

Request

Adopt the following proposed plans:

- 1) Green Hills – Midtown Community Plan: 2005 Update**
- 2) Edgehill Detailed Neighborhood Design Plan**
- 3) Elliston Place Detailed Neighborhood Design Plan**
- 4) West End Park & Centennial Detailed Neighborhood Design Plans**

Associated Cases

None

Council Bill

None

Council District

17-Greer, 18-Hausser, 19-Wallace, 21-Whitmore, 24-Summers, 25-Shulman, 33-Williams

School District

7- Kindall, 8-Harkey, 9-Warden

Requested by

Staff

Staff Reviewer

Eadler

Staff Recommendation

Adopt all four plans as proposed

PUBLIC PARTICIPATION

Staff conducted a combined total of 20 meetings in the community between October 2004 and April 2005 for these four plans. Attendance ranged from as few as a dozen at some neighborhood meetings to well over 100 at some of the community-wide meetings. Staff estimates that overall, more than 700 different individuals attended and participated in at least one of those meetings.

HIGHLIGHTS

Green Hills-Midtown Community Plan: 2005 Update

Substantively, the land use and intensity differences between the proposed plan and the 1994 plan it will replace are very limited. The vast majority of established residential areas and those committed to residential uses in the 1994 plan are envisioned to remain residential. Nonresidential areas in the 1994 plan are envisioned to either remain as such or evolve to a greater mixture of uses in the proposed plan. Much of the difference between the two plans is a change in appearance that results from two main format changes. The first is that major individual institutional uses (ie. Vanderbilt) and clusters of such uses (ie. the Baptist/Mid-state/Centennial medical district) are specifically recognized in the proposed plan, but were not in the 1994 plan. The second is that the newer structure plan policies used in conjunction with detailed design planning are applied to the neighborhoods identified for design plans. The highlights of the proposed plan are as follows:

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- ❑ A major focus and goal of the plan is preservation and protection of the vast majority of the community's established residential areas.
- ❑ To meet demand for residential growth, opportunities for intensification and redevelopment are provided in a few locations mainly near the Green Hills activity center. Special policies apply to the areas envisioned for intensification. Those policies call for redevelopment based on consolidated plans that provide pedestrian-oriented areas that are sensitively designed for compatibility with the established surrounding development.
- ❑ Economic development is envisioned mainly through the intensification of already established areas of nonresidential development, such as the Green Hills activity center, the university districts, Music Row, Midtown and the Harding/White Bridge Road town center.
- ❑ Revitalization of neighborhood centers is encouraged, such as the 12South district, 12th and Edgehill, and the 8th Ave. S. corridor in and north of Melrose.
- ❑ For enhanced multi-modal travel, traffic relief and greater pedestrian friendliness, selective major street widening and intersection projects, transit, bikeways, more sidewalks, greenways, and traffic management/calming projects are recommended throughout the community.
- ❑ The plan promotes more active lifestyles to improve the general health of the community's residents. More mixed use development, more compact residential development, additional parks and pedestrian-oriented transportation system improvements are all aimed at fostering more active living.
- ❑ The plan identifies 18 urban neighborhoods with mixed use centers for which detailed design planning is intended. Most of these neighborhoods are north of I-440. Plans for four clusters of those neighborhoods (discussed below) were prepared, and are being considered for adoption, along with this community plan.

Edgehill Detailed Neighborhood Design Plan [DNDP]

The highlights of this DNDP are:

- ❑ preserving established residential development and enhancing the neighborhood's overall safety, walkability and pedestrian friendliness

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- ❑ revitalizing neighborhood centers, ie along 12th Ave. S. at South Street, Edgehill Ave. and Wedgewood Ave.
- ❑ revamping 12th Avenue S. as a boulevard and enhancing Edgehill Ave. as a cultural corridor
- ❑ continuing the mixed income character of the neighborhood and conserving, maintaining and hopefully increasing the amount of affordable housing
- ❑ gradually returning the industrial area north of South St. back to a combination of mixed use and residential
- ❑ maintaining the longstanding established boundaries between Music Row and the abutting residential area east of 16th Ave. S., along and south of South St., and east of Tony Rose Park along Hawkins and Sigler Sts.
- ❑ preserving historic features and returning non-historic nonconforming uses to residential

Elliston Place Detailed Neighborhood Design Plan

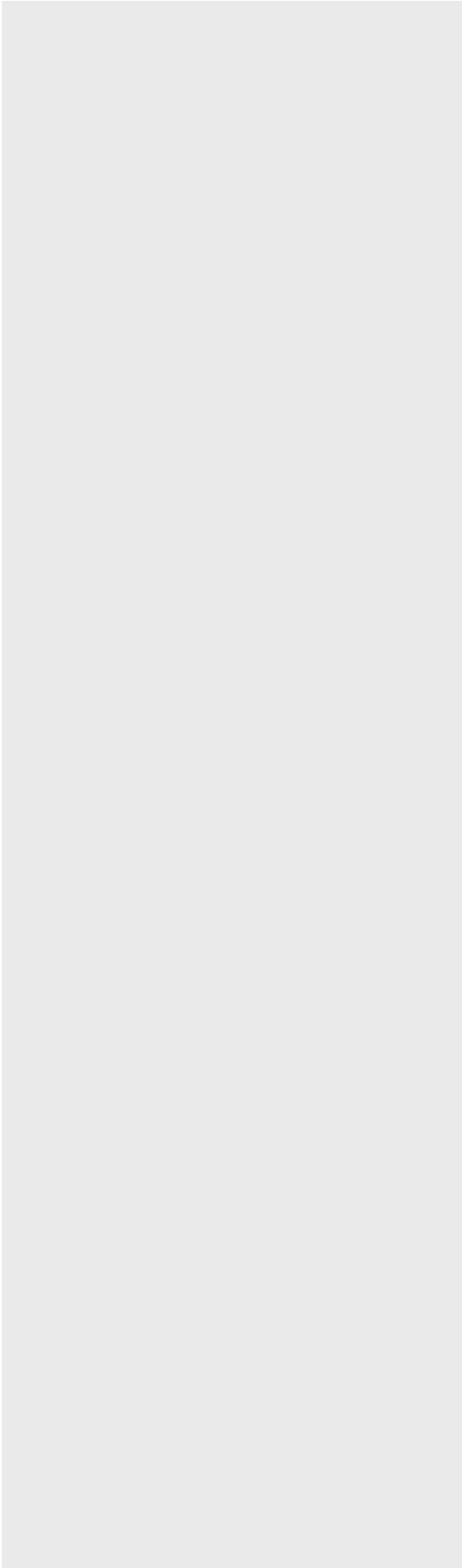
The highlights of this DNDP are:

- ❑ celebrating Elliston Place as the focus of this neighborhood by extending the lively mixed-use character of the existing older retail buildings from 21st Ave. N. to Louise Ave. to all of the corridor, and by providing a consistent streetscape along the entire street that fits with its adjacent context
- ❑ providing a pedestrian plaza and gathering place in the triangle bounded by 22nd Ave. N., the old Church St. and the realigned Church Street that continues as Elliston Place to create an eastern gateway and improve confusing traffic patterns in the vicinity
- ❑ preserving of the ability to construct high-intensity mixed use buildings with an emphasis on retail along West End Avenue and maintaining an intense mix of uses with an emphasis on office and residential at the northern edge of the neighborhood
- ❑ preserving and continuing the transformation of Louise St. from Elliston Pl. to State Street into a small-scale mixed-use destination.
- ❑ creating a safe and inviting neighborhood that encourages users to park once and walk between uses
- ❑ providing choices for travel by making transit viable, and accommodating bicycles in addition to safe pedestrian facilities for a complete multi-modal network

West End Park & Centennial Detailed Neighborhood Design Plans

The highlights of these DNDPs are:

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- ❑ fostering the transformation of West End Avenue between 25th and 31st Avenues N., and along 27th Ave. N. facing Centennial Park, from mostly single story, single use development to moderate intensity multistory mixed use buildings emphasizing retail on the ground floor, with upper level offices and/or residential
 - ❑ encouraging adequate parking and regulation of spaces that caters to and supports retail businesses along and just off West End Avenue
 - ❑ encouraging moderate to high intensity mixed use with an emphasis on office and residential to the north and south of the West End corridor east of 31st Ave. N.
 - ❑ preserving the ability to construct moderate to high-intensity buildings emphasizing offices with some residential along West End Avenue west of 31st Ave. N., and preserving the open space between West End Avenue and Park Drive.
 - ❑ enhancing overall pedestrian friendliness, with an emphasis on the cross-walks along West End Avenue and 31st. Ave. N., and on consolidation of access generally to minimize vehicle/pedestrian conflicts.
 - ❑ maintaining the viability of transit and encouraging enhanced mid-day service along West End Avenue within these neighborhoods and between them and midtown

Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-103G-06
 None
 35 - Tygard
 9 - Norris
 John P. & Jane B. Chaffin, and A.W. & Edna Chaffin, owners.

