



Project No.

Associated Cases

Council Bill

Council District

School District

Requested by

Deferral

Staff Reviewer

Staff Recommendation

Proposed Amendment to the Bellevue Community Plan: 2003 Update

None

None

35 – Tygard

9 – Norris

Hawkins Partners, Inc., applicant for Westside Property Holdings, LLC, owner

Deferred from the March 10, 2005, Commission meeting.

Wood

Approve with Special Policy

APPLICANT REQUEST

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

Existing Land Use Policy

Residential Low Medium Density (RLM)

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

Proposed Land Use Policy

Residential Medium Density (RM)

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

ANALYSIS

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



Metro Planning Commission Meeting of 6/23/05

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

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

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

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

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



Metro Planning Commission Meeting of 6/23/05

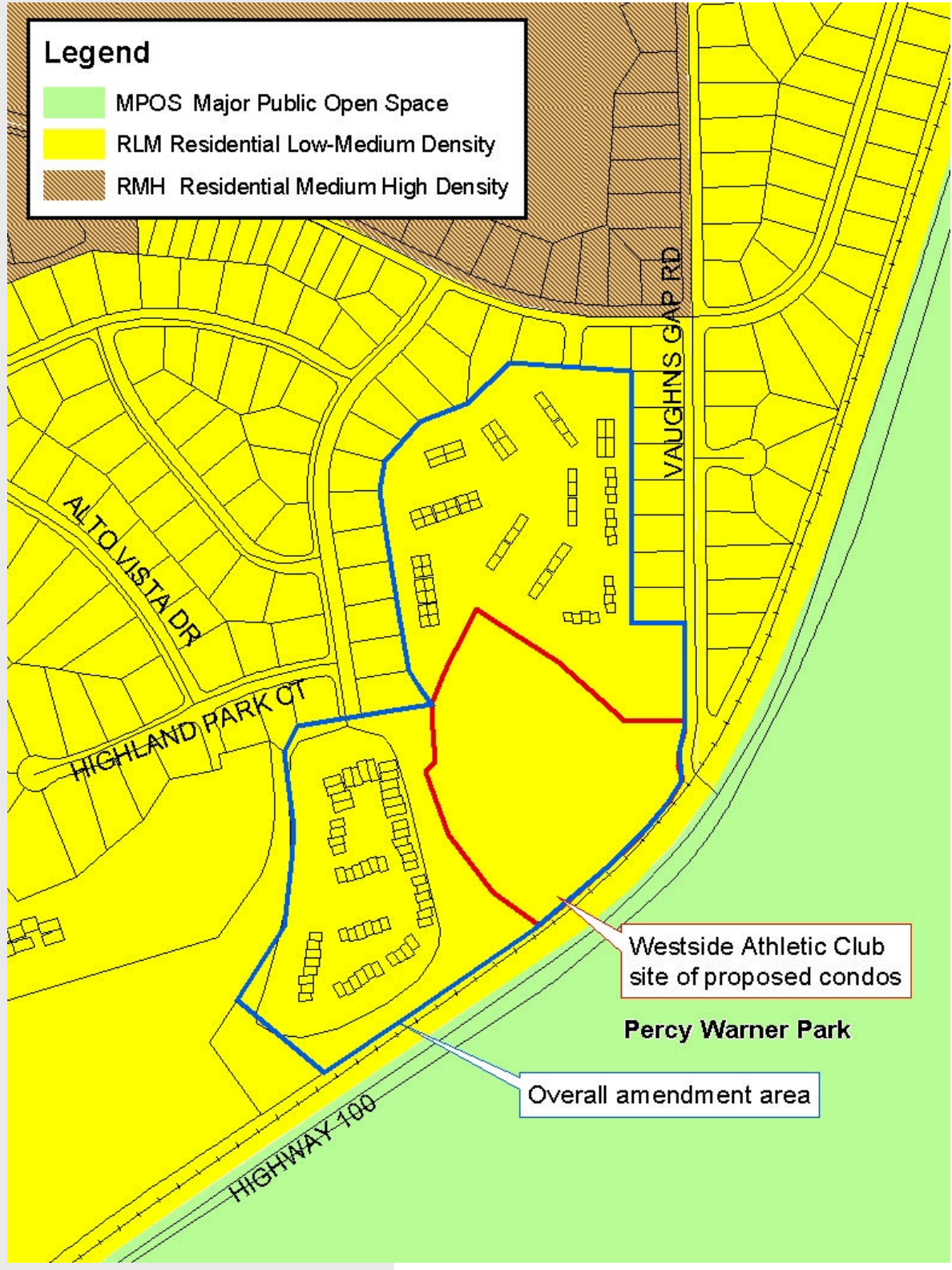
In addition, applications for changes in zoning in this special policy area shall be accompanied by a Planned Unit Development or other design overlay in order to ensure the compatibility of infill development with surrounding development and with site characteristics such as topography and drainage.



Metro Planning Commission Meeting of 6/23/05

Legend

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





Project No.

Associated Cases

Council Bill

Council Districts

School District

Requested by

Staff Reviewer

Staff Recommendation

**Proposed Amendment to the Southeast
Community Plan: 2004 Update**

2005Z-062G-12, 2005UD-003G, and Collector Street
Plan amendment

None

31 Toler

2 – Blue

Don Smithson, Janice Williams, and Steve Williams,
owners

Wood

Approve

APPLICANT REQUEST

**Change the Structure Plan land use policy from
Rural to Neighborhood General and Neighborhood
Center with Detailed Land Use Policies of Mixed
Housing, Mixed Live/Work, Mixed Use, and Open
Space for approximately 682.46 acres for property
located along Carothers and Battle Roads.**

Existing Land Use Policy

Rural (R)

Rural is a category designed for areas that are generally physically suitable for urban or suburban development, but for which the community has chosen that they remain predominantly rural in character. The predominant type of development in Rural areas is low density residential that is rural in character. Agricultural uses and low intensity community facility uses are also found in Rural areas.

Proposed Land Use Policies

Structure Plan Policies:

Neighborhood General (NG)

Neighborhood General is a Structure Plan classification for areas that are primarily residential in character. To meet a spectrum of housing needs, ideally, Neighborhood General areas contain a variety of housing that is carefully arranged, not randomly located. Civic and public benefit activities are also characteristic of Neighborhood General areas. Transitional offices are another use occasionally found along the edges of these areas next to an intense center or incompatible district.

Neighborhood Center (NC)

Neighborhood Center is the Structure Plan classification for small, intense areas that may contain multiple functions and are intended to act as local



Metro Planning Commission Meeting of 6/23/05

centers of activity. Ideally, a neighborhood center is a "walk-to" area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within Neighborhood Center areas are those that meet daily convenience needs and/or provide a place to gather and socialize. Residential development in these areas generally consists of a mix of medium to high density single- and multi-family housing.

Detailed Land Use Policies:

Parks, Reserves and Other Open Space This category, similar to the Structure Plan component, is reserved for open space intended for active and passive recreation, as well as buildings that support such open space.

Mixed Housing This category includes single family and multifamily housing that varies based on lot size and building placement on the lot. Housing units may be attached or detached, but are not encouraged to be placed at random. Generally, the character (mass, placement, height) should be compatible to the existing character of the majority of the street.

Mixed Live/Work This category is primarily residential in character, allowing all housing types found in the Mixed Housing category, while providing opportunities for small commercial establishments, mostly home-run professional or retail services. Appropriate stand-alone activities include all types of permanent household residential, plus civic and public benefit uses deemed appropriate in residential areas, such as places of worship and day care.

Mixed Use This category includes 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.

ANALYSIS

This proposed amendment to the Southeast Community Plan is appropriate for three primary reasons. One is that the location and design of the proposed policy change provides a buffer and land use transition between the growing suburban residential area that abuts the site to the east in neighboring Rutherford



Metro Planning Commission Meeting of 6/23/05

County and the remainder of the Rural policy area west of Battle Road and Cane Ridge Park. The proposed policy arrangement provides a transitional edge of open space and compatible housing for the Rural policy area.

A second reason is that this site provides one of Davidson County's very few remaining land large holdings with reasonable topography and good access (note the site's proximity to the Interstate 24 interchange primarily via a nearby arterial, Burkitt Road) on which it is feasible to develop a master planned community of this nature. The opportunities to live, work, and shop in a newly constructed community of compact, walkable neighborhoods with a mixture of housing types, convenient consumer services, and meaningfully arranged open space in Davidson County are very few and are unlikely ever to be common due to the increasing scarcity of large land holdings. It is important to recognize exceptional opportunities such as this when they are presented to the community for consideration.

A third reason is that the local community, which is concerned about maintaining a significant rural environment in the general area, is generally supportive of the proposed amendment. A planning charrette that incorporated four community meetings and was otherwise open to the public was conducted, in January to develop the plan for the site. Neighbors' concerns were generally focused on the quality and price points of the proposed housing and maintaining a more open, low intensity environment along the western edge of the site adjoining the remaining Rural area. This has been accomplished in the proposed policies and UDO.

In addition, opening this portion of the Rural area to urban sewered development does not open up the remainder of the Rural area to the west to sewers. The development proposed for the amendment area will be served by sewers coming from Rutherford County that will be at the termination of that service area. Moreover, the proposed development will use up all of the remaining capacity, limiting pressure to expand urban development into the remaining rural area.

The recommended policy arrangement is shown on the accompanying graphic. Please note that the amendment



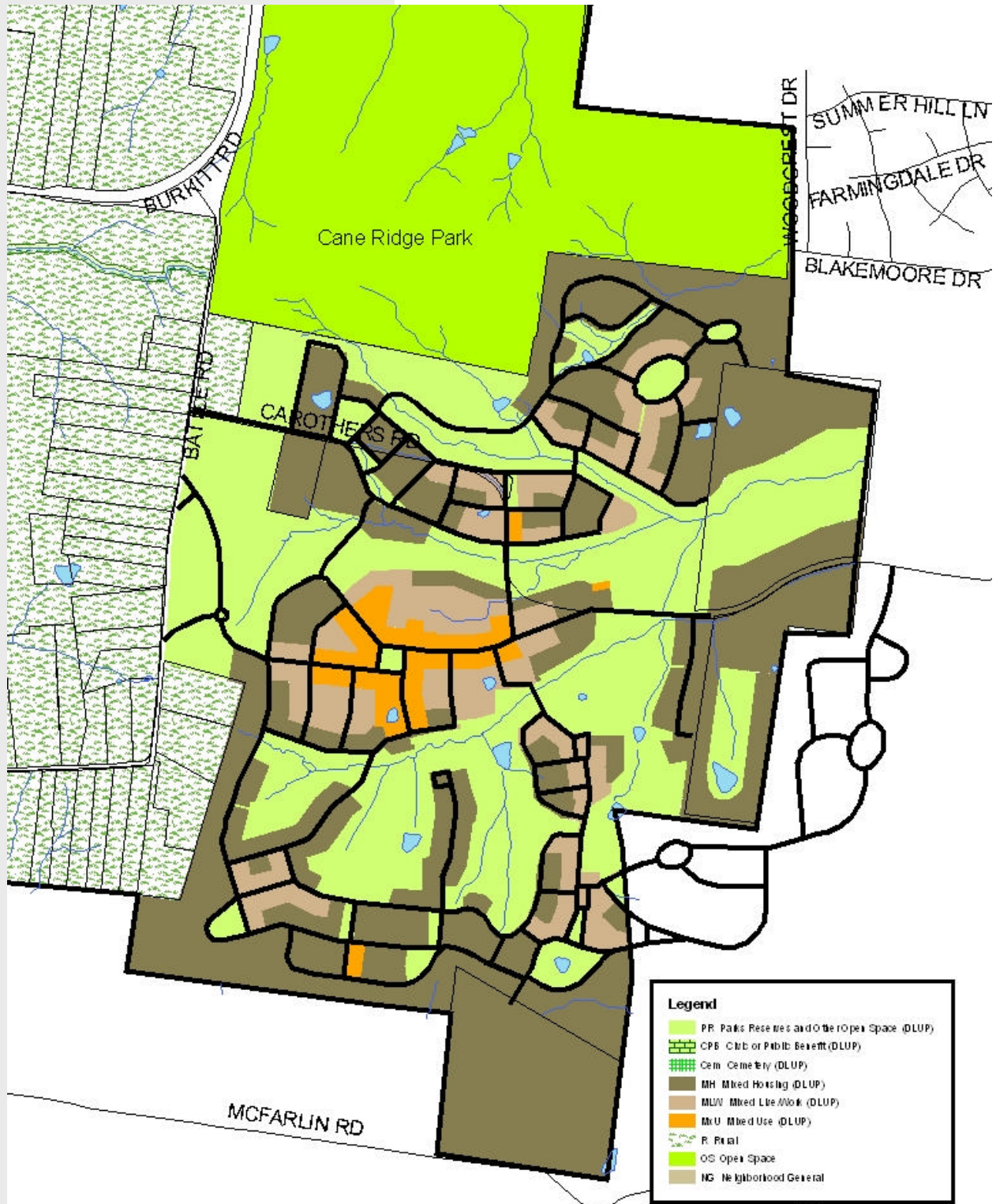
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area includes a few parcels that are not part of the UDO but are either surrounded by it or are sandwiched between it and Rutherford County. Therefore, staff has assigned policies to these properties that reflect a logical continuation of the development pattern of the UDO. These properties, if ever developed, should be required to develop according to a UDO.

The community plan amendment also involves changes to its transportation plan component. The street network that is contained in the UDO will be added to the community plan's network of Required Street Connections. This interconnected street network also enables Carothers Road to be redesignated from a Collector to a Local street (see related Collector Street Plan amendment). The street network is also shown on the graphic.



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Project No.

Associated Cases

Council Bill

Council Districts

School District

Requested by

Staff Reviewer

Staff Recommendation

Proposed Amendment to the Collector Street Plan

2005Z-062G-12, 2005UD-003G, and Proposed Amendment to the Southeast Community Plan

None

31 (Toler)

2 – Blue

Don Smithson, Janice Williams, and Steve Williams, owners

Wood

Approve

APPLICANT REQUEST

Amend the Collector Street Plan to change Carothers Road from a Collector to a Local designation.

ANALYSIS

This proposed amendment to the Collector Street Plan is supportable because the network of local streets proposed by the applicant successfully replaces the function envisioned for Carothers Road in the Collector Street Plan. The objectives of the street classification system are clearly to accommodate circulation needs, but additionally to complement the expected development pattern for a given area.

Carothers Road begins at Battle Road in Davidson County and ends at Waldron Road in Rutherford County, where it serves a growing residential area. Carothers Road in Davidson County serves a relatively small area that largely corresponds with the 682 acre amendment area. The function of Carothers Road in the currently planned street network, which is a portion of a sparse rural rather than denser urban or suburban street network, is to carry all of the east-west traffic for the amendment area (see first graphic), provide a connection from Burkitt Road (an arterial) via Battle Road (a collector) to points east, and to provide access to the properties that adjoin it.

