
Preliminary UDO**

A request for preliminary approval for a Planned Unit Development district located at Hart Street (unnumbered), and 36, 38, and 40 Hart Street, on 0.56 acres, to permit a parking lot for the applicant church.

PLAN DETAILS

Site Design

The site is located on the north side of Hart Street, and the west margin of Lewis Street, in the Cameron Trimble Neighborhood of South Nashville. Forty-seven parking spaces have been provided within this PUD, for use by the applicant church.

Rezoning history

The two western-most parcels were requested for rezoning from R6 to OL district at the March 24, 2005, Planning Commission meeting. The straight rezoning to OL was approved by the Planning Commission only with the condition that a PUD accompany the rezoning to ensure that parking for the applicant church was the only permitted nonresidential use for this site.

Landscape buffers

The Metro Zoning Ordinance requires C landscape buffers (minimum 20 feet) on the western and northern limits of this PUD. The applicant has complied by showing a C5 standard of 10 foot width, which includes a masonry wall.



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Access

The proposed parking lot has an access both on Hart and Lewis Streets.

METRO PUBLIC WORKS' RECOMMENDATION

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

1. No Exceptions Taken.

METRO STORMWATER COMMENTS

1. Water quality measures, including ponds and pipes, must be adequately located and properly labeled on the preliminary PUD plans. These revised plans must be resubmitted to the Stormwater Department and approved prior to the May 12, 2005, Commission meeting.

Stormwater appeal

The Stormwater Appeals Committee met on May 5, 2005, to consider this case. The applicant has agreed to use filterbeds in the design of the majority of the parking lot, so that stormwater runoff from this site would be minimized. On a small remaining portion of the lot that is not proposed to use such mitigation measures, the Stormwater Appeals Committee approved a variance for the resulting runoff to be created.

CONDITIONS (if approved):

1. 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.
2. 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.



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3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.