Staff Reviewer
Staff Recommendation

Pereira
Approve RS20 on parcel 219, but Disapprove RS20 on parcel 224. Portions of parcel 224 have slopes that are also appropriate for RS20 (the portions with RLM policy), and staff could recommend approval of RS20 on these portions with the requirement that the applicant first submit a survey to show the portion to which RS20 would apply.

APPLICANT REQUEST

Request to change 58.38 acres from agricultural and residential (AR2a) to residential single-family (RS20) district property located at 8779 McCrory Lane and McCrory Lane (unnumbered), approximately 520 feet north of Indian Hills 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 would permit 29 lots.

Proposed Zoning
 RS20 district

RS20 requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. The proposed zoning would permit 108 lots.

BELLEVUE COMMUNITY PLAN POLICY

Residential Low Medium (RLM)

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

Natural Conservation (NC)

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

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Policy Conflict

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

The proposed RS20 district is consistent with the RLM policy on parcel 219, as well as the RS20 zoning along McCrory to the southeast. On the north side of McCrory Lane is the Indian Hills Planned Unit Development, which is also zoned RS20.

RS20 zoning is also consistent with the RLM policy that exists on a portion of parcel 224, but RS20 is not consistent with the Natural Conservation policy that covers the remainder of parcel 224. Natural Conservation policy was implemented to protect the steep slopes in this area. Staff could recommend approval of RS20 zoning on the portion of parcel 224 that has RLM policy. A survey must be submitted by the applicant, however, to divide off the portion of the property for which RS20 zoning would be appropriate.

Slopes

On parcel 219, the slopes are generally negligible, and mainly under 10 percent. Conversely, on parcel 224, there are some particularly severe slopes, many greater than 25 percent. The portion of parcel 224 that has lesser slopes (under 20 percent) generally corresponds to the area that has a Residential Low Medium land use policy.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exception Taken.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	59.48	0.5	30	344	31	37

Typical Uses in Proposed Zoning District: RS20

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	59.48	1.85	110	1130	87	118

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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
--				786	56	81

METRO SCHOOL BOARD REPORT

Projected student generation

13 Elementary 9 Middle 8 High

Schools Over/Under Capacity

Students would attend Harpeth Valley Elementary School, Bellevue Middle School, or Hillwood High School. The elementary and middle schools have been identified as having capacity by the Metro School Board, but Hillwood High School has been identified as being full (but not overcrowded). The adjacent clusters of Whites Creek, Hillsboro, and Pearl-Cohn have capacity. This information is based upon data from the school board last updated Feb. 3, 2005.

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

Subdivision 2005S-185U-05
Cumberland Meadows
 7 - Cole
 5 - Hunt
 Big Development, owner/developer, Dale & Associates,
 engineer

Staff Reviewer
Staff Recommendation

Fuller
*Disapprove sidewalk variance and disapprove
 applicant's request to construct off-site sidewalk.*

APPLICANT REQUEST
Final Plat

**Request for final plat approval with a variance
 request for a sidewalk required along three lots
 located on the east side of Eastland Avenue,
 approximately 435 feet south of Tiffany Drive (0.95
 acres).**

SIDEWALK VARIANCE

The applicant has requested a sidewalk variance for the frontage of three previously recorded lots located on Eastland Avenue. Since the applicant has begun the project they have found the sidewalk difficult to construct, but there is no unique condition on this property causing a hardship as is required for approval of a sidewalk variance. The applicant has requested to construct a comparable sidewalk section on the opposite side of Eastland Avenue in exchange for the granting of a variance for the three subject lots.

Applicant Request

The applicant has stated the existing topography along Eastland Avenue is a hardship because there is a four to six foot drop from the edge of the pavement to where the back of the sidewalk would be located. The applicant also notes excessive fill material would be required to place the sidewalk and would have to be brought in from elsewhere. The applicant contends that the road was not designed for a sidewalk so the slopes that would be created from sidewalk construction are unnatural and drainage from the road would not be easily managed. Two large trees would be removed because of the sidewalk construction.

Sidewalk Constructability

The physical terrain of the subject property is sloping from the western property boundary to the east / northeast. An existing 24-inch diameter tree is located approximately 13.5 feet from edge of pavement at Lot

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Staff Recommendation

1. A tree line is located along the approximate northern boundary line of Lot 3, adjacent to Parcel 71. Water meter and box may need to be relocated with sidewalk construction. Fill slope will be required for sidewalk construction. If the existing 24-inch diameter tree remains, approximately 3 feet of fill would be required at tree base. Sidewalk connectivity may be difficult for adjacent parcel to the north (Parcel 71) due to existing ground slope from roadway.

The applicant has requested to build an off-site sidewalk on the opposite side of Eastland Avenue instead of the sidewalk construction along the frontage of their property. No Metro sidewalk projects are planned on this section of Eastland Avenue and building a sidewalk on the opposite side would create an "island" sidewalk in front of an unrelated property. Staff recommends disapproval of the variance request and would remind the Commission that the applicant has the option to make a contribution to the Metro sidewalk fund in lieu of constructing the sidewalk.

Project No.

Subdivision 2005S-193G-10

Project Name

Critical Lot 2005C-078

Council District

High Ridge Subdivision, Phase 2

School Board District

34 - Williams

Requested By

8 - Harkey

George Telfer/ Telfer Investments, owner, and Alley & Associates, surveyor.

Deferral

Deferred at the July 14, 2005, Metro Planning Commission meeting to allow the applicant time to revise the plan.

Staff Reviewer

Thompson

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Critical Lot Plan

Request for approval of a driveway slope greater than 10% on a critical lot, located at the east end of Camelot Road, approximately 2,500 feet east of Granny White Pike.

ZONING

R40 District

R40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.09 dwelling units per acre including 25% duplex lots.

SUBDIVISION DETAILS

Critical Lot Plan

This property is identified as a critical lot on the final subdivision plat of High Ridge, Phase 2, 2000S-336G-10, approved subject to the posting of a bond on 10/26/00 by the Metro Planning Commission.

Metro Subdivision Regulations

Per the Metro Subdivision Regulations, Appendix C, a critical lot plan must demonstrate the intent to minimize the lot area subject to grading, the cut/fill required to prepare the lot for construction, and the effectiveness of the plan to preserve the natural features of the lot. A critical lot plan must also include the specified and illustrated methods of stabilization of slopes greater than 33% and methods of managing storm water runoff.

Retaining Walls

The average slope of the lot is approximately 45%. The critical lot plan submitted shows three retaining walls to maintain stabilization of the building site. Two of the walls are located to the rear of the proposed building site, and one wall is located on the south side of the proposed driveway.

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Engineering Report

The applicant provided copies at the July 14th Commission meeting of an engineering report regarding the retaining walls. That report has been reviewed by staff and it addresses the appropriate design and construction of the walls. Therefore, the note on the face of the plan indicating further review of the plan by a geotechnical engineer has been removed.

Driveway Slope

Per Appendix C of the Metro Subdivision Regulations, driveway slopes on critical lots should be designated at a 10% grade or less. The applicant is proposing a driveway slope up to 16.7% grade, with an approximate average grade of 14.7%. A driveway grade of a 10% slope is intended to allow for a transition between the street grade and the driveway grade to allow a vehicle to travel without bottoming out, and to avoid safety issues getting from the street to the home.

High Ridge, Phase 1 contained a total of eleven lots, none of which were critical. High Ridge, Phase 2, contained twenty-four lots, ten of which were designated as critical. Two of the ten lots had critical lot plans submitted and approved by the Metro Planning Department in 2001. Lots 7 and 16 were both reviewed by Metro Storm Water/Public Works and approved by a Metro engineer. Both critical lot plans contained driveway slopes between 12-13%.

The applicant has now indicated to staff that six of the remaining seven critical lots in Phase 2 (lots 18-23) have been purchased by the Friends of Radnor Lake as additional state park land. Therefore, only one other lot remains to be built upon. Staff has confirmed this information using the assessor's database.

The Metro Subdivision Regulations, Appendix C, state that prior to application for a building permit on a lot designated as critical, a plan must be submitted to the Planning Commission staff for approval. Approval from other Metro agencies, such as Stormwater or Public Works is not mentioned in Appendix C.

Staff has given administrative approval of lots with driveway slope up to 12%. This case is being presented to the Commission because the driveway slope is considerably greater than 12%.

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**PUBLIC WORKS'
RECOMMENDATION**

Informal review by the Public Works Engineering Department suggests the proposed 16% driveway slope appears to be a workable solution for the critical lot.