The proposed new policies will support the development of a mixed-use environment that contains predominantly urban developed areas set within a substantial open space network. The community envisioned to be developed on the UDO site, which occupies 556 of the 682 acre amendment area, is



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planned to consist of three distinct, walkable villages within Davidson County (a fourth will be in neighboring Rutherford County), each with its own mixed use center (one of which is the Town Center for all of the villages), variety of housing, and open space. This is a land use pattern that will capture a higher than usual percentage of trips within the development that would otherwise travel outside of it for such needs as shopping, employment, and recreation. This land use pattern needs to be supported by an appropriate street network that facilitates the movement of people (on foot and bicycle as well as by automobile) among the various land uses within the development as well as the movement of people through the development without causing conflicts between the various modes of travel. This requires narrower streets than the typical collector cross section of 37 feet of pavement with a 60 foot right-of-way.

What has been done in the street network proposed for this development is that the east-west function provided by Carothers Road has been assigned to two east-west local streets instead, both of which connect to Battle Road as well as to the remainder of Carothers Road in Rutherford County. These two streets are highlighted in red on the second graphic. Additionally, a dense network of local streets would be connected into these two east-west streets. Some of these other local streets would also provide access outside the project site.

The design of this street network is sensitive to the context of the development it is planned to serve. All of these streets are planned to be appropriately designed to carry automobile traffic at speeds that will not endanger bicyclists or pedestrians who are intended to be more common users of the transportation network than they would be in the originally planned rural environment for this area.

A required Traffic Impact Study prepared for the developer documents that the two east-west streets will operate successfully in circulating traffic through and within the project site. All four of the key intersections along these streets will operate at Level of Service C or better in both the AM and PM peak hours on a scale from A to F where A represents the best level of service and F represents the worst. Level of Service C is an



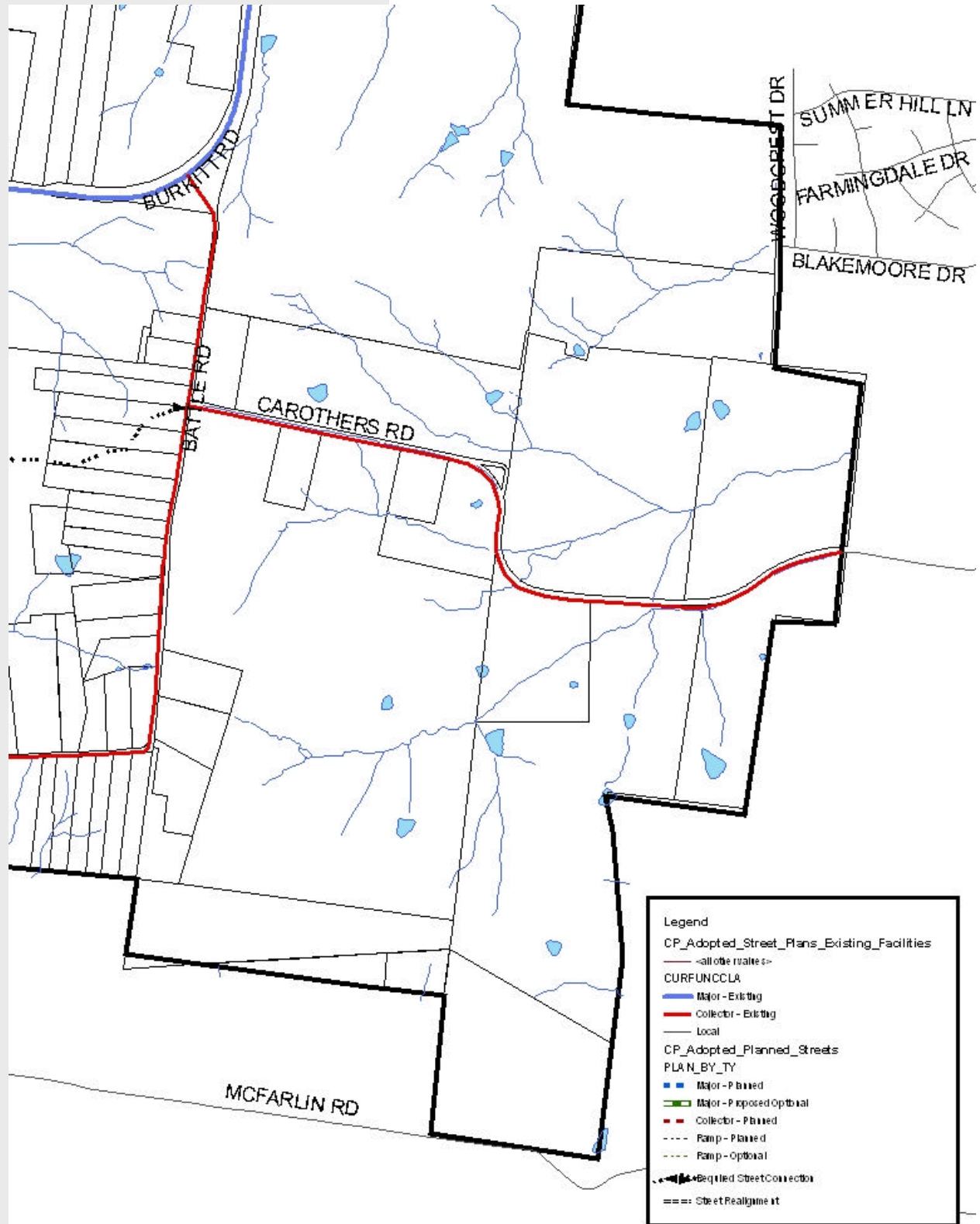
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appropriate level of service, especially for an urban environment such as that which is proposed to be constructed on this site.

The two east-west replacement streets, as part of a complete and interconnected street network, will continue to carry east-west traffic through the amendment area at speeds appropriate to the environment through which it passes. This successful operation of the primary replacement east-west network combined with the land use pattern and accompanying dense, interconnected street network lead staff to recommend approval of the redesignation of Carothers Road as a local street. A collector is no longer needed in this location to circulate traffic and serve adjoining land uses because its function has been replaced by an integrated land use and street network appropriate to the type of policy planned to be in this area assuming the policy amendment is adopted.



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0 350 700 1,400 2,100 2,800 Feet



Project No.

Associated Case

Council Bill

Council District

School District

Requested by

Zone Change 2005Z-041G-06

2005P-011G-06

BL2005-674

35 - Tygard

9 - Warden

Jeff Zeitlin of Westside Lofts, LLC, applicant, for Westside Property Holdings, LLC, owner.

Staff Reviewer

Fuller

Staff Recommendation

If the Metro Planning Commission approves the Proposed Amendment to the Bellevue Community Plan: 2003 Update, then staff recommends approval of this zone change with the associated Planned Unit Development (2005P-011G-06).

APPLICANT REQUEST

A request to change 10.7 acres from Residential single-family and duplex (R8) to Multi-Family Residential (RM9) district, property located at 11 Vaughns Gap Road, along the north side of Highway 100.

Existing 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.

Proposed Zoning

RM9 district

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

BELLEVUE COMMUNITY PLAN POLICY

Existing 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.

Proposed Plan Policy

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



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Policy Conflict

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

No. The requested zone change is consistent with the proposed plan policy. The policy recognizes the existing development pattern bordering this property that are built at RM policy. Further, the associate PUD will ensure that development on this property is consistent with the Special Policy limiting the height of buildings that is part of the proposed Community Plan amendment.

METRO SCHOOL BOARD REPORT

Projected student generation

4 Elementary 3 Middle 3 High

Schools Over/Under Capacity

Students would attend Westmeade Elementary School, Bellevue Middle School, or Hillwood High School. Westmeade been identified as being over capacity by the Metro School Board. There is capacity at an elementary school within the cluster. This information is based upon data from the school board last updated February 3, 2005.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

Access study required and submitted.

Typical Uses in Existing Zoning District: R8

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	10.7	4.63	50	550	45	58

Typical Uses in Proposed Zoning District: RM9/PUD*

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/townhome (230)	10.7	9*	95*	615	50	58

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
--	--			65	5	0



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

Planned Unit Development 2005P-011G-06
Westside Lofts
2005Z-041G-06
BL2005-675
35 - Tygard
9 - Warden
Jeff Zeitlin of Westide Lofts, LLC, applicant, for
Westide Property Holdings, LLC, owner.

Staff Reviewer
Staff Recommendation

Fuller
If the Metro Planning Commission approves the Proposed Amendment to the Bellevue Community Plan: 2003 Update, and the associated zone change (2005Z-041G-06, then staff recommends approval with conditions of this Planned Unit Development.

APPLICANT REQUEST

Preliminary PUD

A request for Preliminary approval for a Planned Unit Development district on 10.70 acres, located at 11 Vaughns Gap Road, along the north side of Highway 100, to permit 72 condo units within 9 buildings, and to permit the existing 74,540 square foot recreational facility, requested by Westside Lofts LLC, for Westside Property Holdings, LLC, owner.

PLAN DETAILS

Site Design

The existing Westside Athletic Club will remain on-site. The 72 condo units are proposed at the rear of the site. The plan has been completely revised since beginning the review process with the input of the staff and the neighborhood. The original submittal was for a 7-story tower. The current submittal includes nine buildings that are distributed throughout the site and will rise only 3 stories above grade to blend with the existing pattern of development in the vicinity and comply with the community plan amendment and neighborhood desires. The parking area for the existing club will be revised to meet the current requirements for landscaping and number of parking spaces.

The applicant conducted a geotechnical investigation of the site because of neighborhood concerns about the



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Zoning

presence of unstable soils in the Bellevue area. Three test pits were excavated, and no colluvial (slipping) soils were present. The geotechnical engineer expects that bedrock will be encountered at depth of 2 to 12 feet at the site and will make for a firm foundation.

Westside Athletic Club was approved by BZA as a change of a non-conforming use from a drive-in theater. This use would be classified as a "club" today. However, there are some uses in the facility that are not permitted: STAR Physical Therapy and a beauty salon. Both of the uses are open to the public without being a member of the club. These uses are illegal under the current and proposed zoning and should be required to be removed as a condition of approval for this PUD.

STORMWATER

Approve the preliminary plan.

METRO PUBLIC WORKS' RECOMMENDATION

Following are review comments for Westside Lofts preliminary PUD (2005P-011G-07) received June 2, 2005. Public Works' review comments are as follows:

1. Approvals are subject to Public Works' review and approval of construction plans submitted with their final PUD.
2. Identify garbage/waste management pickup plan.
3. Confirm with Planning sidewalk requirement. If required, show Metro ST-324 Driveway Ramp, Metro ST-200 Curb and Gutter, and Metro ST-210 sidewalk.

Traffic Comments (revised conditions)

1. Parking shall be prohibited along the access driveway.
2. Developer shall reconstruct access driveway to provide a minimum 24 ft width, and to provide less skew at the intersection with Vaughns Gap Road.
3. The access driveway shall be a minimum of 50 ft from driveway on adjacent property.



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4. The access driveway shall accommodate the turning radius of a SU-30 design vehicle and provide adequate sight distance.
5. Developer shall construct a northbound left turn lane with 50' of storage and transition per AASHTO standards on Vaughns Gap Road at site driveway.
6. The transition pavement markings for northbound left turn lane shall not prevent turning movements into adjacent driveway.
7. Developer shall construct a flared approach to provide 2 south bound approach lanes with a minimum of 40 ft of storage on Vaughns Gap Road at Highway 100.
8. Provide 222 parking spaces for the club facilities with 3,000 members in order to provide a total of 312 on site spaces for the club and proposed residential land use. Plan indicates only 274 total spaces provided. If membership is expanded to 3,500 as planned, an additional 37 spaces will be required for a total of 349 on site parking spaces.

CONDITIONS

1. All Public Works Conditions as listed above.
2. Prior to the issuance of building permits for the condominium units, the illegal uses must be removed from the property.
3. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
4. 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



Metro Planning Commission Meeting of 6/23/05

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

5. 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.
6. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
7. This preliminary plan approval for the residential portion of the master plans is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.



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

Zone Change 2005Z-060G-02

None
BL2005-684
3 – Tucker
3 – Garrett
Ragan Smith Associates, Inc., applicant, for Chambliss & Denney Properties, LLC.
Deferred at the June 9, 2005, Commission meeting.

Deferral

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions.

APPLICANT REQUEST

Rezone 6.12 acres from residential (R10) to commercial service (CS) district a portion of property located at 3564 and 3570 Dickerson Pike, along the west side of Dickerson Pike, south of Bellshire Drive.

Existing Zoning
R10 district

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

Proposed Zoning
CS district

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

SUBAREA 2 PLAN POLICY

Commercial Arterial Existing (CAE)

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

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.



Metro Planning Commission Meeting of 6/23/05

Policy Conflict

The proposed CS district is consistent with the CAE policy intended for existing commercial development to remain, however, it is not consistent with the RM policy intended for residential development with four to nine units per acre. Although a portion of the property is within the RM policy, the established residential neighborhood to the northwest is protected from the commercial development along Dickerson Pike by the steep topography. There is an existing stub street in the residential neighborhood that abuts this property, however, the topography may not allow for future connection for residential development. Therefore, it would only allow access from the commercial development along Dickerson Pike. The CS is appropriate because it is proposed on the portions of the site with the less severe topography. The steeper topography serves as a natural boundary between the commercial zoning and the residential.

The applicant originally requested to rezone 7.67 acres of the site, which included acreage with steep slopes, but has amended to 6.12 acres to only include the flatter portion of the site.

RECENT REZONINGS

Several properties to the west were approved by the Commission on the May 12, 2005, agenda from CS, RS7.5, and IWD to SCR (included in the Nashville Commons at Skyline proposal).

METRO PUBLIC WORKS' RECOMMENDATION TRAFFIC

1. Cross access shall be allowed to adjacent parcels and PUD.
2. One access with 2 exit lanes and 1 entering lane shall be allowed on Dickerson Pk for parcel 033 and shall be located opposite Due West Ave.
3. As determined by the Traffic Impact Study (TIS), the developer shall construct a right turn lane on Due West Ave. at Dickerson Pk. with 200 ft of storage and transition per AASHTO standards and modify traffic signal at this location.
4. Developer shall incorporate bus bay on Dickerson Pk in site plan per MTA design guidelines.



Metro Planning Commission Meeting of 6/23/05

5. At development of rezoned property, developer may submit a focused TIS to modify the conditions if generated peak hour trips are less than 470.

Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total No. of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	6.12	3.7	23	268	26	29

Typical Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
New Car Sales (841)	6.12	0.020	5,332	178	11	15

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	6.12				-90	-15

Maximum Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total No. of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	6.12	3.7	23	268	26	29

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Convenience Market (851)	2.12*	0.1	9,235	6816	619	484

Adjusted as per use and size of site

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	4.0*	0.6	104,544	6975	161	646

Adjusted as per use and size of site

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
--					13253	754 1101



Metro Planning Commission Meeting of 6/23/05

CONDITIONS

1. Cross access shall be allowed to adjacent parcels and PUD.
2. One access with 2 exit lanes and 1 entering lane shall be allowed on Dickerson Pike for parcel 033 and shall be located opposite Due West Ave.
3. As determined by the Traffic Impact Study (TIS), the developer shall construct a right turn lane on Due West Ave. at Dickerson Pike. with 200 ft of storage and transition per AASHTO standards and modify traffic signal at this location.
4. Developer shall incorporate bus bay on Dickerson Pike in site plan per MTA design guidelines.
5. At development of rezoned property, developer may submit a focused TIS to modify the conditions if generated peak hour trips are less than 470.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-076U-12
None
26 - Adkins
7 - Kindall
Adam Alger, CB Richard Ellis, Inc., applicant for South Central Bell Telephone Company, owner
Deferred at the May 26, 2005, Commission meeting at the request of the applicant.

Deferral

Staff Reviewer
Staff Recommendation

Pereira
Disapprove

APPLICANT REQUEST

Request to change 2.31 acres from residential multi-family (RM20) to commercial limited (CL) district property located at 326 Travis Drive, on the north side of Welch Road.

Existing Zoning
RM20 district

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

CRIEVE HALL/TUSCULUM 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.

Policy Conflict

Yes. The proposed CL zoning is not consistent with the Residential Low Medium policy on this site, and an existing condominium development surrounds this parcel on the east and the north. Residential policies begin at Travis Drive and continue to the east. RS10 and R8 zoning currently exist in these areas. As reflected by the adopted land use policy, commercial and other more intensive uses should not cross Travis Drive.



Metro Planning Commission Meeting of 6/23/05

A BellSouth call center currently occupies the site, which is a nonconforming use under the site's existing residential zoning. The call center has not been in operation for several years.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

A TIS may be required at development.

Typical 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)	2.31	20	46	1153	28	32

Typical Uses in Proposed Zoning District: CL

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	2.31	0.249	25,055	2752	68	253

Maximum Uses in Proposed 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)	2.31	20	46	1153	28	32

Maximum Uses in Proposed Zoning District: CL

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Convenience Market (851)	2.31	0.6	60,374	44,556	4047	3165

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
--				43403	4019	3133



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

Deferral
Staff Reviewer
Staff Recommendation

Subdivision 2005S-138G-12
Jackson Valley Subdivision
31 – Toler
2 - Blue
GSH Development, LLC, owner/developer, Alley & Associates, surveyor
Deferred at the May 26, 2005, Commission meeting.
Harris
Approve with conditions.

APPLICANT REQUEST
Preliminary Plat

A request to create 44 single-family lots on 7.7 acres on the east side of Nolensville Road, south of Autumn Oaks Drive.

ZONING
RS5 District

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

SUBDIVISION DETAILS

This subdivision proposes 44 single-family lots with sizes ranging from 5,000 to 10,000 square feet. One access drive (Jackson Valley Drive) is proposed from Nolensville Pike. A stub street is proposed to the south for future connectivity to the recently approved Legg Development PUD.

Turnaround Length Variance

Section 2-6.2.1 of the Subdivision Regulations states that the maximum lengths of streets leading to turnarounds shall be 750 feet. The proposed length of the entire street from Nolensville Pike is 1,295 feet total. The length of the permanently dead-ended portion of the street is 905 feet which exceeds the maximum street length for a turnaround cul-de-sac. The applicant has requested a variance to maximum length of cul-de-sacs.

Staff recommends approval of the variance. There are steep slopes that prevent a possible connection to the north. The applicant is proposing a stub street further south that would provide a future connection.

A midblock traffic calming device is required by Planning Department policy for any cul-de-sac longer than 750 feet. The device shall be designed and coordinated with the Metro Planning Department and Public Works Departments.



Metro Planning Commission Meeting of 6/23/05

Sidewalks

This midblock traffic calming device has not been shown on the plan, as required.

A five foot wide sidewalk is proposed on both sides of the new street and stub street.

Landscape Buffer Yards

Ten foot landscape buffer yards (B-3) are proposed around the property boundary since the zoning of this is RS5 adjacent to R20 zoning to the north and AR2a zoning to the south.

PUBLIC WORKS RECOMMENDATION

1. The centerline of Jackson Valley Drive does not appear to conform to geometric design requirements for a 30 mph design speed. The minimum centerline radius of curved segments shall be in accordance with the Subdivision Regulations of the Metropolitan Planning Commission.
2. Developer shall construct a 3-lane cross section on Nolensville Pike along the property frontage. The center turn lane shall align with the southbound left turn lane which is to be constructed by Autumn Oaks developer.
3. Developer shall construct 2 exit lanes with 50 feet of storage on access road at Nolensville Pike.

CONDITIONS

1. All traffic conditions listed above must be shown on the final plat as appropriate, completed or bonded prior to final plat approval.
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 be platted to include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.



Metro Planning Commission Meeting of 6/23/05

3. Grading plans must be approved prior to final plat approval.
4. A revised preliminary plan is to be submitted prior to final plat approval showing a traffic calming turn around between the proposed stub street and cul-de-sac.



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

Subdivision 2005S-122G-06
Hulan Heights
None
22 – Crafton
9 – Warden
Crawford Land Surveyors, applicant for E.H. Evans, owner.
Deferred at the June 9, 2005, Commission meeting.

Deferral

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Final Subdivision

Request for final plat approval to create three lots on the south side of Bellevue Road, west of Wild Iris Drive.

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), and street frontage(s):

- Lot 1: 18,945 Sq. Ft., (.43 Acres), and 107 Ft. of frontage;
- Lot 2: 38,895 Sq. Ft., (.89 Acres), and 100 Ft. of frontage;
- Lot 3: 42,116 Sq. Ft., (.96 Acres), and 130 Ft. of frontage.

Lot Comparability

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”. An exception can be granted if the lot fails the lot comparability analysis (is smaller in lot frontage and/or 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 lot frontage of 103 linear feet. Lot 2 and 3 pass for area, while lot 1 fails, and lots 1 and 3 pass for minimum frontage, while lot 2 fails.



Metro Planning Commission Meeting of 6/23/05

The area land use policy is Residential Low-Medium. The Land Use Policy Application (LUPA) recommends a density of two to four dwelling units per acre for this RLM policy. The request is consistent with the RLM policy.

Staff recommends that an exception be granted, because the proposed lots are not out of character with other lots in the area, and that the proposal meets RLM policy.

**TRAFFIC
PUBLIC WORKS'
RECOMMENDATION**

No Exceptions Taken

CONDITION

Drainage easement for the buffered drain needs to be extended and shown on the plat prior to recordation, as per Metro Stormwater requirements



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

Subdivision 2005S-154U-12
Beverly Heights – Section 2
None
30 – Kerstetter
2 – George Blue
Naim Abulabam, owner and John Kohl and Company, surveyor
Deferred the June 9, 2005, Commission meeting.

Deferral

Staff Reviewer
Staff Recommendation

Swaggart
Disapprove

APPLICANT REQUEST
Final Plat

Request for final plat approval to subdivide approximately 0.94 acres into three lots at the southeast intersection of Wallace Road and Humber Drive.

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

As proposed the request will create three new lots, each with the following area and frontage:

- Lot 1: 12,502 Sq. Ft. (0.29 Ac); 60 ft frontage
- Lot 2: 13,915 Sq. Ft. (0.32 Ac); 105 ft. frontage along Humber Drive and 130 along Wallace Lane.
- Lot 3: 13,781 Sq. Ft. (0.32 Ac); 100 ft. frontage.

Lot 1 will front Wallace Road, lot 2 will front Wallace Road and Humber Drive, and lot 3 will front Humber Drive.

Lot Comparability

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.” An exception can be granted if the lot fails the lot comparability analysis (is smaller in lot frontage and/or size) if the new lots would be consistent with the General Plan.



Metro Planning Commission Meeting of 6/23/05

The lot comparability analysis for these lots shows that a minimum lot area of 30,546 square feet is required and a minimum allowable lot frontage of 144 linear feet. All three proposed lots fail for area, and lot 1 also fails for frontage. All three lots are less than half the lot area required by the comparability analysis.

The land use policy for the area is Residential Low-Medium. Metro's Land Use Policy Application (LUPA) recommends a density of two to four homes per acre for RLM policy. The three proposed lots are consistent with the RLM policy because no duplexes are allowed under the RS10 zoning.

The Subdivision Regulations state that lots within 300 feet from the proposed new lots are to be used in the lot comparability analysis. The lots within this defined area are much larger, and have greater frontages, than the proposal. Outside the 300 foot radius, many lots in the general area are significantly smaller. While the size of the proposed lots is in keeping with the expanded area, the proposed frontage for lot 1 is shorter.

Under 2-4.7 A. of the Subdivision Regulations, the Commission has the discretion to grant an exception for lot comparability for proposed lots that are consistent with the General Plan. The proposed lots are consistent with the RLM policy in this area. However, staff recommends disapproval of the three lots, because:

1. The proposed lots are less than half the size of the lots included in the comparability analysis; and
2. Proposed Lot 1 has a frontage that is shorter than any in the area, even beyond 300 feet from the proposed subdivision.

Staff may be able to recommend approval of a two lot subdivision on this property, depending on the lot configuration proposed by the applicant.

**PUBLIC WORKS'
RECOMMENDATION
TRAFFIC**

Approve with the following conditions:



Metro Planning Commission Meeting of 6/23/05

1. Identify and dimension right-of-way along Wallace Road. Label and dedicate ROW 30 feet. from centerline, consistent with the approved major street/collector plan.
2. Show and dimension ROW along Humber Drive.
3. Show pedestrian easement along public Sidewalk, parallel and adjacent to ROW. Minimum easement shall be three feet parallel, and adjacent to ROW, plus the width of the sidewalk outside the ROW.

STORMWATER RECOMMENDATION

Approve



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

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
Deferred at the May 12, 2005, meeting by the
Commission to allow time for alternative access points
to be discussed.

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



Metro Planning Commission Meeting of 6/23/05

Alternative Access Points

Drive was developed in 1992. This plan may be reviewed and treated by the Commission as a revision. No approval of the change by Metro Council is required.

The proposed relocation of the driveway 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.

Metro Public Works and Planning Staff have reviewed alternative access points and the proposed driveway is more appropriate than an access drive off of Una-Antioch Pike. Una-Antioch Pike is classified as an urban arterial requiring 84' right-of-way and is substandard at this time with only 60' right-of-way currently. If an access drive were to be proposed along Una-Antioch Pike, it would be too close to the existing Treetop Drive (less than 300'-required by the Subdivision Regulations). It would also require a stream crossing and disturbance of the natural floodplain area of the property.

Dedicated Right-Of-Way

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.



Metro Planning Commission Meeting of 6/23/05

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.

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



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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.
Associated Case
Council Bill
Council District
School District
Requested by

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

Staff Reviewer
Staff Recommendation

Fuller
Disapprove. Old Hickory Boulevard should be widened to the S4 functional standards (96 foot roadway) from the I-24 interchange to Burkitt Road prior to this property being rezoned.

APPLICANT REQUEST

A request to change 23.97 acres from agricultural/residential (AR2a) to residential multi-family (RM15) district property located at 13153, 13159 and 13167 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), located at the eastern terminus of October Woods Drive.

Existing Zoning
AR2a district

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

Proposed Zoning
RM15 District

RM15 is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre.

**SOUTHEAST COMMUNITY
COMMUNITY PLAN POLICY**

Existing Plan Policy

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

Policy Conflict

No. The proposed RM15 district is consistent with the Commercial Mixed Concentration policy.



Metro Planning Commission Meeting of 6/23/05

Infrastructure Deficiency Area

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

A property’s road frontage is analyzed to determine that it meets all standards for public streets with respect to:

- pavement width;
- right-of-way width;
- horizontal radii of curves;
- and tangents between reverse curves from intersection to intersection.

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

The score can be raised if a project is adding segments of a required street connection or collector street as shown on the major street plan of community plan. This project extends a local street to create an intersection opposite October Woods Drive at Old Hickory Boulevard but this was not a required connection so it did not contribute to the score.

The Planning Commission could consider approving this zone change with a condition in addition to the Public Works conditions that the pavement of Old Hickory Boulevard be widened to S4 functional standards prior to or in conjunction with development of this property.



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In addition to road infrastructure deficiencies, the Southeast Community Plan notes that “inadequate school facilities in the area are also a problem in the Southeast Community.” Additional analysis of the projected student generation from this rezoning and school capacity in this area is provided below. The school board has programmed for new schools in this area.

METRO SCHOOL BOARD REPORT

Projected student generation

23 Elementary 15 Middle 11 High

Schools Over/Under Capacity

Students would attend Maxwell Elementary School, Antioch Middle School, or Antioch High School. All three schools have been identified as being over capacity by the Metro School Board. There is capacity at an elementary and middle school within the cluster and capacity at a high school in an adjacent cluster (Glencliff). This information is based upon data from the school board last updated February 3, 2005.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

A TIS was required for this rezoning

As recommended in the TIS,

1. Developer shall construct a southbound left turn lane on Old Hickory Blvd at Muci Drive with 100 feet of storage and transitions per AASHTO standards.
2. Developer shall construct a southbound left turn lane on Old Hickory Blvd at the project access road opposite Octoberwoods Drive with 100 feet of storage and transitions per AASHTO standards.
3. Developer shall construct road shoulders a minimum of 4 feet wide along the Old Hickory Boulevard property frontage.
4. The project access road (Muci Drive extension) at Old Hickory Boulevard shall be located opposite Octoberwoods Drive and shall be constructed with an entering lane and 2 exiting lanes. Exiting lanes shall provide a left turn lane and a through/right



Metro Planning Commission Meeting of 6/23/05

turn lane both with 100 feet of storage and transitions per AASHTO standards.

5. Developer shall dedicate a minimum 30 feet of right-of-way along Old Hickory Boulevard frontage and Reserve r.o.w. consistent with 1/2 of a U4 or 42 feet from centerline.
7. Developer shall conduct traffic counts and submit signal warrant analysis at both intersections of Muci Drive with Old Hickory Boulevard at 50% and 90% of project completion and install a traffic signal at either or both intersections upon approval of Metro Traffic Engineer and Traffic and Parking Commission. Developer shall modify any traffic signals installed by others at these locations prior to development in conjunction with constructing the 4th leg of this intersection. Developer shall coordinate installation of traffic signals with PUD developments opposite these 2 Muci Drive intersections with Old Hickory Boulevard.
7. Developer shall allow cross access to parcel 10, 041, and 035 and construct a roadway connection to parcel 11.
8. Developer shall construct the extension of Muci Drive consistent with Public Works standards and dedicate required public ROW for Muci Drive extension.

Typical Uses in Existing Zoning District: AR2a

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

Maximum Uses in Proposed Zoning District: RM15

Land Use (ITE Code)	Acres	Density Per Acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/ Townhome	23.97	15	359	1901	144	171

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				347	1753	126 155

CONDITION (if approved)

All Public Works conditions of approval must be included as conditions in any Council bill filed.