**STORMWATER
RECOMMENDATION**

Informal review by Metro Storm Water Engineering Department suggests that the geotechnical report is sufficient, provided the following two conditions are added:

1. The site should be excavated down to the shale layer for the installation of the retaining wall.
2. The backfill material should be a type #57 or #67 stone material.

**PLANNING STAFF
RECOMMENDATION**

Staff recommends approval of this critical lot plan. The note on the face of the plan previously suggesting that a geotechnical engineer review the retaining wall design and construction has been removed. A geotechnical report was submitted by the applicant, and reviewed by staff, verifying the design and construction of the retaining walls.

While the proposed 16% driveway slope is greater than the preferred 10% slope, staff recommends approval of it. The applicant has significantly reduced the driveway's slope from the originally proposed 22% slope. Any further reductions in the driveway's slope will increase the size of the retaining walls at the rear of this home. On this particular lot, a balance is needed between the driveway slope and height of the retaining walls. This plan achieves that balance. Further, with the purchase of six of the remaining seven critical lots in this phase as part of Radnor Lake State Park, staff does not anticipate this critical lot plan's approval establishing a precedent.

Project No.
Project Name
Council Bill
Council District
Requested by

Mandatory Referral 2005M-109U-08
Alley Abandonment of Alley #1609
 None
 02 – Isabel
 Raggedy, Inc., applicant, and Andy Newman, property owner.

Staff Reviewer
 Staff Recommendation

Walker
Disapprove until access is assured for adjacent property owners.

APPLICANT REQUEST

Request to abandon a portion of the right of way and easements on Alley #1609, from 24th Avenue North, northwest to the dead end.

The applicant states that the reason for the request is to provide commercial development of parcels 283, 285, and 286 by closing the dead end alley.

DEPARTMENT AND AGENCY COMMENTS

The Department of Public Works, Emergency Communications, Metro Water Services, and the Nashville Electric Service have all recommended approval of this request.

RECOMMENDATION

Staff recommends **disapproval** of this alley closure for the following reasons:

1. Abandonment of Alley #1609 would eliminate access to 24th Avenue North for all property owners who enter and exit their property through the alley. The residents for parcels 287 and 288 currently use the alley for access to those parcels. Abandoning the alley would require limit access to parcels 287 and 288 to Clarksville Pike, a busy state highway.

The property owner for parcel 287 originally signed the application requesting the alley abandonment. She has since contacted the Planning Department and indicated she no longer supports closing the alley.

2. If there is future development along Clarksville Pike in this location, abandonment of this alley would remove an alternate access point from the rear of the property and cause all access to be from Clarksville Pike. Clarksville Pike is classified as an

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urban arterial at this location, which is intended to have fewer curb cuts for traffic flow and safety.

The applicant has indicated that they are willing to grant the property owners along Clarksville Pike an access easement as part of the development of their property. Such an easement could provide adequate access for parcels 287 and 288, but at this time there is no way to ensure that the private access is provided.

When the applicant either rezones or subdivides their property, a condition could be placed on the rezoning or subdivision that would ensure future access for parcels 287 and 288. Until such future access is made available, staff cannot recommend abandonment of Alley #1609.

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

Zone Change 2005Z-059G-12
 2005P-018G-12
 None
 32– Coleman
 2 – Blue
 Charlie B. Paul of Paul & Sons Development Co., Inc.,
 applicant

Staff Reviewer
Staff Recommendation

Harris
*Disapprove due to existing infrastructure deficiencies
 as identified in the Southeast Community Plan.*

APPLICANT REQUEST

Rezone 26.37 acres from agricultural/residential (AR2a) to residential single-family (RS15) district at Preston Road (unnumbered), 5814 Pettus Road, and Pettus 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 13 homes total on this site.

Proposed 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. The proposed zoning district would permit approximately 65 homes total on this site.

SOUTHEAST COMMUNITY PLAN

Residential Low Medium

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

Natural Conservation

NCO policy is intended for undeveloped areas with the presence of steep terrain, unstable soils, and floodway/floodplain. Low intensity community facility development and very low density residential development (not exceeding one dwelling unit per two acres) may be appropriate land uses.

Policy Conflict

The proposed RS15 district is consistent with the Southeast Community Plan’s RLM policy intended for

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Infrastructure Deficiency Area

residential development at a density of two to four dwelling units per acre. There is a portion of property included in the NCO policy due to floodplain.

This property is located within an infrastructure deficiency area identified by the Planning Commission in the Southeast Community plan for transportation and schools. Planning Staff has established a “grid” that is used to determine whether a development proposal within the deficiency area should be approved. The grid considers both the condition of the existing roads in the area of the proposal and whether the proposal will add any connections required by the Community Plan that would relieve pressure from the existing road network.

The transportation infrastructure deficiency grid was applied and Pettus and Preston at this location scored a “4”. The property is located on a “fair segment of a fair road” (Pettus) and would not provide any required street connections, as identified in the Community Plan.

A 4 on the transportation deficiency grid requires staff to recommend disapproval of the proposed development. It is generally recommended that a project receiving a score less than 6 points on the grid checklist should be disapproved due to roadway infrastructure inadequacy. If the existing deficient roads were brought to Metro standards, then it is likely that the score would be brought up to a 6 and this project could be recommended for approval.

There is an associated Planned Unit Development (PUD) that has been submitted and the traffic mitigations below have been proposed. These conditions do not address the existing infrastructure deficiency in the area, however.

1. Approvals are subject to Public Works' review and approval of construction plans.
2. Document adequate sight distance at project access. Site distance mitigation will be required prior to approval of construction plans.
3. On Preston Road, 320 feet minimum transition for left turn lane is required. Left turn lane encroaches on intersection.

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4. On Preston Road, plans should indicate a minimum of 36 feet of pavement width to beginning of transition.
5. East bound entering lane on Preston Place requires smoother transition than shown on preliminary plat.
6. On Preston Place, show 180 feet minimum transition for left turn lane, as shown on plat.
7. In residential subdivisions, a 25' minimum radius of return at the intersecting streets right of way can be used.

These are listed with the staff report for the associated PUD as recommended conditions of approval if the PUD is approved by the Commission.

In addition to road infrastructure deficiencies, the Southeast Community Plan notes that “[i]nadequate school facilities in the area are also a problem in the Southeast Community.” Additional analysis of the projected student generation from this rezoning and school capacity in this area is provided below. Because the school board has programmed for new schools in this area, staff does not recommend disapproval of the requested rezoning based on school deficiencies.

RECENT REZONINGS

Parcels to the south were rezoned from AR2a to RS10 in January 2005, by Metro Council. The Planning Commission recommended approval in October 2004.

PUBLIC WORKS’ RECOMMENDATION

No exception taken. Additional right-of-way dedication and/or reservation may be required along existing street(s) at development.

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Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	26.37	0.5	13	160	19	18

Typical Uses in Proposed Zoning District: RS15

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	26.37	2.47	65	700	49	73

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
--			52	540	30	55

METRO SCHOOL BOARD REPORT

Projected student generation

11 Elementary 9 Middle 8 High

Schools Over/Under Capacity

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

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

Planned Unit Development 2005P-018G-12
Preston Estates PUD
 None
 32 - Coleman
 2 - Blue
 2005Z-059G-12
 Ingram Civil Engineering, engineer, Charlie Paul, applicant for Glenda and Joseph Wiggins, Gene Tucker et ux, and Neal Hufford, owners.

Staff Reviewer
Staff Recommendation

Harris
Disapprove due to existing infrastructure deficiencies as identified in the Southeast Community Plan and Metro Stormwater Appeals Board has not reviewed variance request for an existing 40-acre drain area.

APPLICANT REQUEST
Final PUD

Request to permit 39 single-family lots on 26.37 acres, at 5814 Pettus Road, Pettus Road (unnumbered), and Preston Road (unnumbered).

ZONING & LAND USE POLICY
Existing Zoning—AR2a

This request for preliminary PUD approval is associated with a zone change request to change from AR2a to RS15.

Southeast Community Plan
Residential Low Medium Land Use Policy

The proposed RS15 zoning district is consistent with the RLM policy intended for residential development at a density of two to four dwelling units per acre.

PLAN DETAILS

Site Design

The plan proposes 39 single-family lots with lot sizes ranging from 15,000 square feet to 33,938 square feet.

Access

Access to the subdivision is proposed off of Preston Road with two lots fronting on Pettus Road and one fronting on Preston Road. As per the Subdivision Regulations, the lots on Pettus shall have shared driveways since it is a collector street. Stub streets are provided to the north and east. A stub street is not proposed to the south since that is the location for a new school in the Antioch Cluster.

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Open Space-Bike/Walking Paths

Open space is proposed at the intersection of Preston Road and the new road (Preston Place). This is not a cluster lot option subdivision, however.

A bike/walking path is proposed to the south that would connect to the future extension of the Mill Creek greenway plan. The plan proposes a Dedicated Conservation Greenway Public Access Trail Easement Area that should be labeled as 25' easement area.

Cul-de-Sacs

All the proposed cul-de-sacs are over the length of 150' and would require a landscape median within the 100' pavement area, as per Planning and Metro Fire requirements.

Stormwater

There is currently a 40-acre drainage area on the eastern boundary of the property that could possibly affect five to six of the proposed lots. The applicant was scheduled to go before the Stormwater Management Committee on July 21, 2005, however, there was not a quorum and the variance request was deferred to the August 4, 2005, meeting.

PUBLIC WORKS RECOMMENDATION

1. Approvals are subject to Public Works' review and approval of construction plans.
2. Document adequate sight distance at project access. Site distance mitigation will be required prior to approval of construction plans.
3. On Preston Road, 320 feet minimum transition for left turn lane is required. Left turn lane encroaches on intersection.
4. On Preston Road, plans should indicate a minimum of 36 feet of pavement width to beginning of transition.
5. East bound entering lane on Preston Place requires smoother transition than shown on preliminary plat.
6. On Preston Place, show 180 feet minimum transition for left turn lane, as shown on plat.

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7. In residential subdivisions, a 25' minimum radius of return at the intersecting streets right of way can be used.

CONDITIONS (If approved)

1. All Public Works recommendations listed above must be complied with.
2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees.
3. Prior to third reading at Metro Council, revised plans are to be submitted that show:
 - a. The acreage of the Dedicated Conservation Greenway Public Access Trail Easement Area.
 - b. A shared access driveway for the proposed lots 1 and 2 on Pettus Road.
 - c. A landscaped median for all cul-de-sacs over 150' in length.
 - d. A 10' right-of-way dedication is required along property boundary on Pettus Road and an additional 7' right-of-way reservation.

Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-104U-10
 Not yet filed
 25 – Shulman
 8 – Warden
 Jian Huang, applicant/owner

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

Rezone 1.02 acres from residential single and duplex (R40) to residential single-family (RS20) district property located at 1809 Graybar Lane, at the southeast corner of Graybar Lane and Benham Avenue.

Existing Zoning
 R40 district

R40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25% duplex lots. The existing zoning permits 1 home.

Proposed Zoning
 RS20 district

RS20 requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. The proposed zoning would permit 2 homes.

SUBAREA 10 PLAN POLICY

Residential Low (RL)

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

Policy Conflict

No. The proposed RS20 district is consistent with the RL policy intended for residential development at a density of 1 to 2 units per acre. It is also consistent with the pattern of development along Benham Avenue. This lot is a corner lot and near a Regional Activity Center policy in which smaller lots are typically more appropriate than the larger lots. The RS20 district allows for a transition between the multi-family development to the west and the larger lots west of the intersection along Graybar Lane.

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The proposed RS20 district is also consistent with the Green Hills-Midtown Community Plan update, which continues the RL policy in this area.

RECENT REZONINGS

None.

METRO PUBLIC WORKS' RECOMMENDATION TRAFFIC

No Exception Taken.

Typical Uses in Existing Zoning District: R40

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)	1.02	0.93	1	10	1	2

Typical Uses in Proposed Zoning District: RS20

Land Use (ITE Code)	Acres	Density	Total Number of lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	1.02	1.85	2	20	2	3

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
--			+1	10	1	1

METRO SCHOOL BOARD REPORT

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Percy Priest Elementary School, Moore Middle School, or Hillsboro High School. None of these schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated February 3, 2005.

Project Nos.

Zone Changes 2005Z-108U-10 and 2005Z-109U-10

**Council Bill
Council District
School District
Requested by**

Not yet filed
25 – Shulman
08 – Harkey
Councilman Shulman

**Staff Reviewer
Staff Recommendation**

Swaggart
Approve

APPLICANT REQUEST(S)

Request to rezone property from residential single-family and duplex (R20) to residential single-family (RS20) district located at 4031, 4036, 4101, 4102, 4105, 4106, 4108 Lealand Lane, and 900, 902, 906, 908, 916, 1002 Tower Place.

Existing Zoning
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.

Proposed Zoning
RS20 district

RS20 requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre.

SUBAREA 10 PLAN POLICY

Residential-Low Density

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

Policy Conflict

No. The RS20 zoning district is consistent with the RL policy of one to two dwelling units per acre. This area is located within area 3C of the current Subarea 10 Plan. “An important goal of [the Subarea 10] plan is that infill development and resubdivisions should be compatible with the density and character of existing development.” (Page 49) The Plan states that in some areas of Green Hills, infill developments “have not matched the existing character of established neighborhoods. . . . The intent of this plan is to ensure that future development of infill sites conform with the existing character of surrounding areas.” (Page 49)

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The Green Hills Community Plan Update is also on the July 28 Commission agenda. If that plan is adopted, then the policy for this area will be changed to RLM. This rezoning request arguably would not be supported by RLM policy, which calls for 2-4 homes per acre. Staff recommends, however, that this application be considered under the RL land use policy in effect when the application was filed.

RECENT REZONINGS

None in the immediate area.

TRAFFIC

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-110U-13
 None
 29 - Wilhoite
 6 - Awipi
 Jerry Ward, owner

Staff Reviewer
Staff Recommendation

Pereira
Disapprove

APPLICANT REQUEST

Request to change 0.21 acres from residential single-family and duplex (R10) to mixed use neighborhood (MUN) district property, located at 2643 Smith Springs Road.

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
 MUN district:

MUN is intended for a low intensity mixture of residential, retail, and office uses.

**ANTIOCH/PRIEST LAKE
 COMMUNITY PLAN POLICY**

Neighborhood Center (NC)

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.

Policy Conflict

Although the proposed MUN district is consistent with NC policy, MUN zoning is not consistent with existing (occupied) single-family homes on both sides of this parcel. In addition, as this parcel falls in the middle of a strip of parcels with Neighborhood Center policy, the premature redevelopment of this parcel is not consistent

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with the NC policy's requirement for a coordinated development plan involving **all** of these parcels. There are also existing developed and undeveloped residential properties across Smith Springs Road from this property.

A MUN rezoning application with an appropriate site plan for the southwest corner of Smith Springs Road and Bell Road would be a more appropriate way to implement the NC policy in this area. Beginning at one end of the policy area as a transition to a more mixed use/neighborhood center area is preferable to beginning with a single lot in the middle of existing single-family uses. Staff recommends disapproval of this request as premature since it is not comprised of multiple properties.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exception Taken.

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)	0.21	3.7	1	10	1	2

Typical Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail Center (814)	0.21	0.157	1,436	100	Na	25

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	0.21			90	Na	23

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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)	0.21	3.7	1	10	1	2

Maximum Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.21	0.6	5,489	143	19	85

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	0.21			133	18	83

METRO SCHOOL BOARD REPORT

Projected student generation*

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Lakeview Elementary School, Kennedy Middle School, or Antioch High School. Antioch High School has been identified as not having capacity, but the adjacent cluster of Glencliff has capacity, as identified by the Metro School Board. This information is based upon data from the school board last updated January 16, 2005.

* Student generation numbers are based upon the assumption of three units, at 1,000 square feet each.

Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-111G-13

None
 32 - Coleman
 6 - Awipi
 Edward Meadows, owner

Staff Reviewer
Staff Recommendation

Pereira
Approve with the condition that the property shall be required at development to provide for cross access with the adjacent parcels.

APPLICANT REQUEST

Request to change 1.3 acres from agricultural and residential (AR2A) to mixed use neighborhood (MUN) district property located at 4162 Murfreesboro Pike.

Existing Zoning
 AR2a zoning:

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

Proposed Zoning
 MUN zoning:

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

**ANTIOCH/PRIEST LAKE
 COMMUNITY PLAN POLICY**

Community Center (CC)

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

Policy Conflict

The proposed MUN district is consistent with CC policy, and the location of this parcel along Murfreesboro Road supports the MUN rezoning. While there are existing single-family homes on both sides of

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this parcel, there is an approved undeveloped commercial PUD on parcels 167 and 079. The ultimate development of the latter may be key in establishing the character of development on several of the adjacent parcels (including this one) if they are developed in the future. The zoning pattern across Murfreesboro Road from this property is supportive of commercial/mixed use zoning, as there is CS zoning immediately along Hurricane Creek Road, and a large parcel (082) with Industrial Restrictive zoning.

MUN zoning is sufficiently restrictive so as to limit the intensity of commercial development while still fulfill the intent of the Community Center policy. Accordingly, no site plan was required for this parcel with the rezoning.