Project No.
Associated Case

Zone Change 2005Z-062G-12
2005UD-003G-12 Carother's Crossing UDO;
Southeast Community Plan Update
BL2005-682

Council Bill
Council District
School District
Requested by

31- Toler
2 - Blue
Woodridge Investments, LLC, applicant for Robert E. Carothers, et ux., Steve and Janice Williams, Elizabeth Thomason, and David L. Copeland, et ux., owners

Staff Reviewer
Staff Recommendation

Harris
Approve zone change with conditions, including the associated subarea plan amendment, Collector Street Plan Amendment and Urban Design Overlay.

APPLICANT REQUEST

Rezone 519.80 acres from agricultural and residential (AR2a) to multi-family residential (RM9) (303.56 acres) and MUL (216.24 acres) district properties located at Carothers Road (unnumbered), 7156, 7107, 7176, 7211, 7244 Carothers Road, and Battle Road (unnumbered).

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. This zoning district would permit approximately 25 homes total on this site.

Proposed Zoning
RM9 district

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

MUL district

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

SOUTHEAST COMMUNITY PLAN

Existing policy
Rural

R is intended for areas that are physically suitable for urban or suburban development but the community has chosen to remain predominantly rural in character. Agricultural uses, low intensity community facility uses, and low density residential uses (one dwelling unit per two acres or lower) may be appropriate.



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Proposed Land Use Policies

Neighborhood Center

NC is intended for small, intense areas that may contain multiple functions and are intended to act as local centers of activity. Ideally, a neighborhood center is a "walk-to" area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within NC areas are those that meet daily convenience needs and/or provide a place to gather and socialize. Appropriate uses include single- and multi-family residential, public benefit activities and small scale office and commercial 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.

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. The proposed RM9 district is consistent with the Southeast Community Plan's proposed policy of Neighborhood General and the proposed MUL district is consistent with the proposed Neighborhood Center policy. Both land use policies recommend that an Urban Design (UDO) or Planned Unit Development (PUD) overlay accompany proposals in the area to assure that it conforms to the intent of the policy. There is an accompanying UDO (Carother's Crossing—2005UD-003G-12) that conforms to the intent of the policy.

RECENT REZONINGS

None.

PUBLIC WORKS' RECOMMENDATION

A Traffic Impact Study (TIS) is required prior to rezoning; TIS was scoped on 4/7/05 and has been reviewed.



Metro Planning Commission Meeting of 6/23/05

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)	511.03	0.5	256	2466	189	250

Typical Uses in Proposed Zoning District: RM9/UDO*

Land Use (ITE Code)	Acres	Density per acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	511.03	n/a	1,100	9415	780	926

Typical Uses in Proposed Zoning District: RM9/UDO*

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)	511.03	n/a	600	2952	217	260

Typical Uses in Proposed Zoning District: RM9/UDO*

Land Use (ITE Code)	Acres	Density per acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi Family (220)	511.03	n/a	400	2555	200	238

Typical Uses in Proposed Zoning District: MUL/UDO*

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	511.03	n/a	120,000	7632	175	707

Typical Uses in Proposed Zoning District: MUL/UDO*

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	511.03	n/a	30,000	529	72	113

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
				20617	2699	1994



Metro Planning Commission Meeting of 6/23/05

METRO SCHOOL BOARD REPORT

Projected student generation

278 Elementary 213 Middle 175 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.

School Site Dedication.

Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for high schools with a capacity of 2000 students.

This land dedication requirement is proportional to the development's student generation potential. Such site shall be within Davidson County and in accordance with the site condition and location criteria of the Metropolitan Board of Education. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final plat consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.



No.	Urban Design Overlay 2005UD-003G-12
Project Name	Carother's Crossing
Associated Case	2005Z-062G-12
Council Bill	BL2005-683
Council District	31 - Toler
School Board District	2 - Blue
Requested By	Woodridge Investments, LLC, applicant for Robert E. Carothers, et ux., Steve and Janice Williams, Elizabeth Thomason, and David L. Copeland, et ux., owners
Staff Reviewer	Harris
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST
Preliminary UDO

Request to adopt a preliminary Urban Design Overlay (UDO) to allow for the development of 2,300 residential units and 150,000 square feet of mixed-use commercial on a total of 519.80 acres. The site is located along the south side of Carothers Road, east of Battle Road.

ZONING & LAND USE POLICY

Existing Zoning--AR2a

This request for preliminary UDO approval is associated with a zone change request to change from AR2a to RM9 and MUL.

Southeast Community Plan Rural Land Use Policy

There is a previously recommended community plan update to amend the existing Rural policy to Neighborhood General and Neighborhood Center policies.

PLAN DETAILS

Overall Site Plan

The plan proposes four villages with varying densities and housing types to address the natural features of the site (topography and creeks). They are the Town Center, the School Village, the Ridge Village, and the Hamlet. The villages are organized into neighborhood zones that establish the desired character of each village and ensure the mix of building type. They are the Town Center, Neighborhood Center, Neighborhood General, and Neighborhood Edge neighborhood zones. An elementary school is also proposed with this development.



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The design of this community follows traditional neighborhood development principles. The community is compact, walkable, and contains a variety of building types—all of which meet the intent of the Urban Design Overlay designation. A design of this nature requires that all of the components of the neighborhood work in concert with one another. For example, in the more urban areas of the neighborhood, buildings are taller and closer to the street, streets include curbs, wide sidewalks, consistently spaced street trees and formal on-street parking, open spaces are hardscaped or highly manicured. In the more rural areas of the neighborhood, buildings are lower and set farther from the street, streets include swales, narrower sidewalks, and more random plantings, open spaces are more natural. The buildings, streets, and open spaces make up the context for the neighborhood and each is dependent on the other.

The Town Center zone includes the most urban and dense building types. The Neighborhood Center zone is less intense and smaller. It is usually located within neighborhoods to satisfy some of the daily needs of the residents without leaving the neighborhood. The Neighborhood General zone makes up much of the community and is generally residential with a variety of medium density building types. The Neighborhood Edge zone is the least intense, almost rural, area of the community and consists of larger homes on larger lots. Three to four of these context zones are used in varying amounts to establish the desired character of each village.

Building Types

The following building types are proposed as part of the UDO plan:

Town Center (Within MUL district):

- 1. Mixed use-** Ground floor retail, office, or residential uses
- 2. Live/work units-** Single-family attached housing with ground floor storefront for residential, office, and retail store
- 3. Rowhouses/Cloister Houses-** Single-family attached housing facing the street with rear access from an alley. The Cloister House



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type permits rowhouses arranged around a courtyard.

Neighborhood Center (Within MUL district):

1. **Live/work units**
2. **Rowhouses**

Neighborhood General (Within RM9 district):

1. **Rowhouses,**
2. **Cottage/Bungalow Court-** Smallest single-family detached housing on 38-50 foot wide lots with rear alley access. The Bungalow Court type permits cottages arranged around a courtyard. Garage access is from an alley.
3. **Two-unit townhouses-** Attached housing on 60-foot wide lots with two units per lot. Garage access is from an alley.
4. **Mansion/Villa-** Large single-family detached houses with 60-150 foot wide lots with garages accessed from an alley or the street. The Villa type is a multi-unit version of the Mansion.

Neighborhood Edge (Within RM9 district):

1. **Two-unit townhouses**
2. **Medium/Large House-** Medium single-family detached houses on 54-150 foot wide lots with garages accessed from an alley or the facing street. The Ridge House type falls into this category as a small footprint house. The intent of this specific type is to minimize disturbance where development on steeper slopes is permitted.
3. **Mansion/Villa**

Access

Access is proposed off of Battle Road and Carothers Road. The street network involves 12 proposed street and alley cross-sections, of which four are current Metro standard sections with embellishments to the planting strips, sidewalks, and/or medians. These fall into three categories: local streets, intra-neighborhood connectors, and inter-neighborhood routes and networks. Local streets provide access to individual lots in each village/neighborhood. Intra-neighborhood connectors are streets or roads that provide primary connections between the villages. Inter-neighborhood



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Carothers Road De-classification

routes and networks connect Carothers Crossing to the regional network.

Carothers Road is proposed for reconstruction as a collector street on the Major Street Plan. This UDO plan retains Carothers Road as a local street within a more comprehensive network system. The proposed interconnected system includes two east-west connections across the site with a total of 11 external connections. Staff previously recommended approval of the Major Street Plan amendment.

Environmental / Open Space

This site is encumbered by some hillsides and creeks. These areas have been avoided through design and creation of open spaces totaling over 55%. There are some slopes over 25% on the southeastern portion of the property that are included within the proposed open space. In addition to the conservation of some of the site's natural features, the master plan includes formal open spaces in the form of plazas, squares, and greens. The various types of formal open space are appropriately placed according to context. For example, squares are located within more urban areas such as the Town Center zone and greens are located within more sub-urban or rural areas such as Neighborhood General and Neighborhood Edge zones. These spaces are typically fronted by buildings and serve as communal gathering spaces for the public.

TRAFFIC METRO PUBLIC WORKS' RECOMMENDATION

Following are Public Works conditions and comments for the Carothers Crossing UDO (2005UD-003G-12) from the review of the TIS received June 2005 and the illustrative plan submitted on June 13, 2005.

Engineering Division

1. All roadway geometry shall support usage by SU30 (service and fire) design vehicles and the projected traffic volumes.
2. Extruded curbs and not acceptable in the right-of-ways. Use Public Works standard curb and gutter ST-200.



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3. Carothers Road realignment does not appear to be an optimal design for the amount of traffic it will serve. Redesign may be required. Work within the existing right of way will require specific excavation permits from Public Works.
4. It appears that in many locations smaller cross sections are being proposed, see note 1 above.
5. Alley cross sections are to be used only as secondary access and cannot substitute for frontage along a public street. Comply with Metro Code 12.04.010.
6. Private streets shall not connect two public streets. Comply with Metro Code 12.04.275.
7. Show solid waste pickup circulation and collection plan. ID dumpster pads.
8. Encroachments onto the public right-of way by awnings, porches, etc, will require Mandatory Referral and Council approval of each individual encroachment, per Metro Code 13.16.

Traffic Division

1. Developer shall construct a collector roadway cross section in the same general vicinity of the existing Carothers Road alignment along the southern edge of the School Village neighborhood as identified in the UDO document.
2. Consistent with the submitted site plan two (2) north- south roadways will be allowed to intersect with the realigned Carothers Rd. Intersection design and shall include left turn lanes on all approaches in case future signalization is required at these two (2) intersections.
3. As recommended in the TIS, Developer shall construct a new east -west collector roadway with a minimum three (3) lane cross section in the general vicinity of the middle of the Town Center Village neighborhood as identified in the UDO document from Battle Road to Carothers Road.



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4. The intersection of this east west collector with the realigned Carothers Road shall be analyzed for satisfaction of signal warrants at 50%, 75% and 100% of project development. Developer shall conduct traffic counts, submit signal warrant study and install a traffic signal, if approved by Metro Traffic Engineer and the Traffic and Parking Commission. Signal plan shall be submitted by developer for Public Works approval.
5. Focused TIS reports may be required to identify required turn lanes and storage lengths upon development of specific commercial and residential development that generate greater than 100 peak hour trips.
6. Developer shall construct a collector roadway on Battle Road between the southern access roadway and Burkitt Road to meet final development plan requirements.
7. As recommended in the TIS, Developer shall construct westbound left turn lanes on Carothers Road and southern project access road to provide separate right and left turn lanes.
8. Developer shall conduct traffic counts and submit Traffic signal warrant analysis for the Battle Road/ Carothers Road intersection at 50%, 75% and 100% project completion.
9. Developer shall construct an arterial roadway along Burkitt / Old Hickory Boulevard from Burkitt Road to Interstate 24 intersection to meet final development requirements.
10. As recommended in the TIS, Developer shall install a traffic signal at Battle / Burkitt Road upon satisfaction of the signal warrants analysis and approval by the Metro Traffic Engineer and the Traffic and Parking Commission. Additionally, in conjunction with the signal installation the developer shall reconstruct the intersection with 90 degree intersecting roads and left turn lanes and transitions shall be constructed for all approaches.



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11. As recommended in the TIS, developer shall seek approval by the City of La Vergne to install a Traffic Signal at Waldron Road/ Carothers Road intersection and construct separate turn lanes on each approach to include Northbound left and thru lanes, Southbound thru and right turn lanes, and Eastbound right and thru lanes. If this condition is not approved, additional roadway mitigations may be imposed by Public Works to accommodate traffic in Davidson County.

12. Developers plans shall identify trail locations and intersect near street intersections.

13. Feasibility of these conditioned off -site roadway improvements shall be documented and submitted to Public Works for approval.

14. Further conditions will be required, as applicable, as final plans are developed and submitted for approval.

15. The Metro Traffic Engineer must approve a traffic improvements and mitigation phasing plan submitted by the developer prior to beginning development.

These comments are either incorporated as conditions below or are considered to be premature for Preliminary UDO approval, but may be considered with the review of construction plans based on the intent of the UDO.

FIRE MARSHAL'S OFFICE RECOMMENDATION

1. No Part of any building shall be more than 500 feet from a fire hydrant via an approved hard surface road. Metro Ordinance 095-1541 Sec: 1568.020B
2. Fire hydrants should flow at least 1,000GPM @40psi.
3. Roadways shall be at least 20 feet in clear width with no parking for two-way traffic.
4. Roadways shall be at least 14 feet of clear width with no parking for one-way Traffic.
5. If parking is provided it shall be added to the minimum roadway width.



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6. Dead end roadways over 150 feet in length require a 100 foot diameter turnaround or a T-type that is approved by the Fire Marshal's Office.

CONDITIONS

1. Prior to final UDO approval, the applicant shall work with the Fire Marshal to meet access requirements or present alternative solutions that meet the intent of the Urban Design Overlay as well as objectives established by the Fire Marshal.
2. Prior to third reading in Council the Preliminary UDO document shall be updated as follows:
 - a. Remove item 11 under "Property Owners Association Standards" (p. 29)
 - b. Add the following to "Tree Pattern" under "Drive" in the Landscape Regulations: "or allee 30 feet on center" (p. 25)
 - c. Revise "Percentage Allocation of Unit Types" for "Single Family Detached Units" to "35% min./ 40% max." (p. 26)
 - d. Add "roof overhangs" to "Encroachments Allowed" in setbacks for all zones.
 - e. Revise "rear setback" for "outbuildings" to "5 ft. min., 5 ft. or 15 ft. and greater if garage doors open onto an alley or service lane" in all zones.
 - f. Revise setbacks under "Parking Requirements" to match setbacks for "Outbuildings" in all zones.
 - g. Add the following to "Parking Requirements" in "Neighborhood Edge" zone: "Front facing garages shall be recessed from the façade of the principal building a minimum of 20 ft." (p. 33)
 - h. On-street parking for street cross section F shall not be striped.
3. Specific street locations shall be as indicated on the Thoroughfare Assignment Plan of the UDO or as may be approved by the Planning Commission during final subdivision review.
4. The maximum ROW required for any street shall be as indicated on the Thoroughfare Assignment Plan of the UDO.