In summary, the location of the parcel along Murfreesboro Road, the existing nonresidential zoning in the area, and the nearby commercial PUD all support a rezoning to MUN.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exception Taken.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total No. of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	1.3	0.5	1	10	1	2

Typical Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail Center (814)	1.3	0.125	7,079	341	Na	39

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				331		37

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Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total No. of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	1.3	0.5	1	10	1	2

Maximum Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.3	0.6	33,977	579	79	117

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				549	78	115

METRO SCHOOL BOARD REPORT

Projected student generation*

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Lakeview Elementary School, Kennedy Middle School, or Antioch High School. Antioch High School has been identified as not having capacity, but the adjacent cluster of Glencliff has capacity, as identified by the Metro School Board. This information is based upon data from the school board last updated January 16, 2005.

* Student generation numbers are based upon the assumption of three units, at 1,000 square feet each.

Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-112U-10
 Not yet filed
 25 - Shulman
 8 - Harkey
 Adam Epstein, of Castleman Partners, owner.

Staff Reviewer
Staff Recommendation

Pereira
Disapprove

APPLICANT REQUEST

Request to change 0.45 acres from R15 to RS7.5 district property, located at 4211 Farrar Avenue.

Existing Zoning
 R15 zoning:

R15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25% duplex lots.

Proposed Zoning
 RS7.5 zoning:

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

GREEN HILLS/MIDTOWN COMMUNITY PLAN POLICY

Residential Low Medium (RLM)

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

Policy Conflict

Yes. The development density of the proposed RS7.5 (4.94 homes/acre) is higher than the range permitted by the RLM policy (2-4 homes/acre). In addition, as this parcel falls within an area that is now solidly R15 zoning, the RS7.5 is particularly inappropriate.

RECENT REZONINGS

None.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exception Taken.

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Typical Uses in Existing Zoning District: R15

Land Use (ITE Code)	Acres	Density	Total No. of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.45	2.47	1	10	1	2

Typical Uses in Proposed Zoning District: RS7.5

Land Use (ITE Code)	Acres	Density	Total No. of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached ()	0.45	4.94	2	20	2	3

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--			+1	10	1	1

METRO SCHOOL BOARD REPORT

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Percy Priest Elementary School, Moore Middle School, or Hillsboro High School. All three schools have been identified as having capacity, as identified by the Metro School Board. This information is based upon data from the school board last updated January 16, 2005.

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

Subdivision 2005S-162G-12
Old Hickory Hills, Phase 5 Subdivision
 32 – Coleman
 2 - Blue
 Cane Ridge, LLC, owner/developer, Dale & Associates, surveyor.

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions

APPLICANT REQUEST
Preliminary Plat

Request to create 121 single-family lots on 34 acres on the east terminus of Legacy Drive, north of Old Hickory Boulevard.

ZONING
 RS10 District

RS10 requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 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 RS10 (minimum 10,000 sq. ft. lots) to RS5 (minimum 5,000 sq. ft. lots). The proposed lots range in size from 6,000 square feet to 13,000 square feet.

Pursuant to Section 17.12.080(D) of the Metro Zoning Ordinance, cluster lot subdivisions require a minimum of 15% open space per phase. The applicant complies with this requirement by proposing a total of 7.24 acres (21.2%) of open space – which exceeds the minimum open space acreage required.

SUBDIVISION DETAILS

Phasing

The development of this subdivision is proposed for two phases. Phase 1 is proposed for 82 lots and Phase 2 is proposed for 39 lots.

Access/Street Connectivity

Access is proposed from Legacy Drive and Ramsey Drive which were platted with Phase Two, Section Three of this subdivision. Stub streets are proposed to the north and south, as well as to the east for future connection.

The proposed Legacy Ridge Court is shown with a 80' pavement width and should be shown with a 100'

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Sidewalks

pavement width and median, as per Metro Fire Marshal's office standards. Also, Townsend Drive stub to the north should provide a temporary turnaround to comply with the Fire Marshal's standards.

Sidewalks are proposed along all the new streets within the subdivision.

Open Space

Most of the open space provided is useable open space. The water quality devices in the useable open space shall not be enlarged, unless necessary for final plat approval.

STORMWATER'S RECOMMENDATION

Show the drain buffer where the 40-acre drainage area crosses Lawson Drive (adjacent to Phase 5).

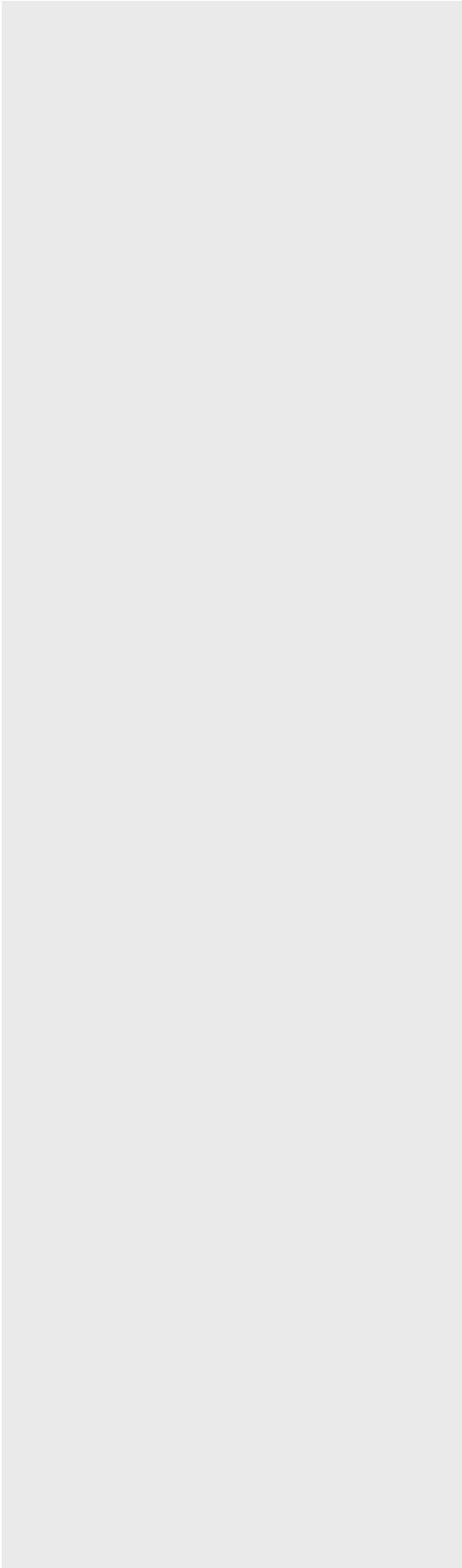
PUBLIC WORKS RECOMMENDATION

1. Approvals are subject to Public Works' review and approval of construction plans.
2. Show Townsend Drive per Metro ST-252: Residential - Medium Density Minor Local Street (50' ROW).
3. Show and dimension right of way radius and edge of pavement radius for all circular turnarounds. Show and dimension 50' turnaround pavement radius on Legacy Ridge Court, per Fire Marshall requirements.
4. Prior to construction plan approval, a Traffic Impact Study is required for this phase and must be approved by Public Works.

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

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include a landscaped median in the middle of the turn-around, including trees.

3. Add area adjacent to the open space on the western property line in with the open space between lots 215 (of a previous phase of Old Hickory Hills) and lot 97 as a part of the open space.

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

Subdivision 2005S-211G-14
Hermitage Hills Subdivision
 14 – White
 4 - Nevill
 Lydell and Sherry F. Mullins, owners, Michael Williams, surveyor

Staff Reviewer
Staff Recommendation

Harris
Disapprove and disapprove a street frontage variance.

APPLICANT REQUEST
Preliminary Plat

A request to create one lot on 0.85 acres located at the southern terminus of Bonnalawn Drive, approximately 400 feet south of Jacksonian Drive.

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.

SUBDIVISION DETAILS

Zoning

The proposed lot area does not meet the requirements for AR2a zoning. The AR2a district requires a 2 acre lot size and this lot is proposed for 0.764 acres (33,291 sq. ft.), which does not meet that lot size requirement. This lot would need to be rezoned prior to subdividing.

Access/Frontage Variance

Access is proposed from a driveway extending from Bonnalawn Drive of the Hermitage Hills Subdivision. A right-of-way dedication area is proposed that would allow for Bonnalawn Drive to be extended when the adjacent parcel is developed.

The applicant is requesting a variance for street frontage. Section 2-4.2A of the Subdivision Regulations state that “Each lot shall have frontage on a public street or, where permitted, on a private street to enable vehicular access to be provided.”

Staff recommends disapproval of this variance since there is an undeveloped parcel adjacent to the proposed lot that could allow for street frontage in the future.