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5. The final approved street cross-sections shall be as outlined in Section 4 below and based on the street cross-section that most closely achieves the intent of the UDO. In determining the intent of the UDO, the Department of Public Works shall, at a minimum, consult with the Planning Department and evaluate the Project Concepts and Planning Principles, the Master Plan and Village explanations, the Street Network plan, the Thoroughfare Assignment plan, the Street Types plan, and other relevant components of the UDO in determining the street cross-section that most appropriately achieves the community development goals of the UDO.
6. All approved street cross-sections shall be either:
 - a. Approved Metro Department of Public Works cross-sections;
 - b. Cross-sections as described in the “Street Type” section of the Thoroughfare Assignment Plan; or
 - c. Any other street cross-section developed in accordance with AASHTO guidelines as set forth in the latest edition of “A Policy on Geometric Design of Highways and Streets” and certified by an appropriately licensed engineer.
7. Where specific street cross-sections, roadway and network design are in variance with currently adopted Metro code, rules, policies, and guidelines, the applicant shall seek all necessary approvals from the Planning Commission, Traffic and Parking Commission any other Metro boards and Commissions and if necessary amendments to the Metro Code to permit the implementation of the UDO as designed. All final street and roadway cross-sections are to be certified by an appropriately licensed engineer as in compliance with the guidelines and standards as set forth in the latest edition of “A Policy on Geometric Design of Highways and Streets” to achieve the roadway design speed and appropriate community context.
8. Focused TIS reports may be required in conjunction with development of individual project phases to identify specific intersection requirements to



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achieve the planning and mobility concepts of the approved UDO.

9. Developer shall construct a three-lane rural roadway with shoulders on Battle Road between the southern access roadway and Burkitt Road to meet final development plan requirements.
10. Developer shall construct westbound left turn lanes at existing intersection of existing Carothers Road and Battle Road to provide separate right and left turn lanes.
11. Developer shall be responsible for his pro rata share of the cost of off-site improvements identified as necessary in the TIS network analysis. Contributions shall be phased in conjunction with development phases and their relative impact on the network.
12. Developer's plans shall identify trail locations and intersect near street intersections.
13. Prior to third reading at Council, the property owners' signatures for parcels 002 and 003 shall be submitted or deed information is to be provided that shows new ownership.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-085U-13
None
33 - Bradley
6 - Awipi
Coleman Lake Partners, LLC, applicant, for James Andrew Layne, owner

Staff Reviewer
Staff Recommendation

Pereira
Approve with conditions, including an access easement across this property to connect to the parcels that border it to the north and south, and one shared ingress/egress point for parcels 172 and 096 onto Rural Hill Road

APPLICANT REQUEST

Request to change 4.71 acres from agricultural and residential (AR2a) to residential multi-family (RM20) district property located at 1396 Rural Hill Road, approximately 1,000 feet north of Mt. View Road

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.

Proposed Zoning
RM20 district:

RM20 is intended for single-family, duplex, and multi-family dwellings at a density of 20 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 ensure appropriate design and that the type of development conforms with the intent of the policy.

Policy Conflict

The proposed RM20 zoning is not entirely consistent with the Neighborhood General policy on this site, but the parcel to the north of this site was recently rezoned to RM20 in August 2001. If the property proposed for



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rezoning is approved, it will be included in the development plans of this existing RM20 district to the north. Planning staff is requiring the applicants to provide a site plan for the two parcels that shows the following: 1) An access easement across this property to connect parcels 096 and 172 and stubs into parcel 095 to the south, and 2) One shared ingress/egress point for parcels 172 and 096 onto Rural Hill Road. The applicants have indicated their intent to submit this site plan prior to the June 23, 2005, Planning Commission meeting.

RECENT REZONINGS

On July 18, 2001, the Metro Council passed on third reading the rezoning of parcel 096 from AR2a to RM20. This rezoning became effective on August 4, 2001.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

A TIS may be required at development.

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)	4.71	0.5	2	28	2	3

Typical Uses in Proposed Zoning District: RM20

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/townhome (230)	4.71	20	94	983	76	102

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
--			+92	955	74	99

METRO SCHOOL BOARD REPORT

Projected student generation

8 Elementary 5 Middle 4 High

Schools Over/Under Capacity

Students would attend J.E. Moss Elementary School, Apollo Middle School, or Antioch High School. There is capacity within the cluster for the elementary and



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middle schools, but not for the Antioch High School. There is capacity in the adjacent cluster of Glencliff. 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-086G-12
None
31 - Toler
2 - Blue
Roy Dale, applicant for Robert Morris, owner.

Staff Reviewer
Staff Recommendation

Pereira
Disapprove

APPLICANT REQUEST

Request to change 9.61 acres from agricultural and residential (AR2a) to commercial services (CS) district property located at 6433 Nolensville Pike, approximately 300 feet north of Bluff Road.

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.

Proposed Zoning
CS district:

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

CRIEVE HALL/TUSCULUM COMMUNITY PLAN POLICY

Corridor General

CG is intended for areas at the edge of a neighborhood that extend along a segment of a major street and are predominantly residential in character. CG areas are intended to contain a variety of residential development along with larger scale civic and public benefit activities. Examples might include single-family detached, single-family attached or two-family houses; but multi-family development might work best on such busy corridors. 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. No such plan or overlay district has been proposed.

Natural Conservation

NCO policy is intended for undeveloped areas with the presence of steep terrain, unstable soils, and



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Policy Conflict

floodway/floodplain. Low intensity community facility development and very low density residential development (not exceeding one dwelling unit per two acres) may be appropriate land uses.

Yes. The proposed CS zoning is not consistent with the Corridor General and Natural Conservation policies on this site. CG policy does not allow for commercial development, and Natural Conservation policy is intended only for low intensity residential development and for the preservation of natural features endogenous to the site. There is a considerable amount of floodplain on the southern end of the site, on the property's frontage on Bluff Road.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

A TIS 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)	9.61	0.5	5	66	13	8

Typical Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail Center (914)	9.61	0.249	104,234	4497	NA	272

Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	density	Total Number of lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	9.61	0.5	5	66	13	8

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	9.61	0.6	251,166	12,333	271	1153

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
--				12267	258	1145



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-087U-08
BL2004-676
21 - Whitmore
5 - Hunt
Councilman Whitmore, applicant for various property owners

Staff Reviewer
Staff Recommendation

Pereira
Approve

APPLICANT REQUEST

Request to change 37.35 acres from R6 to RS5 district property, located at various addresses south of Centennial Boulevard, and west of 40th Street.

Existing Zoning
R6 zoning:

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

Proposed Zoning
RS5 zoning:

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.

**NORTH NASHVILLE
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.

**Tomorrow's Hope Detailed
Neighborhood Design Plan**
Single Family Detached in
Neighborhood General

SFD is intended for single-family housing that varies based on the size of the lot. Detached houses are single units on a single lot.

Single Family Attached & Detached
in Neighborhood General

SFAD is intended for a mixture of single family housing that varies based on the size of the lot and the placement of the building on the lot. Detached houses are single units on a single lot (e.g. single family house), while attached houses are single units that are attached to other single family houses (e.g. townhomes).

Parks, Reserves, and other
Open Space in Neighborhood Center

A small parcel with frontage off 40th Street is designated as "Parks, Reserves, and other Open Space in Neighborhood Center." These policy areas are



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Clifton/Southwest Detailed Neighborhood Design Plan Mixed Use in Neighborhood Center

reserved for open space intended for active and passive recreation, as well as buildings that will support such open space. The alternate land use policy for this parcel is "Mixed Use."

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.

Policy Conflict

The proposed RS5 zoning is generally consistent with the various land use policies of Tomorrow's Hope Detailed Neighborhood Design Plan, including the NG, SFD, and SFAD policies that apply to the majority of the proposed properties. The proposed RS5 is not entirely consistent with the Parks and Opens Space policy on one parcel and the MU in NC policy on three parcels in the Clifton/Southwest DNDP; however, these are minor inconsistencies. Of the 176 properties that are included in this rezoning, many have single-family homes, several have duplex units, while many others are currently vacant. There are three properties with community, institutional, and utility uses, and two with residential units numbering four or more. Only one property has a current commercial use.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exceptions Taken.

METRO SCHOOL BOARD REPORT

Projected student generation

This rezoning is in a predominantly developed area. No new students are expected to be generated with this rezoning.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-088U-10
BL2005-673
34 - Williams
8 - Harkey
Councilmember Lynn Williams, applicant for various property owners

Staff Reviewer
Staff Recommendation

Pereira
Approve

APPLICANT REQUEST

Request to change 271.06 acres from R40 to RS40 district properties located south of Harding Place, north of Tyne Boulevard.

Existing Zoning
R40 zoning:

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.

Proposed Zoning
RS40 zoning:

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.

GREEN HILLS/MIDTOWN COMMUNITY PLAN POLICY

Residential Low

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

Residential Low Area 3C

Area 3C is one of three areas of the Green Hills/Midtown Community Plan that has a Residential Low policy applied to it, given that it is largely residentially developed with densities at or below two dwelling units per acre.

Policy Conflict

No. The density of the proposed RS40 zoning (0.93 homes per acre) is consistent with the lower end of the density allowed by Residential Low policy (1 unit per acre).

Of the 226 properties that are included in this rezoning, there are 4 existing duplexes, several vacant properties, 3 institutional/community uses, and the remaining parcels currently hold single-family residences.



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RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exceptions Taken.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-089U-05
None
6 - Jameson
5 - Hunt
Whitney Kemper, applicant/owner

Staff Reviewer
Staff Recommendation

Pereira
Approve

APPLICANT REQUEST

Request to change 3.42 acres from CN, CS, OR20 and R6 to MUL district property located at 1004, 1006, 1008, 1009, 1011, 1012, 1015, 1017, 1100 Fatherland Street, Fatherland Street (unnumbered) 1100, 1104, 1106, 1108 Russell Street, 301 S. 10th Street, 306 A S. 11th Street, 214 S. 11th 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.

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.

OR20 district:

Office/Residential is intended for office and/or multi-family residential units at up to 20 dwelling units per acre.

R6 district:

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

Proposed 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**

Mixed Use

MU policy is intended to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping.



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Mixed Use Area 7B

Predominant uses include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential densities are comparable to medium, medium-high, or high density. 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. All of these parcels fall within the Five Points Redevelopment District Plan, administered and implemented by MDHA, and all of these parcels fall within two neighborhood conservation overlay districts.

This area was identified as Mixed Use for several reasons: 1) it is an area where a complete transition to nonresidential uses has not occurred, 2) it contains viable residential components, and a mixture of land uses exists and is functioning well, 3) the overall balance is not expected to change, and 4) it contains some architecturally and historically unique features. The East Nashville Plan calls for the continuation of the various protection measures that apply in part or in full to Area 7B, including the East Nashville Historic District, the Five Points Redevelopment Plan, and the East-End Lockeland Springs historic conservation overlay district. It is recommended that MDHA be consulted for specific information about the Five Points Redevelopment area.

Five Points Redevelopment District Plan

The MDHA redevelopment plan has specific land use and design guidelines for this area, and any development proposals on these parcels must pass through the MDHA design review committee, which includes Planning Department urban design staff.

Lockland Springs-East End Neighborhood Conservation Overlay (115-85-U and subsequent additions)

The Lockland Springs-East End Overlay is a Neighborhood Conservation Overlay District originally approved in September 1985, on these properties. Initially including some 1,200 properties, the overlay has since been amended various times (in 2003 and 2004) to add new parcels to it. This overlay district is overseen by the Historic Zoning Commission, which



Metro Planning Commission Meeting of 6/23/05

has a set of guidelines to govern the design of new building constructions, additions, demolitions, and relocations. The Historic Zoning Commission does not govern land uses; its recommendations do not affect base zoning.

Policy Conflict

No. The proposed MUL zoning is consistent with the MDHA design guidelines called for in the Five Points Redevelopment District Plan. Of the properties that are included in this rezoning, several have current small-scale commercial and strip shopping uses, and several are vacant.

RECENT REZONINGS

Several properties to the east of these parcels were approved by the Commission to change from R6 to RM15 on February 24, 2005. Metro Council passed this rezoning on third reading in March 15, 2005 (2005Z-021U-05).

TRAFFIC PUBLIC WORKS' RECOMMENDATION

A TIS will be required at development.

Typical Uses in Existing Zoning District: CN, CS, OR20 and R6

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	3.42	0.3*	44,692	4024	97	369

*Adjusted for various zoning districts assuming all commercial

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 (945)	3.42	0.088	13,109	NA	1019	1264

Typical Uses in Proposed Zoning District: MUL (possible mixed use proposal) assuming 1,400 s.f. units

Land Use (ITE Code)	Acres	FAR	Total Dwelling Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/townhome (230)	1.71	1.0	53	377	35	36

Typical Uses in Proposed Zoning District: MUL (possible mixed use proposal)

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty retail (814)	1.71	0.228	16,983	765	NA	63



Metro Planning Commission Meeting of 6/23/05

Maximum Uses in Existing Zoning District: CN, CS, OR20 and R6

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	3.42	0.3*	44,692	4024	97	369

*Adjusted for various zoning districts assuming all commercial

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Gas station With Convenience Market ()	3.42	0.10*	14,897	NA	1158	1436

*Adjusted as per use

METRO SCHOOL BOARD REPORT

Projected student generation*

11 Elementary 8 Middle 6 High

Schools Over/Under Capacity

Students would attend Warner Elementary School, Bailey Middle School, or Stratford High School. There is capacity within the cluster for all three schools. This information is based upon data from the school board last updated February 3, 2005.

*Based on an assumed maximum of 79 multifamily units at 1,500 square feet each.



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

Zone Change 2005Z-091T
None
BL2005-701
Countywide
n/a
Councilmember Feller Brown

Staff Reviewer
Staff Recommendation

Regen
Disapprove

APPLICANT REQUEST

Amend Zoning Code to convert “Historic Bed and Breakfast Homestay” from a special exception (SE) use to a historic overlay district.

ANALYSIS

Existing Law

The Zoning Code currently permits, under Sections 17.08.030 and 17.16.160.A, a historic bed and breakfast homestay as a special exception (SE) use in residential zoning districts as well as ON, OL, and OG districts subject to Board of Zoning Appeals (BZA) approval. A historic B&B homestay is permitted by right in the mixed-use districts, OR20, OR40, ORI, and CF districts. That is, no BZA approval is required.

Under the current Zoning Code provisions, the BZA approves a historic B&B homestay as a Special Exception use, but the Metro Council must approve the homestay’s location by council resolution, prior to BZA action. As set forth in Section 17.40.280, the Council has 60 days to act on such a request after first being notified by the zoning administrator the application’s filing. The Council’s pre-approval of historic B&B homestay’s was added in 2000 through council bill BL2000-172.

Proposed Text Change

The proposed text amendment would essentially convert a historic bed and breakfast homestay from a SE use to an overlay district requiring Metro Council approval; no BZA review or action would be required.



Metro Planning Commission Meeting of 6/23/05

Proposed Text Amendment

- Delete subsection A of Section 17.16.160 in its entirety and relettering subsections B. and C. accordingly.
- Amend Chapter 17.36 by adding the following new subsection D.:

D. Historic Bed and Breakfast Homestay (HB) District. The boundaries shall be shown on the zoning map or on special overlays thereto that are made a part of this zoning code and noted by name on such maps, in which no structure shall be constructed, altered, repaired, relocated or demolished in whole or in part unless the action complies with the requirements set forth in this title.

- Amend Section 17.36.120 by adding the following new subsection C.:

C. Historic Bed and Breakfast Homestay.

1. An historic bed and breakfast homestay is defined as a building or structure containing three or fewer furnished guest rooms for pay within a private, owner-occupied historically significant structure. Meals may be provided to overnight guests, and the maximum stay for any guest shall be fourteen consecutive days. An historic bed and breakfast homestay shall meet one or more of the following criteria:
 - a. The historic bed and breakfast homestay is associated with an event that has made a significant contribution to local, state or national history;
 - b. It is associated with the lives of persons significant in local, state or national history;
 - c. It embodies the distinctive characteristics of a type, period or method of construction, or that represents the work of a master, or that possesses high artistic value; or
 - d. It is listed or is eligible for listing in the National Register of Historic Places.
2. In addition to the criteria listed in subsection C.1. of this section, the historic bed and breakfast homestay shall satisfy the following conditions:
 - a. Exterior work proposed to be done will be subject to design review guidelines adopted by the metropolitan historic zoning commission for determining the architectural compatibility and historical significance of such work. The design review guidelines for neighborhood conservation districts shall apply to historic bed and breakfast homestays. The metropolitan historic zoning commission's approval of work shall be granted in writing as a condition for issuance of a zoning permit.
 - b. Owner-Occupied. The owner of the property must reside permanently in the historic home. Where there is more than one owner of the home, or where an estate, corporation, limited partnership or similar entity is the owner, a person with controlling interest, or possessing the largest number of outstanding shares owned by any single individual or corporation, shall reside permanently in the historic home. If two or more persons own equal shares that represent the largest ownership, at least one of the persons shall reside permanently in the historic home.
 - c. No more than one off-street parking space shall be provided for each guest room. The commission shall advise on the appropriate location and potential adverse impacts caused by the off-street parking of vehicles, and may recommend fencing, screening and landscaping to buffer and protect surrounding residential properties.



Metro Planning Commission Meeting of 6/23/05

- d. No signs shall be permitted for advertising. An accessory residential sign, not to exceed the dimensions of one square foot of area, displaying the name and/or address of the owner may be permitted.
 - e. The bulk regulations of the district for a residence shall apply. Overnight guest rooms may be located within historically significant accessory structures.
 - f. The owner shall maintain and make available to the zoning administrator a guest register for each calendar year.
 - g. Meal service shall be restricted to overnight guests only; no cooking facilities shall be permitted in any guest room.
 - h. The metropolitan fire marshal shall approve the structure for safety.
- Amend Section 17.40.280 by deleting the phrase "historic bed and breakfast homestay,".

Analysis

The proposed amendment contains three major changes from the current Zoning Code provisions:

- 1) establishes a land use through an overlay district;
- 2) the review and approval process is moved from the BZA to the Metro Council; and
- 3) the qualifying criteria for evaluating a historic B&B homestay.

Land Use

The Metro Zoning Code establishes land use by the base zoning district. The proposed amendment would establish a single land use, in this case, a historic B&B homestay by the adoption of an overlay district. Currently, land uses permitted on a property are determined by the base zoning district, with two exceptions – planned unit developments (PUDs) approved prior to January 1, 1998 and the neighborhood landmark overlay district.

With the rewrite of the Metro Zoning Code in 1998, the Metro Council made a decision that the base zoning district would ordinarily determine the range of land uses permitted on a piece of property. A property owner may voluntarily desire to restrict his/her use of the property through a PUD to one or more land uses. In the case of this proposed amendment, it would be establishing a singular use of a property. – a historic B&B homestay.

Review/Approval

Instead of a property owner filing an application with the Codes Department for BZA action and Metro Council pre-approval of the location, an owner would file a zone change application with the Metro Planning Department for Metro Planning Commission and Metro Council action as to the design, location, and use of the



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structure. The Metro Historic Zoning Commission would continue to provide input to the Metro Council via the Metro Planning Commission, as provided under Section 17.40.410.A of the Zoning Code.

The proposed changes will result in a process that takes more time to get a historic B&B homestay approved. Currently, it takes about four weeks from BZA application submittal to BZA action. As proposed, it will take a property owner three to four months from zone change application submittal to Metro Planning Commission and Metro Council action.

Qualifying Criteria

While the amendment does not alter the basic definition of a historic B&B homestay, it does establish more restrictive criteria for qualifying as a homestay. Previously, only the structure needed to be determined by the Metro Historic Zoning Commission to be a “historically significant structure”, as defined in Section 17.040.060 of the Zoning Code. The proposed text amendment proposes more restrictive qualifying criteria. Borrowing heavily from the definition of a historic landmark district in Section 17.36.120.B of the Zoning Code, the amendment requires an evaluation of the structure’s role in local, state, or national history, mastery of craftsmanship, or its listing or eligibility for listing on the National Register of Historic Places.

Administrative

While the proposed amendment is to create a new overlay district, several sections of the Zoning Code have not been proposed to remove historic B&B homestay: Definitions, Land Use, and Parking (Sections 17.04.060, 17.08.030, and 17.20.030). Only land uses are defined under the Definitions section. Only land uses permitted by right (P), permitted with conditions (PC), special exception (SE), or as an accessory (A) use are identified on the land use table. Therefore, if this council bill were adopted “as is”, historic B&B homestay would still appear as a definition in the code, in the land use table as a special exception use, and as a land use in the parking requirements section.

Metro Historical Commission

The staff of the Metro Historical Commission are currently reviewing this bill. A written recommendation from the Historical Commission will



Metro Planning Commission Meeting of 6/23/05

be forwarded to the Metro Planning Commission, prior to its meeting on June 23, 2005.

STAFF RECOMMENDATION

Disapprove. This text amendment establishes a singular land use by overlay district. Land use generally should be established by the base zoning district. Further, the text amendment does not modify other sections of the Zoning Code, which if retained, would continue to identify a historic B&B homestay as a special exception use.



Project No.
Council Bill
Associated Cases

Zoning Text Change 2005Z-97T
BL2005-702
None.

Staff Reviewer
Staff Recommendation

Jones
Approve

APPLICANT REQUEST

To amend the Zoning Code to allow Urban Design Overlay Districts to establish alternative development standards for specific land uses.

ANALYSIS

Existing Law

Urban design overlay districts are intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place that otherwise is not insured by the application of the conventional bulk standards for the Zoning Code. All uses afforded by the underlying zoning district are permitted within an urban design overlay district. While urban design overlays may vary from the conventional bulk standards of the underlying zoning district, they currently are not able to provide alternative development standards for specific uses allowed within the underlying zoning district.

In many cases it is essential to apply alternative standards to individual land uses to achieve a sense of place within an overlay area as envisioned by the Zoning Code.

Proposed Text Change

This bill allows urban design overlay districts to apply alternative development standards to specific land uses. It does so by adding the following sentence to Section 17.36.300 (Permitted land uses): ""While all land uses classified as 'A', 'P', or 'PC' by the underlying zoning district(s) shall be permitted within the urban design overlay district, the urban design overlay guidelines may provide alternative development standards for specific land uses as necessary to achieve the overall design intent of the district."

This bill reinforces the ability to provide alternative development standards within urban design overlay districts by adding Chapter 17.16, Sections 17.16.020 through 17.16.330 to Section 17.36.320 (Variation of conventional standards). The addition of these sections



Metro Planning Commission Meeting of 6/23/05

to the list of sections that urban design overlay districts may vary from, will allow UDO's to modify the land use development standards applied by the Zoning Code for specific land uses.

This bill also includes one housekeeping item. It deletes the word "bulk" following the word "conventional" within Section 17.36.320 (Variation of conventional standards). The word "bulk" should have never been applied here because the sections listed include standards beyond what are considered the "bulk" standards of the Zoning Code.

STAFF RECOMMENDATION

Approve. Each urban design overlay district is applied following an intensive design study with a great deal of public participation. In order to achieve the intent of the urban design overlay district to create a "sense of place," as well as to realize the vision of neighbors and property owners, it is essential to provide the ability to establish alternative development standards for specific land uses with urban design overlay districts.



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

Zone Change 2005Z-098T
None.
BL2005-704
Countywide
n/a
Councilmember Amanda McClendon

Staff Reviewer
Staff Recommendation

Regen
Approve

APPLICANT REQUEST

Amend Zoning Code to add “Animal Hospital” as a “P” (permitted use) in the IWD and IR zoning districts.

ANALYSIS

This text amendment is a housekeeping amendment. The Planning Commission approved text amendment 2005Z-051T (Council Bill BL2005-630) on April 28, 2005, to add “animal hospital” as a new use in the Zoning Code. The caption of that bill, however, omitted one of the section number’s to be changed in the Metro Zoning Code, specifically “Section 17.08.030”. To ensure no legal challenge could be raised to the validity of BL2005-630, staff was advised to do this housekeeping amendment.

STAFF RECOMMENDATION

Approve. This text amendment provides a much needed service in the Nashville community.



Project No.
Project Name
Associated Cases
Council Bill
Council District

Urban Design Overlay 2005UD-005U-10
Bedford Avenue, Amendment
2005Z-97T
BL2005-700
25 - Shulman

Staff Reviewer
Staff Recommendation

Jones
Approve

APPLICANT REQUEST

Amend the Bedford Avenue Urban Design Overlay District in order to eliminate floor area ratio exemptions, limit the size of restaurants, and remove the maximum building footprint standard.

Existing Zoning
MUL and OR20 districts with Urban Design Overlay

Mixed commercial, office and residential use and Mixed housing type residential development in accordance with a design concept plan and design guidelines.

SUBAREA 10 PLAN

Policy

Existing Regional Activity Center (RAC) and Residential Low Density (RL) within a Community Plan Design Guide Area; Proposed Regional Activity Center (RAC) and Office Transition (OT).

Policy Conflict

No.

STAFF ANALYSIS

This amendment is proposed to ensure that the intended design objectives for building form, massing, and character within the Bedford Avenue Urban Design Overlay district are met by eliminating floor area ratio exemptions, restricting the size of restaurants, and removing the maximum building footprint standard.

- Elimination of Floor Area Ratio Exemptions
The "Floor Area Ratio" (FAR) determines the amount of floor space a building is permitted to have in relation to the size of the lot on which it is located. No FAR was established within the Bedford Avenue UDO design guidelines, so there is no standard from which to be exempt.



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FAR is not a good determining factor in building form, scale, and massing, therefore strict standards were established within the document for setbacks, building heights, building widths, and building depths. The application of standards such as these is far more successful at achieving a specific design intent versus the application of a maximum floor area ratio. The existing FAR exemptions should be removed from the document, allowing the UDO's thorough design standards to dictate building form.

2. Restriction of Restaurant Size

Bedford Avenue charrette participants were committed to limiting restaurants within this overlay area. At the time the overlay was adopted, however, urban design overlay districts did not have the ability to provide alternative development standards for individual land uses. The underlying zoning district establishes the permitted land uses within a UDO, and there was no provision for altering the development standards for specific uses allowed within the underlying zoning district.

BL2005-702 allows urban design overlay districts to provide alternative development standards for specific land uses permitted within the underlying zoning district. This bill restricts restaurant sizes within the Bedford Avenue UDO by adding the following before "2. Parking structures": "1. Restaurant size: Restaurant, Fast-Food Restaurant, Full-Service Restaurant, Take-Out Restaurant. Establishments shall be limited to five thousand two hundred fifty square feet of gross floor area per establishment. No zoning permit shall be issued for an establishment to be used as a restaurant unless it meets this and all other applicable standards."

The adoption of BL2005-702 will allow this standard for restaurant establishment size, and the vision for Bedford Avenue will be achievable.

3. Removal of Maximum Building Footprint Standard

An across-the-board maximum building footprint was applied within the underlying zoning district allowing restaurants in order to preclude the construction of a space to be used for an unwanted restaurant. This has proven to be problematic. The east side of Bedford



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Avenue is intended to contain larger buildings broken up into smaller establishments with a mixture of uses, much like Hillsboro Village. The Illustrative Concept Plan within the UDO document demonstrates this desire, but the maximum building footprint standard will not allow it. The existing 5,250 square feet maximum building footprint standard should be removed from the Bedford Avenue Urban Design Overlay Design Guidelines in order for the street to develop as it was intended.



Project No.
Project Name
Associated Cases
Council Bill
Council District

Urban Design Overlay 2005UD-006U-10
31st Avenue/Long Boulevard Amendment
None
BL2005-699
Whitmore

Staff Reviewer
Staff Recommendation

Covington
Approve with conditions

APPLICANT REQUEST

Amend the 31st Avenue/Long Boulevard Urban Design Overlay District in order to vary the setbacks for particular building types and to provide opportunities for additional building types.

Zoning
RM20, RM40, MUL and ORI districts with Urban Design Overlay

Mixed commercial, office and residential use and Mixed housing type residential development in accordance with a design concept plan and design guidelines.

SUBAREA 10 PLAN

Policy

Neighborhood General (NG), Neighborhood Center (NC), and Neighborhood Urban (NU)

Policy Conflict

No.

STAFF ANALYSIS

This amendment is intended to establish consistency in the side setback provisions for building types within the Core Sub-districts of the adopted UDO concept plan, provide greater flexibility for side setbacks adjacent to service lanes, and to establish general design language for Cottage building types.

The side setbacks for Stacked and Courtyard Flats in the Core sub-districts will be changed from a 10 feet minimum to a 5 feet minimum. This change will create consistency with other building types permitted in these sub-districts. Buildings in these districts, which lie east of 31st Avenue North, are more intense than the rest of the UDO and their character should be more urban. This change will enable the desired urban character for these districts.



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Where adjacent to a service lane, the side setback for Stacked and Courtyard Flat building types will be changed from 10 feet minimum to 5 feet minimum. The current standard is appropriate where buildings may be adjacent to existing single-family structures; however, it is appropriate to reduce the current requirement where adjacent to a service lane.

In the Center and Core sub-districts, the rear setback for Stacked and Courtyard Flat building types will be changed from 20 feet minimum to 5 feet minimum. This change will create greater consistency with Commercial/Mixed-use building types that currently have minimum rear setbacks of 5 ft. This standard allows greater flexibility in meeting the design intent of the UDO as it relates to issues such as hiding parking behind buildings and creating larger courtyards.