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STORMWATER RECOMMENDATIONS

1. The FEMA note number 2 is insufficient. Please reference the appropriate FEMA map number, such as 'Community Panel No. 470040-0234 F' and effective date.
2. The North Arrow is unaccompanied by reference bearings. Appropriate correction is required.
3. Add the new subdivision number to the plat.
4. Add a vicinity map to the plat.
5. Add the 78-840 note: "Any excavation, fill or disturbance of the existing ground elevation must be done in accordance with storm water management ordinance no. 78-840 and approved by The Metropolitan Department of Water Services."
6. Add the preliminary note: "This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application."
7. Topo lines are required on all preliminary plats. Appropriate correction is required.
8. In "Notes to the review board," note number 1, it should say "The purpose of this" instead of "The propose of this."

PUBLIC WORKS RECOMMENDATION

No Exception Taken.

FIRE MARSHAL'S OFFICE RECOMMENDATION

1. No part of any building shall be more than 500 ft from a fire hydrant via an approved hard surface road.
Metro Ordinance 095-1541 Sec: 1568.020 B.
2. Fire hydrants should flow at least 1,000 GPM's @ 40 psi.

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STAFF RECOMMENDATION

Staff recommends disapproval. This parcel should develop when the adjacent parcel (052) develops to make sure that all lot lines on the edge of the Hermitage Hills subdivision are radial and that the development pattern would be more consistent. Since there are several triangular parcels that are not buildable lots in this area, this may set a precedent that would not allow for a consistent development pattern once the adjacent parcel is developed. Furthermore, the lot area does not meet the requirements for AR2a zoning and would require a rezoning prior to subdividing to at least RS30 zoning district. Revised plans also have not been submitted for Metro Stormwater's approval.

Project No.	Subdivision 2005S-201A-10
Project Name	Tyne Meade, Section 4Q, Lot 3
Associated Cases	None
Council District	34 – Williams
School District	8 – Harkey
Requested By	Thomas W. Molteni, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Final Plat

Request to amend a platted side setback from 37.5 feet to 25 feet at the northwest corner of Wayland Drive and Beacon Drive.

Zoning

R40 district

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

AMMENDMENT DETAILS

As proposed, the request will decrease the plated side yard setback along Beacon Drive from 37.5 feet to 25 feet. It is important to note that this is a revision to a recorded setback, and does not affect the required setback for the zoning district, which is 20 feet. If the request was less than what is required for the district then it would first require approval from the Board of Zoning Appeals (BZA).

The applicant has submitted a site plan that identifies a large addition to the existing home, which will create an attached two-family structure. According to the applicant, the request would allow the addition to be constructed without having to remove any significant trees that stand between the proposed home and the adjacent neighbor, who will be most effected by the proposal.

The applicant has provided letters from all abutting property owners stating that they are aware of the request, and that they have no concerns. In addition, Parcel 136 to the immediate north has a garage located on Beacon Drive that is closer to the street than what is being requested here. Parcel 136 does not have the same platted setback on Beacon as the subject lot because it was not platted as part of the same phase of

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Staff Recommendation

the Tyne Meade subdivision. The location of the garage on Parcel 136 is relevant, however, because it establishes a context on Beacon Drive that supports the applicant's request for a setback amendment.

The requested amendment to the side yard setback is in compliance with the required setback for the zoning district, and similar to the setback for the neighboring Parcel 136. Staff recommends approval of the setback amendment request.

**TRAFFIC
PUBLIC WORKS'
RECOMMENDATION**

No Exceptions Taken



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

Subdivision 2005S-205U-10
Hillmont Commons Resub., Lots 1 & 2
None
25 – Shulman
8 - Harkey
Greg Terry of H & H Land Surveying, applicant for Monte G. Turner, owner.

Staff Reviewer
Staff Recommendation

Pereira
Approve with conditions

APPLICANT REQUEST
Final Plat

Request to create two lots on 0.94 acres along the north side of Hillmont Drive, approximately 500 feet north of Glen Echo Road.

ZONING
R10 district

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

PLAN DETAILS

This subdivision proposes the division of a property that currently has a horizontal property regime on it, with an existing duplex. With this subdivision, half of the duplex is proposed to be removed, and a new single family lot created on the area where it currently stands. The remaining portion of the duplex is to remain on the other side of the property, as a single family home. As proposed, the request will create two total lots along the north side of Hillmont Drive with the following areas, and street frontages:

- Lot B: 19,037 Sq. Ft., (0.437 Acres), and 74.22 Ft. of frontage;
- Lot A: 22,107 Sq. Ft., (0.507 Acres), and 105.78 Ft. of frontage

The proposed plat includes a note to limit the uses of both lots to single-family homes only.

Sidewalk requirement

This property does fall within the Urban Services District. There are no existing sidewalks on either side of Hillmont Drive. Given that this subdivision does not create any new development rights, staff recommends that no new sidewalk extensions be required along the frontage of this property on Hillmont Drive.



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Lot comparability

Section 2-4.7 of the Subdivision Regulations states that new lots in areas that are predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots. A lot comparability exception can be granted by the Commission 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 Planning Commission is not required to grant the exception if they do not feel it is appropriate.

The lot comparability analysis yielded a minimum lot area of 29,307 sq. ft., and a minimum lot frontage of 155.2 linear feet. **Neither** lot B nor A **pass** for minimum lot area, or minimum lot frontage.

Staff Recommendation

Staff recommends approval of a lot comparability exception. The proposed lots are located within a half mile radius of an area designated as a Regional Activity Center (located to the west).

Given that the total site area is 41,144 square feet, the applicant cannot meet the lot comparability requirement of 29,307 square feet for each lot.

Staff notes that this application should be considered in the context of the recently approved Glen Echo Resubdivision, which resulted in the creation of parcels 011 and 197 also on Hillmont, close to the intersection with Glen Echo Road. The minimum lot sizes and frontages used in that case are relevant to this case because they demonstrate the existing pattern of development on this road. The required dimensions for that subdivision were:

- Minimum lot size: 19,036 sq. ft.
- Minimum lot frontage: 72.52 linear ft.

The proposed lots in the current application are consistent with the standards applied by the Commission to the Glen Echo Resubdivision application.

Staff recommends that a either an exception to lot comparability be granted, or the alternative minimum standards for lot comparability (as established above) be used. The subdivision qualifies for the exception criterion of being close to a Regional Activity Center.



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The lots also are consistent with other recently approved subdivisions on Hillmont Drive.

TRAFFIC/PUBLIC WORKS' RECOMMENDATIONS

Traffic

Public Works: No Exception Taken

1. No Exception Taken

STORMWATER DEPARTMENT RECOMMENDATION

Approved

CONDITIONS (IF APPROVED):

1. Prior to the recordation of this plat, the applicant must terminate the master deed to remove the existing horizontal property regime (a duplex) that is currently platted on the property.
2. Prior to the recordation of this plat, the applicant must re-submit the plat with the new lot and parcel numbers, as assigned to it by the Mapping Department; these numbers will be given to the applicant once the master deed is terminated. The resubmitted plat must also reference the new deed instrument number.
3. 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: 1568.020 B).
4. Fire hydrants should flow at least 1,000 GPM's at 40 psi.



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

Subdivision 2005S-208U-05
Brownsville, Resubdivision of Lot 51
None
7 – Cole
5 - Hunt
Natalie Cothron, owner, Mark D. Devendorf, surveyor.

Staff Reviewer
Staff Recommendation

Harris
Disapprove, unless revised plans are submitted with lot frontages revised. If revised plans are submitted, then staff recommends approval with conditions, including an exception to the lot comparability standards.

APPLICANT REQUEST
Final Plat

Request to create 2 lots on 1.33 acres on the north side of Rosebank avenue at the northern terminus of Crescent Hill Road.

ZONING
R10 District

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

SUBDIVISION DETAILS

Lot Comparability

As proposed, the request will create two new lots along the north side of Rosebank Avenue with the following proposed area and street frontage:

- Lot 1: 47,394.78 Sq. Ft., (0.78 Acres), and 109.70 Ft. of frontage;
- Lot 2: 10,440.01 Sq. Ft., (0.24 Acres), and 60 Ft. of frontage.

Section 2-4.7 of the Subdivision Regulations states that new lots in areas that are predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots. A lot comparability 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 Planning Commission is not required to grant the exception if they do not feel it is appropriate.

The lot comparability analysis yielded a minimum lot area of 8,681 sq. ft., and a minimum lot frontage of 88



Metro Planning Commission Meeting of 7/28/05

Staff Recommendation

linear feet. Both lots pass for area, while lot 2 fails for minimum frontage.

Staff recommends disapproval of a lot comparability exception. 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. Staff recommends that the Commission not grant an exception for comparability, however, because the proposed lot is out of character with the majority of the lots along Rosebank Avenue and the applicant has alternatives that would make it more comparable with the existing lots. The applicant could shift the property line to include the existing driveway, which would result in a frontage for lot 2 that is closer to the required frontage and provide shared access to both lots.

Sidewalk Variance

Sidewalks are required along the frontage of lot 2 and have not been shown on the plat. Sidewalks should be shown and bonded or a financial contribution can be made in lieu of sidewalk construction to the Metro Sidewalk Fund.