For Cottage building types, a note will be added to permit a sub-type of Cottages commonly called a "Bungalow Court". The Bungalow Court type is generally single-family detached cottages that are situated on a single lot in a manner that creates an internal courtyard. Parking located to the rear of the lot and buildings face the courtyard or the fronting street. This building type is a good alternative to achieving density within an urban neighborhood with a single-family detached building type and character.

CONDITIONS

1. Apply the standards of the Bungalow Court building type to Townhouses.
2. Maintain the 10 feet minimum setback for Stacked and Courtyard Flat types in the G-1 sub-district.



Due to the variety of physical conditions within and adjoining the 31st Avenue/Long Boulevard UDO, the area has been divided into eight sub-districts. Where appropriate, specific design standards have been developed for each sub-district by building type.

Permitted Building Types

Core Sub-districts

- CO-1, CO-2 Commercial/Mixed-Use, Live/Work, Flats, Courtyard Flats, Townhouses, Cottages, Houses

Center Sub-districts

- CE-1, CE-2 Commercial/Mixed-Use, Live/Work, Flats, Courtyard Flats, Townhouses, Cottages, Houses

General Sub-districts

- G-1, G-2, G-3 Flats, Courtyard Flats, Townhouses, Cottages, Houses
- G-4 Townhouses, Cottages, Houses

Figure 13 - Regulating Plan

Legend

- CO-1 Core
- CO-2 Core
- CE-1 Center
- CE-2 Center
- G-1 General
- G-2 General
- G-3 General
- G-4 General

Regulating Plan Showing All Sub-Districts And Permitted Building Types By Sub-District



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

Lenox Village UDO Amendment
2005UD-007U-12
None.
BL2005-703
31 - Toler
Planning Department Staff

Staff Reviewer
Staff Recommendation

Covington
Approve

APPLICANT REQUEST

Amend the Lenox Village Urban Design Overlay District in order to clarify additions to and variations from the bulk standards of the zoning ordinance as established by the Urban Design Overlay with regard to building height for Village Core building types, setback from Nolensville Pike for Village Core, Live/Work, and Multi-family building types, lot area for Townhouse building types, and number of contiguous Townhouse building types.

Existing Zoning
MUL and RM9 districts
with Urban Design Overlay

Mixed commercial, office and residential use and Mixed housing type residential development in accordance with a design concept plan and design guidelines.

SOUTHEAST COMMUNITY PLAN

Policy

Neighborhood General (NG) and Neighborhood Center (NC)

Policy Conflict

No.

STAFF ANALYSIS

This amendment is intended to clarify additions to and variations from the bulk standards that currently do not match between the main body of the UDO document and its appendix.

Under Village Core building types, the maximum height requirement in the appendix is incorrect. This requirement will be changed to "3 1/2 stories/48 feet".



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To clarify discrepancies between Village Core, Live/Work, and Multi-family building types related to setback from Nolensville Pike, the main body and appendix of the UDO will be modified. The front setback for the above building types with frontage on Nolensville Pike will be changed to “between 5 ft. and 20 ft. of the front property line”. Staff is working with TDOT on the proposed cross section for the widening of Nolensville Pike as it relates to Lenox Village to make it as pedestrian-friendly as possible while facilitating vehicular movement through the area. The setback range proposed, will allow flexibility to place buildings appropriate to the future context of Nolensville Road.

To clarify discrepancies in the main body of the UDO as well as the appendix, the minimum lot area for Townhouse building types will be changed to 1,080 square feet. This requirement will match the product of multiplying the minimum lot width by the minimum lot depth, which is the same for other building types.

To clarify a discrepancy between the main body of the UDO and the appendix, the maximum units per building for Townhouse building types will be changed to 10.



Project No.
Project Name
Council District
School Board District
Requested By
Staff Reviewer
Staff Recommendation

Subdivision 2005S-142G-01
Timberwood Subdivision
3 – Tucker
1 - Thompson
Robert Earheart, owner, MEC, Inc., surveyor
Harris
Approve with conditions.

APPLICANT REQUEST
Preliminary Plat

Request to create 111 single-family lots on 25.18 acres on the east side of Old Hickory Boulevard and south of Legacy Drive.

ZONING
RS7.5 District

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

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 RS7.5(minimum 7,500 sq. ft. lots) to RS3.75 (minimum 3,750 sq. ft. lots). The proposed lots range in size from 4,200 square feet to 15,000 square feet. The cluster lot option is being used due to a gas easement that runs through the property.

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 approximately a total of 4 acres (16%) of open space – which exceeds the minimum open space acreage required.

SUBDIVISION DETAILS

Access/Street Connectivity

Access is proposed from the existing stub streets of Rainwood Drive, Trailway Circle, Heartdale Place, and Hawkwood Lane. The stub street of Stockdale Lane is not proposed to connect due to the proximity of the proposed Hawkwood Court and the angle of the existing stub street. A 10' pedestrian easement is proposed from Stockdale Lane to Hawkwood Lane.

Sidewalks

Sidewalks are required along all the new streets within the subdivision, however, they are not shown on the plan.



Metro Planning Commission Meeting of 6/23/05

Landscape Buffer Yards

Landscape buffer yards are not required since the lots along the perimeter are 7,500 square feet or greater.

PUBLIC WORKS RECOMMENDATION

1. Show professional seal.
2. Approvals are subject to Public Works review and approval of construction plans.
3. Placement of sidewalks shall be in accordance with the Subdivision Regulations of the Metropolitan Planning Commission, latest revision. Show sidewalk, as required by Planning.
4. Show and dimension right of way radius, and edge of pavement radius for all circular turnarounds. At all circular turnarounds, show and dimension right of way to accommodate 30' minimum edge of pavement radius, curb and gutter, 4' grass area/furnishing zone, and 5' sidewalk per Metro ST-210.
5. Where a street approach to an intersection is curved, there shall be a one hundred (100) foot minimum curve tangent, as measured from the ultimate edge of pavement.

CONDITIONS

1. All traffic conditions listed above must be completed or bonded prior to final plat approval.
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 be platted to include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
3. Prior to final plat approval, sidewalks shall be shown on all new streets within the subdivision.



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

Subdivision 2005S-158U-10
Morgan Hall
BL2005-617
25 – Shulman
8 – Harkey
Scott Morgan, owner, and MEC, Inc. Surveyor

Staff Reviewer
Staff Recommendation

Swaggart
Disapprove

APPLICANT REQUEST
Preliminary Plat

Request for preliminary approval to create 10 lots on 3.4 acres, abutting the west side of Lealand Lane, approximately 270 feet south of Greenland Drive.

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.

R20 district

R20 requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25% duplex lots.

SUBDIVISION DETAILS

The proposed subdivision consists of 10 single-family lots ranging in size between 10,008 square feet. and 18,530 square feet, and will be accessed by a permanently dead-end street off of Lealand Lane. As proposed, sidewalks are not required because the street is permanently dead-ended, and less than 750 feet in length and is considered infill development.

Connections

The Subdivision Regulations require streets to be extended to property lines, unless prevented by topography or other physical conditions, or it is deemed unnecessary by the Planning Commission.

Although not proposed by the applicant, a connection should be provided to the north for future development. A connection will help reduce the number of curb cuts along Lealand Lane, if and when the properties to the north are developed. Even though the properties to the north are currently zoned R20, if the proposed rezoning (discussed below) of a portion of this property passes third reading, it sets precedent for the area that the



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Associated Case
R20 to RS10 Zone Change

properties north of this proposal could be rezoned and developed at some time in the future. Adjacent property owners have stated opposition to the northern connection, saying that they do not wish to develop their land, but future property owners could. Also, applicants have not provided any information that would indicate that a connection would be impossible due to topographical reasons.

The proposal will be located on two individual parcels. The southern parcel is currently zoned RS10, and the northern parcel is currently zoned R20. Applicants have requested that the northern parcel be rezoned from R20 to RS10. The request is in Council (BL2005-617), and was deferred to the June 21 Metro Council meeting. This subdivision should not be approved until the Metro Council has approved the associated rezoning. If the rezoning is deferred at Council, then the subdivision should be deferred until such time that the rezoning is approved.

Staff Recommendation

Staff recommends that the request be disapproved, because a connection has not been provided to the northern property line for future development. If the Commission decides to approve this application, then it should be approved with conditions.

TRAFFIC/PUBLIC WORKS RECOMMENDATION

Approve with the following conditions:

1. Subject to Public Work's review and approval of construction plans.
2. The elevation of public streets must be one foot minimum above the 100-year flood elevation.

STORMWATER RECOMMENDATION

Approve

CONDITIONS (if approved)

1. Prior to final plat approval, approvals from Public Works shall be obtained, and revised plans shall be submitted.
2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and



Metro Planning Commission Meeting of 6/23/05

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

3. If larger turnarounds are necessary to meet Fire Marshal requirements, the total number of lots may be reduced to accommodate these revisions.



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

Subdivision 2005S-115U-10
Belmont Heights Subdivision
None
18 – Hausser
8 - Harkey
Daniels and Associates, Inc., applicant for Bebe Willis, owner.

Staff Reviewer
Staff Recommendation

Pereira
Approve with conditions

APPLICANT REQUEST

Final Plat

Request to create two lots along the east side of Belmont Boulevard and south side of Elmwood Avenue (0.4 acres).

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

Plan Details

This subdivision proposes the division of one existing lot at the southeast corner of Belmont Boulevard and Elmwood Avenue into two buildable lots, lot 1 (0.2 acres) and lot 2 (0.2 acres). Lot 1 has frontage on both streets, while lot 2 only has frontage on Belmont Boulevard. The existing duplex on this parcel will be demolished.

Sidewalk requirement

This property is in the Urban Services District. There are existing sidewalks on both sides of Elmwood Avenue down the street, and existing sidewalks on both sides of Belmont Boulevard. Sidewalk extensions must be constructed to fill in the current gap along the frontage of this property on Elmwood Avenue. This has been indicated on the plat.

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. The lot comparability test yielded a minimum lot size of **8,000** square feet (as required by the base zoning, R8) and minimum allowable lot frontage of **47** feet. Both proposed lots meet the requirement for minimum lot area and minimum lot frontage:



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- Lot 1: 8,775 square feet (0.201 acres) and 50 feet of frontage;
- Lot 2: 8,630 square feet (0.198 acres) and 49 feet of frontage.

Neighborhood Conservation Overlay

This property falls within a recently approved Neighborhood Conservation Overlay district (2005Z-023U-10), which applies to various properties located between Ferguson Avenue and Magnolia Boulevard in the Belmont-Hillsboro area. The NCO district was requested by Metro Historical Commission on behalf of various property owners, was approved at the February 24, 2005, Commission meeting, and passed on 3rd reading by Metro Council on April 4, 2005. This overlay district is overseen by the Historic Zoning Commission, which has a set of restrictive guidelines to govern the design of new building constructions, additions, demolitions, and relocations. The Historic Zoning Commission does not govern land uses; its recommendations do not affect base zoning, and it must review and approve any new developments that are proposed within this NCO district.

Side setback variance

The applicant has requested a variance from the Board of Zoning Appeals to allow a setback of four feet from Elmwood Avenue on the proposed Lot 1, where a 20 foot front setback is normally required. The Board of Zoning Appeals granted this setback variance at the June 16, 2005 meeting, as well as approved an 11 foot side setback on the south side of Lot 2.

PUBLIC WORKS RECOMMENDATIONS

Show pedestrian easement along public sidewalk outside of right of way. Minimum easement shall be the width of sidewalk outside right of way plus three feet.

Traffic

No Exceptions Taken.

STORMWATER RECOMMENDATIONS

Approved

CONDITION OF APPROVAL:

1. Show pedestrian easement along public sidewalk outside of right of way. Minimum easement shall be the width of sidewalk outside right of way plus three feet.



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-
2. Prior to plat recordation, the applicant must submit a revised plat that explicitly notes and labels the setback variances as approved by the Board of Zoning Appeals.



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

Subdivision 2005S-156U-10
Petty Subdivision
None
25 – Shulman
8 - Harkey
Camellia Petty, owner, John Kohl & Company, P.C.,
surveyor

Staff Reviewer
Staff Recommendation

Harris
Disapprove, since lots do not meet the lot comparability standards for lot area.

APPLICANT REQUEST
Final Plat

Request to create 2 single-family lots on 0.53 acres on the southwest corner of Shackelford Road and Belmont Park Terrace.

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.

SUBDIVISION DETAILS

Lot Comparability

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

A lot comparability test was conducted and both lots fail for lot area and lot frontage. A lot comparability analysis was done for Shackelford Road and Belmont Park Terrace since this is a corner lot. Lot 1 passes for both lot area and lot frontage. Lot 2 fails for lot area, but passes for lot frontage. Lot 2 is proposed for 10,011 square feet, while the required lot area for Belmont Park Terrace is 14,962 square feet.

Staff recommends disapproval of a lot comparability waiver. The Subarea 10 plan calls for Residential Low Medium policy intended for residential development within a density range of two to four units/homes per acre. Staff recommends that the Commission not grant an exception for comparability, however, because:



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Sidewalks

1. Lot 2 fails lot comparability analysis by 4,952 square feet.
2. The lots are inconsistent with the majority of the existing pattern of development along Belmont Park Terrace and Shackleford.

Sidewalks are required since the property is located within the Urban Services District, however, they are not shown on the plat. If the subdivision is approved, the applicant can either construct the sidewalks or make a financial contribution in lieu of constructing the sidewalks.

PUBLIC WORKS RECOMMENDATION

No Exception Taken.



Project No.	Planned Unit Development 97P-004U-13
Project Name	Nashboro Village Retail Center
Associated Cases	None
Council District	29 – Wilhoite
School District	6 – Awipi
Requested By	CEI Engineering for Regency Centers, L.P., owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST
Revise Preliminary and Final

Revise a portion of the preliminary plan, and final approval for a portion of the commercial Planned Unit Development district located on the east side of Murfreesboro Pike, north of Nashboro Boulevard, to permit a drive-thru pharmacy in the Kroger parking area.

PLAN DETAILS

The request for the construction of a remote drive-thru pharmacy for the existing Kroger store. The drive-thru will be located in the parking area, approximately 75 feet west of Nashboro Boulevard, and 285 feet north of Murfreesboro Road.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

STORMWATER RECOMMENDATION

Approved

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.



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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.
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 reapproval by the Planning Commission.



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

Planned Unit Development 98P-007U-12
Seven Springs PUD
None
None
31 - Toler
2- Blue
Barge Cauthen and Associates, for Seven Springs Associates, owner.

Staff Reviewer
Staff Recommendation

Leeman
Disapprove or defer until the applicant has addressed Metro Stormwater technical review comments.

APPLICANT REQUEST
Revision to Preliminary
And Final PUD

Request to revise a portion of the preliminary and final approval for the Commercial Planned Unit Development district located along the north side of Old Hickory Boulevard, opposite Cloverland Drive, to permit a two-story, 24,000 square foot medical office building, replacing a two-story 20,000 square foot office building.