PUBLIC WORKS RECOMMENDATION

No Exception Taken.

CONDITIONS (if approved)

1. Prior to recordation, sidewalks are to be shown on the plan and bonded, or a financial contribution is to be made with a note added that states that "A financial contribution has been made in lieu of construction of the sidewalks on lot 2."



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

Subdivision 2005S-212G-14
C.U.D. I
None
14 – White
4 – Nevill
Metro Government, and Stanley K. Draper, surveyor

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST

Final Plat

Request for final plat approval to create 3 lots on 18.01 acres, including a variance to allow a lot that is more than three times the required base zone requirement along the south side of Panama Drive, approximately 750 feet west of Baltic Drive..

Zoning
IWD district

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

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.

SUBDIVISION DETAILS

As proposed the request will take one parcel and six lots and create three new lots. The six lots that will be consolidated into a single lot are in a RS7.5 district, and the parcel to be subdivided into two new lots is within an IWD district. As proposed the lots will have the following areas:

- Lot 1: 112,398 Sq. Ft. (2.5 acres)
- Lot 2: 63,231 Sq. Ft. (1.5 acres)
- Lot 3: 609,222 Sq. Ft. (14 acres)

Metro Government (Water Services) currently owns the property, and will retain lot 1, while the remaining lots will be surplus to Public Property and transferred or sold.

Variance
2-4.2(D)

Section 2-4.2(D) of the Subdivision Regulations states that proposed lot areas shall not exceed three times the minimum lot size required by the Zoning Code for the zone district requirement. Exceptions can be made



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when land proposed for division contains flood plain or terrain other wise unsuitable for development or when private sewage disposal systems are to be utilized.

Proposed lot 2 is within the RS7.5 district, which stipulates a minimum lot area of 7,500 Sq. Ft. According to Section 2-4.2(D) the maximum lot size for any new lot in this district shall be no more than 22,500 Sq. Ft. Lot 2 that is 63,231 exceeds the maximum by 40,731 Sq. Ft.

The six lots within the RS7.5 district are being consolidated into a single lot to ease sale transactions and transfer of property. Because of the zoning, it is most likely that any new owner will resubdivide the lot. Staff recommends that the variance be approved, with the condition that any future subdivision of lot 2 must meet the Subdivision Regulations.

**TRAFFIC
PUBLIC WORKS'
RECOMMENDATION**

No Exceptions Taken

STAFF RECOMMENDATION

Staff recommends approval with the conditions listed below and approval of the required lot size variance for lot 2.

CONDITIONS

1. Any future subdivision of lot 2 must meet all subdivision requirements for its zoning district.
2. Identify any portion of the drainage easement for the ditch to the south that falls on the platted property.
3. Change the roadside PUE to a PUDE, in order to cover the roadside ditch with a drainage easement.
4. Correct parcel numbers must be identified.



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

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

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Final PUD

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

PLAN DETAILS

Applicant is proposing an additional 3,870 square feet of building area to the existing 24,355 square feet of building area. The proposed 3,870 addition will consist of a single structure, providing two additional truck bays, which will be used for truck maintenance and repair. The applicant originally requested a PUD revision and Final PUD, but because the addition (3,870) is in excess of ten percent of what was originally approved, the proposal required a PUD amendment. PUD amendments require preliminary review, and approval from Metro Council.

The MPC approved the preliminary PUD at its March 10, 2005, meeting, and was subsequently approved by Metro Council. As submitted, the final plan is consistent with the approved preliminary PUD plan.

TRAFFIC: PUBLIC WORKS' RECOMMENDATION

No Exceptions Taken

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.



Metro Planning Commission Meeting of 7/28/05

2. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
6. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.



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

Planned Unit Development 2004P-009G-14
Bridgewater PUD, Phase 2
None
12 - Gotto
4 - Nevill
None
Lose and Associates, applicant, for Bridgewater LLC, owner

Staff Reviewer
Staff Recommendation

Pereira
Approve with conditions

APPLICANT REQUEST
Final PUD

Request for final approval for phase two of a Residential PUD, to develop 106 detached single-family and 34 duplex lots, of 192 detached single family lots and 98 duplex lots approved in the preliminary. Phase 2 involves 43.20 acres, located along the west margin of Earhart Road and the north margin of John Hager Road, classified R15.

PLAN DETAILS
History

The preliminary residential PUD, which called for 290 single-family lots, was originally approved at the May 13, 2004, Planning Commission meeting. A modified plan was re-referred to the Commission from Council in October 2004, with changes made to a pedestrian trail, as well as a modification to include 98 duplexes as a portion of the 290 lots. On October 14, 2004, the Planning Commission approved the PUD with sidewalk variances, and a requirement for the final plat to include bonds for off-site road improvements and any necessary public improvements. The final PUD for Phase 1 was approved at the January 13, 2005, Commission meeting, for 150 detached single family units.

Site Design

Phase 2 of the proposed plan features two different housing types, including 106 detached single family lots that range from 8,000-17,000 square feet in size, located on Hawk's Nest Drive and Buntingway Drive on the northwest, and Robindale Drive and Bluejay Court on the southeast. Phase 2 also includes attached single-family lots (duplexes), which are mainly located along Chickadee Circle, on the western portion of this phase.



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Internal pedestrian connections

The approved preliminary PUD plans included a condition that required greater interconnectivity between housing types. This has been achieved through an internal system of trails and sidewalks.

Lighting of pedestrian paths

Several conditions of the council bill regarded the lighting of pedestrian paths in the PUD. One was that the developer provide lighting along areas of the pedestrian path that have safety concerns, such as areas that lack visibility from adjacent homes. Another condition required lit pedestrian linkages between the attached homes and the rest of the development. Phase 2 of the plans include a couple of such paths, one that connects the detached single-family units along Hawk Nest's Drive on the northwestern corner of the PUD with attached (duplex) homes located along Chickadee Circle to the south. There is also one pedestrian trail that links Bridgecross Parkway with the attached units along Chickadee Circle. The applicant has indicated the intent to provide low-level bollard lighting to these two pedestrian trails (see below). These bollards will be timed to provide lighting of the trail until the late evening.



Example of bollard light units along a sidewalk.

A third condition of the council bill included that a “main” trail shall be established between the attached units and the amenities center that is paved and lighted. The applicants have indicated their intent to also add bollard light units to this main trail that passes to the



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north of the amenities center, connecting Larkwood Drive with Bridgecross Parkway. All bollard lighting has been indicated on the plans.

Conditions of Council BL2004-279

The council bill approving the preliminary plan for this PUD included several conditions that were required to be included on the final PUD plans. Those conditions have been explicitly added to the final PUD plans, and all conditions required for approval of the final PUD have been met.

METRO TRAFFIC/PUBLIC WORKS RECOMMENDATION

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

Traffic comment: No Exceptions Taken

METRO STORMWATER RECOMMENDATION

As of 6/14/05, the plans were sufficient for technical review.

The technical review comments were received 6/30/05. They have been adequately addressed (verified 7/19/05).

CONDITIONS

1. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
2. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan



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Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees.

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 District
Requested By

Planned Unit Development 2004P-036U-07
Nashville West Shopping Center
None
None
20 - Walls
1 - Thompson
Littlejohn Engineering Associates, applicant for
Nashville West Shopping Center, owner

Staff Reviewer
Staff Recommendation

Fuller
Approve, with conditions.

APPLICANT REQUEST
Revision to Preliminary
and Final PUD

A request for a revision to preliminary and final approval for a Planned Unit Development located along the north side of Charlotte Pike and the south margin of I-40, to permit the development of 504,169 square feet of retail, restaurant, and office, and 24 residential units, replacing 474,484 square feet of retail, restaurant and office use and 24 residential units.

PLAN DETAILS

Site Design

The site is bordered by I-40 on the north and Charlotte Pike on the south. The plan is proposed to have an internal access drive that will traverse this site and will eventually cross the adjacent site to the east as it redevelops, to eventually connect with Annex Avenue. The drive will have to cross an existing Metro Park.

The design places large “anchor” stores, ranging in size from 9,000 square feet to 88,000 square feet, along the I-40 edge of the site. Out parcels of smaller shops and offices are located along the Charlotte Pike frontage. Four restaurants line the edge of the existing Metro H.G. Hill Park. The applicant has proposed to change the existing park from a wooded natural area to a “Park Green” to complement the shopping center. Residential uses are planned to be located above first floor retail in the building located in the eastern corner of the site adjacent to Charlotte Pike.

The only obvious change from the Council-approved preliminary plan is the out parcels lining Charlotte Pike



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have been moved closer to the street with parking located behind and away from the street.

PUBLIC WORKS' RECOMMENDATION

Engineering Division

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

Submit roadway construction plans for all off-site improvements, including Charlotte Pike roadway improvements with striping and signing plan, off-site improvements for Brookhollow Road and Templeton Road with signal plan.

Show and label right of way width and distance to centerline for existing and proposed roadways.

Traffic Division

Plans do not indicate access easement to lot 50 and 62, as required in condition #2. Access agreement between PUD and proposed future development should be recorded.

Provide adequate turning radius from Templeton access driveway to Perimeter Drive.

Submit signal plan with general traffic notes.

Submit striping plan and show coordination with striping at I-40 ramps and at Hillwood Boulevard intersections per condition #1.

Nashville West PUD 2004P-036U-07/ 2004Z-150U-07 conditions

1. Developer shall construct a minimum 3 lane cross section along the project frontage on Charlotte Pike from Hillwood / Annex intersection to the 5 lane section of Charlotte Pike at the I- 40 ramps. This widening shall be coordinated with the other roadway mitigations including the left turn lanes on Charlotte Pike and the additional Charlotte Pike widening as conditioned.

Developer shall reserve and or dedicate right of way on Charlotte Pike for the U-4 road classification.

2. Developer shall provide cross access to the adjacent properties along Charlotte Pike. Out parcels shall have access to project perimeter road with no additional access to Charlotte Pike.



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At the Templeton Road/Charlotte Pike intersection/western project access

3. The project access road opposite Templeton Road shall be constructed with 2 entering lanes and 3 separate exiting lanes; a right, through, and left lane. These lanes shall be constructed with a minimum 240 feet of storage.

The project perimeter road intersection with this access road shall be located in order to provide adequate queue distance for exiting vehicles at Charlotte Pike.

4. Developer shall construct a Templeton Road extension to form a 4th leg at the intersection with the western project access drive and Charlotte Pike. The northbound approach on Templeton Road shall be constructed with a left turn lane and a thru/right turn lane with 100 feet storage and design per AASHTO standards. This road construction will be required when the access drive at this location is constructed.

5. Developer shall construct a dedicated eastbound left turn lane on Charlotte Pike at this project access driveway with 350 ft of storage.

6. Developer shall construct a westbound right turn lane with 100 feet of storage and transition per AASHTO standards on Charlotte Pike at this project access drive.

7. Developer shall conduct traffic counts and submit warrant analysis and install a signal at this location when approved by the Metro Traffic Engineer and Traffic and Parking Commission. Developer shall submit signal plan for approval by Metro Traffic engineer. Signal shall utilize video detection on the project access roads. Signal shall be interconnected with signals at the I -40 ramp and Hillwood Boulevard. Pedestrian signals shall be installed. The signal warrant analysis shall be submitted at 25% project completion.

At middle project access driveway

8. The middle project access driveway shall be constructed with an appropriate design to ensure Right In and Right Out only vehicle operation.

9. Developer shall construct a westbound right turn lane on Charlotte Pike at middle mall access drive with 100 feet of storage and transition per AASHTO standards.

At Brook Hollow RD/ Project Access/ Charlotte Pike intersection

10. Developer shall construct a dedicated eastbound left turn lane on Charlotte Pike at Brook Hollow Road/Project access drive with 150 feet of storage. This left lane shall be required at the time of construction of this access road opposite Brook Hollow Road.

11. Developer shall construct a separate northbound left turn lane and a through /right turn lane on Brook Hollow Road with minimum storage lengths of 200 feet and transition per AASHTO standards. This road construction shall be required at construction of this project access drive.



Metro Planning Commission Meeting of 7/28/05

12. Developer shall construct a westbound through/right turn lane on Charlotte Pike a distance of 500 feet east of Brookhollow Road/ Mall Drive and terminate as a right turn only lane into the middle site driveway. This lane design shall be in accordance with AASHTO standards.
13. Developer shall construct access driveway with 3 exit lanes providing separate left, through and right lanes with 220 feet storage and design per AASHTO standards.
14. Developer shall conduct traffic counts and submit warrant analysis and install a signal at this location when approved by the Metro Traffic Engineer and Traffic and Parking Commission. Developer shall submit Signal plan for approval by Metro Traffic engineer. Signal shall utilize Video detection on the project access roads. Signal shall be interconnected with signals at I-40 ramp and Hillwood Boulevard. Pedestrian signals shall be installed. The signal warrant analysis shall be submitted at 25% project completion.
15. Widening of Charlotte Pike shall include wide shoulders to accommodate bike riders.
16. Modify existing signal at Charlotte and Hillwood/Annex intersection to include eastbound and westbound right turn overlap phases on Charlotte Pike. Submit signal plan for Metro Traffic Engineer approval.

STORMWATER

The following items must be addressed before grading plans can be approved:

1. Show easement around water quality units.
2. Detention Agreement required the water quality units.
3. Dedication of Easement for the water quality units. Following statement to be placed below easement description: "Grantor agrees to provide Metro Water Services sufficient and unencumbered ingress and egress at all times in order to maintain, repair, replace, and inspect any Storm water facilities within the aforesaid property."
4. Submit check for the recording of the Detention Agreement and Dedication of Easement. Make check payable to "Register of Deeds." The cost is \$5/sheet plus a \$2 recording fee per document.
5. Place stormwater appeal number on the cover sheet.
6. Two copies of the NOC.
7. Sign EPSC note.
8. Submit construction schedule. Include phasing information, especially concerning how erosion control measures (sediment basins) are to be maintained as the project progresses.
9. Add a detail for junction boxes to the detail sheet.
10. Clearly label the 408 contour as the 100 year floodplain elevation per your response to item #4 of the sufficiency review comments.



Metro Planning Commission Meeting of 7/28/05

11. Submit cross sections for cut and fill in the 100 year flood elevation with cut and fill labeled. Cut volumes below the 2 year flood elevation cannot be counted.
12. What tailwater elevation was used at the outlet of each section of the stormsewer systems proposed?
13. Only three water quality units are labeled on the drainage table, identify the other two.
14. Label structures on C6.2.
15. Clarify approach to water quality. It must be provided for entire disturbed development, not just new impervious areas.
16. On the detail for the water quality unit clearly state the unit's design treatment to go along w/ the required on-site treatment and bypass capacity.
17. Clarify the 1.1" orifice. How sized? Is this a secondary water treatment measure or is it only for use during the construction phase?
18. Place following note on plans: As-builts are required for underground detention and water quality structures prior to issuance of the U&O Permit. This is in accordance with Metro Stormwater Management Manual Volume 1 Section 3.9 (As-Built Certification). Certification must include, at a minimum, the following information:
 - a. Manufacturer and model number of unit.
 - b. Dimensions
 - c. Attached shop drawings of installed unit.
 - d. Date of field inspection by Engineer (before backfilling structure).
 - e. Engineer stamp and date.

PARKS

The Park Board's previous actions have granted preliminary approval, and according to Parks Department Staff were intended to allow the applicant to proceed with final PUD approvals. The final park design would still come back to the Park Board for approval.

CONDITIONS

1. All Public Works conditions as listed above.
2. All Stormwater conditions as listed above.
3. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.



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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.
6. 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.
7. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.
8. 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.
9. 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**

**Mandatory Referral 2005M-104U-08
Alley Abandonment -- Portion of Alley
Number 572 and Alley Number 549**

**Council Bill
Council District
Requested by**

None
19 – Wallace
Jackson Street Missionary Baptist Church, applicant.

**Staff Reviewer
Staff Recommendation**

Walker
Disapprove

APPLICANT REQUEST

Request to abandon a portion of the right of way on Alley #549, from 12th Avenue North southwestwardly to Alley #572, and Alley #572, from Jackson Street southwest of Alley #549, requested by Jackson Street Missionary Baptist Church, applicant.

The applicant states that the reason for the request is to allow the construction of a 13,080 square foot, two story, facility for a Family Life Center and Day Care. Playground access requires closing alley.

DEPARTMENT AND AGENCY COMMENTS

The Department of Public Works and the Historical Commission have recommended disapproval of the request to abandon these portions of Metro right of way.

Metro Public Works states that the closure of these sections of alley would eliminate a negotiable route for garbage collection. The trucks would not be able to make the proposed right angle turn in the middle of the alley.

The Metro Historical Commission states that the closure of Alley #549 could interrupt the historic street and alley pattern of an area that holds significance for the history and development of North Nashville.

RECOMMENDATION

Staff recommends **disapproval** of this alley closure for the reasons stated above from Metro Public Works and the Historical Commission. Staff also recommends disapproval since it would eliminate access to 12th Avenue, North, for all property owners to the west of the proposed alley closure who enter and exit their property through the alley.



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In addition to Public Works and the Historical Commission, the following departments or agencies have reviewed this request: The Water and Sewer Department and Emergency Communications recommend approval. NES recommends conditional approval with retention of any and all easement rights for the proposed alley closures.