PLAN DETAILS
Site Design & Access

The proposed plan increases the square footage on this parcel from 20,000 square feet of office uses to 24,000 square feet of medical office uses. The plan does not significantly change the footprint, building orientation, building height, or site design. The plan is consistent with the plan approved by Council and meets the council-approved conditions listed below. Access is proposed from an internal private driveway, as was part of the preliminary PUD plan.

Zoning District
OR40

Office/Residential is intended for office and/or multi-family residential units at up to 40 dwelling units per acre. Medical Office uses are permitted within the OR40 district.

PUBLIC WORKS' RECOMMENDATIONS:

No Exception taken.



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COUNCIL CONDITIONS

The following conditions were adopted by the Metro Council on March 26, 1999, and again on May 21, 2004, when the PUD was amended. This PUD revision complies with all of these conditions:

1. The following minimum set-backs from the eastern boundary adjacent to Hearthstone Manor Condominiums shall be as follows:

- 1 or 2 story buildings: 100 feet
- 3 stories: 150 feet
- 4 stories: 200 feet

2. Maximum building height shall be four (4) stories from the main entry drive to the eastern boundary.

3. The following minimum set-backs from the northern boundary adjacent to Hemmingwood shall be as follows:

- 1 or 2 story buildings: 100 feet
- 3 stories: 150 feet
- 4 stories: 200 feet
- 5 stories: 350 feet
- 6 stories: 400 feet
- 7 stories: 520 feet
- 8 stories: 550 feet

4. The buffer area as depicted on the site plan will be bermed and will have a green colored six (6) foot high security (cyclone) fence running the entire length of the eastern and northern boundaries.

5. The landscape berm will begin no less than ten (10) feet from the eastern and northern property lines and will extend in width to no less than fifty (50) feet at any point along the northern borders from the Hemmingwood property line and will at certain points be greater than fifty (50) feet as shown on the plan. The buffer along the eastern border with Hearthstone Manor Condominiums shall be no less than twenty-five (25) feet wide from Old Hickory Boulevard right-of-way to approximately 340 feet north, at which point it widens to no less than thirty-five (35) feet, as shown on the plan.

6. The landscape berm will be landscaped per Metro Government Code on the homeowner side of the slope, which shall include crown vetch grass, a drainage swale along the toe of the slope sufficient to contain any water run-off from the slope, and preservation of the existing tree line and various evergreen shrubs and trees.

7. The Assisted Living building will be restricted to two (2) stories maximum.



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8. The Independent Living building will be restricted to three (3) stories maximum, and not more than 250 units. This building will be permitted at the 100-foot set-back line as an exception to the three (3) story set-back requirement.
9. The financial buildings (banks) fronting Old Hickory Boulevard will be limited to two (2) stories in height.

CONDITIONS OF APPROVAL:

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 fire flow water supply during construction must be met prior to the issuance of any building permits.
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.



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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-032G-02
Chadwell Retreat PUD
None
4 - Craddock
3 - Garrett
None
Dillard Holdings, LLC, applicant for engineer, Dale & Associates, and owner, Mary C. Browder.

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions.

APPLICANT REQUEST
Final PUD

Request to permit 36 townhomes on 9.8 acres, at 1501 Chadwell Drive, west of Interstate 65.

ZONING & LAND USE POLICY

The zoning and preliminary PUD were approved by Metro Council in January 2005. The Commission recommended approval of both the zone change from RS20 to RM4 in November 2004.

PLAN DETAILS

Site Design

The plan proposes 36 townhomes with 96 parking spaces, which exceeds the requirement of 72 spaces. The open space and detention area is located on the southern and western boundaries of the property. Open space is also proposed throughout the development. Along the southern boundary, a 6 foot high wood privacy fence is also proposed. This plan is consistent with the preliminary PUD plan approved in January 2005, by Metro Council.

Access

Access to the development is proposed along Chadwell Drive. Private roads are proposed through the development. Sidewalks are proposed throughout the development. There was a condition of the preliminary PUD that a turnaround be provided for the eastern most driveway. This condition has been met and pedestrian access is provided between the two driveways.

Landscape Buffer yards

Although a landscape buffer yard is not required along the western boundary of the PUD plan, the applicant proposes a 20' Class C landscape buffer between the RS20 and the RM4 zoning districts.



Metro Planning Commission Meeting of 6/23/05

The existing tree line will serve as a landscaping buffer along the eastern and southern edges of the development. There is also a blue-line stream abutting the property to the north, east, and south, but it does not fall within floodway or floodplain.

PUBLIC WORKS RECOMMENDATION

1. Submit letter to Public Works verifying 350' intersection sight distance.

CONDITIONS

1. Submit letter to Public Works verifying 350' intersection sight distance.
2. 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.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
4. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and 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.
5. 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



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approved by staff of the Metropolitan Planning Commission.

6. 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.
7. 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 District
School Board District
Requested By

Planned Unit Development 2004P-035G-12
Burkitt Place PUD
None
31 – Toler
2 - Blue
Civil Site Design Group, PLLC, applicant, for Ramsey McMurray, James N. McFarlin, and William T. McFarlin, et al, owners.

Staff Reviewer
Staff Recommendation

Fuller
Disapprove, or defer until approvals are obtained from Stormwater and Public Works. The comments listed below have been returned to the applicant. Based on the substance of the comments below, staff recommends that the applicant defer until the issues have been addressed.

APPLICANT REQUEST
Final PUD

Request for final approval to permit 100 single-family lots, located along the south side of Burkitt Road, east of Nolensville Pike.

The Preliminary Planned Unit Development approved by Council included the development of 60 townhomes, 52 duplex lots (104 units), and 243 single-family lots for 445 total units on 111.70 acres.

PLAN DETAILS

Site Design

This phase provides one access point onto Burkitt Road and includes one access point onto Nolensville Pike through Williamson County. This phase includes lots that are either in Williamson County or touch the Davidson/Williamson County line. The lots that are completely within Williamson County are not counted as part of the PUD request in Davidson County.

The lot layout proposed in this phase matched the preliminary except that single family lots are being proposed in place of duplex lots and the clubhouse/pool is not being proposed at this time. The plan includes a 6-foot evergreen landscape buffer along the northeast corner of the site to screen the development from the existing large lot single-family.



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Schools

The plans include conditions, placed on the PUD by the Council, that control with building materials and minimum house square footages.

The applicant has worked with the Metro School Board to provide a series of financial contribution to the school district instead of a dedication of a school site.

PUBLIC WORKS RECOMMENDATION

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

1. Provide construction plans for Nolensville Road Improvements. Provide Sheet C1.09 (Nolensville Road Improvements) as identified on Sheet C1.00.
2. Provide construction plans for Burkitt Road Improvements. Provide Sheet C1.10 for roadway grading plan and additional information, as indicated on Sheet C1.11.
3. Shifting Burkitt Road at project entrance to the opposite side of Road for required turn lanes is not acceptable. Provide all applicable site information, such as existing edge of pavement, etc., and proposed roadway construction details.
4. Show and dimension right of way along Burkitt Road at property corners. Label and dedicate right of way 30 feet from pavement centerline, [when applicable the following] and amount necessary to accommodate required turn lane(s). Label and show reserve right of way strip 42 feet from centerline to property boundary, consistent with the approved major street plan (U4 - 84' ROW).
5. Identify proposed road names.
6. Revise Road 113 to reflect Metro ST-252 cross section, as indicated on overall layout.
7. For Road 190 (future phase), driveways require at least 30' separation, per zoning 17.20.160.
8. For Alleys, match Metro ST-263: Standard Alley Section. Show Metro ST-324: New Construction Commercial Driveway Ramp for access from public street. Plan calls out Alleys as concrete. Are they asphalt as indicated in details? Provide grading / profile plan.
9. Cul-de-sac's to be per fire Marshall requirements.
10. Roundabout "B" does not follow AASHTO design standards. No reverse curves on outside edge of roundabouts. Reference Civil Site roundabout design on Hamilton Church project.



Metro Planning Commission Meeting of 6/23/05

11. For roundabout "B" section detail: Identify truck lane concrete section details for Roundabout "B" Section. Show and identify reinforcement / wire mesh, and provide design calculations. Match Metro ST-252 Pavement Schedule. Remove note: The asphalt wearing surface shall not be placed for a minimum of one year or until 75% of the home construction has been completed.
12. For roundabout "A" section detail: Match Metro ST-252 Pavement Schedule. Remove note: The asphalt wearing surface shall not be placed for a minimum of one year or until 75% of the home construction has been completed.
13. Show storm inlet structures / storm sewer on roadway profiles. Verify adequate cover for road base.
14. Verify roadway profile slope and centerline elevations. Match roadway centerline elevations with proposed slopes, specifically Road 105.
15. Show detectable warnings at curb ramps.
16. Show curb ramps / detectable warnings geometric layout (curb radius greater than 25') per Metro ST-327 / ST-330 at the following locations to provide cross street accessibility: Middlewick Lane & Caswick Court intersection, Road 107 & Road 117 intersection.
17. Show curb ramps / detectable warnings on Roundabout "A" sidewalk at all intersecting roadways to allow pedestrian crossing.
18. Replace detail: Combination Curb Ramp with Grass Strip with Metro ST-320: New Construction Curb Ramp. Show 5' landing.
19. Replace Alley Section detail with Metro ST-263 Standard Alley Section.
20. Add all applicable Public Works details, including Metro ST-322 New Construction Residential Driveway Ramp.

Any street cross section not show with Public Works signatures, numbers, dates, etc., will be subject to the latest revision at the time of construction plan approval. (Note: Standard drawings can be "down loaded" at the Public Works website and inserted directly into the CAD drawing.)

Following are Public Works' Traffic conditions and comments for the Burkitt Place, Phase 1 (2004P-035G-12):

The engineer has provided traffic with a copy of the phasing plan dated 2/25/05 that determines the schedule for off-site improvements and revises the original conditions. RPM has also provided a revised recommendation concerning queue space and storage for the exiting road 102, which is revised from RPM's original TIS recommended design.



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Traffic Conditions

1. Developer shall comply with the following conditions and construction schedule:

The thresholds are expressed as the Certificate of Occupancy (“CO”) of a certain number of residential units in this development.

1. *The developer shall construct a westbound left turn lane with 125 ft. of storage and transition per AASHTO standards on Burkitt Rd. at the project access. **Threshold: (162 homes)***
2. *The developer shall construct a southbound left turn lane with 200 ft. of storage and transition per ASSHTO standards on Nolensville Rd. at Burkitt Road. **Threshold: (145 homes)***
3. *The developer shall construct both project access roads at Phase 1. The access road in Davidson County off of Burkitt shall have 1 entering lane and 2 exiting lanes with separate left and right turn lanes with **100** ft of storage and transitions per ASSHTO standards.*
4. *Provide adequate sight distance at Burkitt / project access intersection.*
5. *The one-way Roundabout shall be designed with splitter islands and smooth radius to accommodate adequate truck turning movements.*
7. *The developer shall construct a right turn with 75 ft. of storage and transition per AASHTO standards on Burkitt at project access. **Threshold: (162 homes)** This work should be completed at the same time that the left turn lane on Burkitt Road (item 1) is constructed.*
8. *Dedicate / Reserve ½ ROW for U4 (84’/2) cross-section along Burkitt Rd. plus ROW for right turn lane. Burkitt is identified as having 2 - 10 ft. travel lanes. The developer shall reconstruct Burkitt Rd. from the project access road to Nolensville Rd. with 12 ft. wide travel lanes and 4 feet shoulders. This is in addition to turn lanes on Burkitt Rd. at project access road. (Due to topographic constraints on the north side of the road along the project boundaries, the developer intends to perform this widening all on the south side of the road from the project access road to the western boundary of the property. Then from the western boundary of the property to Nolensville Rd., the widening will be provided symmetrically on each side of the road. Appropriate horizontal transitions will be provided.) **Threshold: (162 homes)** This work should be completed at the same time that the left turn lane on Burkitt Road (item 1) is constructed.*
9. *Provide vehicular cross access to adjacent property along Nolensville Rd.*
10. *The developer shall conduct traffic counts at Burkitt Rd. and Nolensville Rd. and submit warrant analysis to Metro Traffic Engineer for signal approval at 50%, 75%*



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and 100% issuance of building permits in Davidson and Williamson County. Submit signal plan for approval when warranted and install signal when approved.

STORMWATER RECOMMENDATION

(The comments below were returned to the applicant by Stormwater on 6/8/2005. Applicant submitted revised plans 6/15/2005. The project is too large for Stormwater to be able to complete review of the resubmitted plans prior the mailing of this staff report.)

These comments relate to the construction planned for the Davidson County portion of the development. However, information related to site drainage mapping is requested for the entire site. The following items are requested in the technical review of the above plans:

1. The drainage area mapping submitted is difficult to read. It is unclear how future phases are being addressed in the storm pipe sizing. For example, it is not clear where lots 164 to 171 drain. It is not clear what the drainage areas are for C4 and C3, or the other inlets in that "drainage area". Do inlets E4, E3, E26 and E27 include drainage of the adjacent Phase 2 future lots? Where in the drainage system is the flow for the future phase 2 introduced? Drainage areas within the future phase are only partially delineated, and it is not clear to what area B18, etc. are intended to drain. To clarify, please submit site drainage mapping as follows:

- 1) a drainage area map over a topo delineating the pre- and post-development drainage areas of each of the ponds and citing the total drainage area to the pond, including off-site run-on and post-development by-pass areas;
- 2) an overall drainage map showing the drainage pattern for Phase 1 and those future phases that will be dependent on Phase I structures;
- 3) a clearer drainage area delineation to each inlet;
- 4) a drainage area map showing the general drainage pattern of the future phases to clarify if they need to be addressed in Phase 1 structures.

2. The modeling for the storm structures does not completely match the pipe data table on sheet C5.01.



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Details of some differences noted (not all were checked) are attached. This makes the modeling results questionable.

3. Include on the pipe data table the pond outfall structures and pipes. Provide a summary of the pond outlet pipe capacity, and flow/velocity at the 10-year storm event.

4. In a few cases, pipe flows were less than 2.5 fps and spreads were greater than 8 feet. Can these be redesigned to achieve minimum flows and spreads?

5. It is assumed that this development is to be platted, therefore a Deed of Easement is not be required. Show drainage easements on the drawing in accordance with Metro Volume 1, Tables 6-1 and 6-2 for pipes and ditches crossing lots, and around any ponds or stormwater structures not located in open space.

6. Outlet protection locations should be shown on the drawings at the pond inlets and outlets. Add to the outlet protection detail that the 20' dimensions are minimum dimensions, and reference Metro detail PESC-07-01 for outlet protection.

7. Show the location of the construction entrance on the Stormwater Pollution Prevention Plan.

FIRE MARSHAL RECOMMENDATION

1. No part of any building shall be more than 500 feet from a fire hydrant via a hardsurface road.
2. Fire hydrants should 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 T-type that is approved by the Fire Marshal's Office.

CONDITIONS (if approved):

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



Metro Planning Commission Meeting of 6/23/05

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 be platted to include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
3. 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.
4. 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.
5. 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.