



**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department
Lindsley Hall
730 Second Avenue South
Nashville, Tennessee 37201

**Minutes
Of the
Metropolitan Planning Commission**

November 10, 2005

4:00 PM

Howard School Auditorium, 700 Second Ave., South

PLANNING COMMISSION:

James Lawson, Chairman
Doug Small, Vice Chairman
Stewart Clifton
Judy Cummings
Tonya Jones
Ann Nielson
Victor Tyler
James McLean
Councilmember J.B. Loring

Staff Present:

Rick Bernhardt, Executive Director
Ann Hammond, Assistant Director
Margaret Holleman, Legal Counsel
David Kleinfelter, Planning Mgr. II
Bob Leeman, Planner III
Kathryn Fuller, Planner III
Trish Brooks, Admin. Svcs. Officer 3
Luis Pereira, Planner I
Jason Swaggart, Planner I
Adriane Harris, Planner II
Nekya Young, Planning Tech I
Jennifer Carlat, Communications Officer
Bob Eadler, Planner III

Commission Members Absent:

Phil Ponder, representing Mayor Bill Purcell
Victor Tyler

I. CALL TO ORDER

The meeting was called to order at 4:05 p.m.

II. ADOPTION OF AGENDA

Ms. Hammond announced that the caption for Item #43 should be revised to read: "Amend critical lot standards to remove driveway slope requirements".

Mr. Small moved and Ms. Nielson seconded the motion, which passed unanimously to adopt the agenda as presented. **(7-0)**

III. APPROVAL OF OCTOBER 27, 2005 MINUTES

Ms. Nielson moved and Mr. McLean seconded the motion, which passed unanimously to approve the minutes of October 27, 2005. **(7-0)**

IV. RECOGNITION OF COUNCILMEMBERS

Councilmember Bradley stated he would reserve his comments until after his items were presented to the Commission.

Councilmember Toler thanked the Commission for their service to the Community. He stated that Item #6 – 2005Z-139G-12 still had some issues associated with it and that the developer may wish to defer. He spoke in favor of Item #7, 2005Z-148U-12 and Item #8, 133-76-U-12 which were on the Consent Agenda. He mentioned that Item #13, 2005Z-164U-12 and Item #24, 2005Z-171G-12 were on the Consent Agenda and that he may hold community meetings on these requests before they are presented to Council. He acknowledged that Item #31, 2005S-319G-12 would be deferred until issues relating to

stormwater were resolved. He also spoke in favor of Items #37 and #38, 89P-018G-12, 93P-010G-12 which were on the Consent Agenda.

Councilmember Summers addressed the Commission regarding the Green-Hills-Midtown Community Plan Update, Item #19, 2005Z-168U-10 and Item#20, 2005P-032U-10. He explained the progress on this development and the issues associated with it. He suggested the Commission defer the Community Plan update, and disapprove both the zone change request and the planned unit development. He stated this would allow additional time to meet with the developer and the community to try to resolve some of the outstanding issues. He also indicated that he would continue to work with this proposal as it moves through Council and if some of the issues were resolved, he would re-refer it to the Commission. Councilmember Summer also spoke in favor of approving Text Amendment 2005Z-155T. He stated the amendment would allow additional time for Council members to meet with community members prior to an item being heard at the Board of Zoning Appeals meeting. Finally, Councilmember Summer spoke in opposition to Item #12, 2005Z-161U-10. He stated he has not received proper notification from the developer of their intentions, and that he will not support the request.

Councilmember White stated he would reserve his comments until after his items were presented to the Commission.

Councilmember Tygard thanked the Commission for their service to the Community. He requested all Council members who were present to join him at the podium. Councilmember Tygard then presented a Memorializing Resolution to Commissioner Tonya Jones. The resolution was in recognition of Ms. Jones' recent award received by the National Federation of Independent Business (NFIB) that named her the 2005 Tennessee Small Business Champion. Mr. Tygard listed the many accomplishments of Ms. Jones and stated that Metro Council wanted to personally recognize her for her achievements.

Ms. Jones thanked the Council members.

Council Lady Baldwin Tucker spoke regarding Item #39, 2003P-002G-02. She stated that many of the residents have concerns regarding the brick requirement for these homes. She explained the history of the development and then requested deferral. She stated a deferral would allow additional time to address the concerns of the community and to determine the proper percentage of brick required for these homes.

Councilmember Coleman thanked the Commission for their service to the Community. He spoke on Item #VIII – Proposed Amendments to the Major and Collector Street Plan in the Pettus and Preston Road Area. He acknowledged that this item was scheduled to be deferred, but requested that the Commission present the item so those who were present at the meeting could get a better understanding of the amendment. Then, he requested they proceed with the Plan's deferral. He stated that the deferral would allow the additional time needed for his community to receive a better understanding of the proposal. He requested that Item #2, 2004Z-090G-12 and Item #3, 2005Z-100G-12 be removed from the Consent Agenda. He stated that Item #30, 2005S-318G-12, Item #35, 88P-054G-13 and Item #36, 88P-054G-13 could remain on the Consent Agenda.

V. PUBLIC HEARING: ITEMS REQUESTED TO BE DEFERRED OR WITHDRAWN

VII. REQUEST TO AMEND THE "GREEN HILLS-MIDTOWN COMMUNITY PLAN: 2005 UPDATE" - WOODMONT BOULEVARD AREA SOUTHEAST OF HARDING ROAD – deferred indefinitely at the request of the applicant.

VIII. PROPOSED AMENDMENTS TO THE MAJOR AND COLLECTOR STREET PLANS IN THE PETTUS ROAD AND PRESTON ROAD AREA – deferred to December 8, 2005 at the request of the applicant.

1. 2005S-187G-04 Spring Branch Subdivision - Request for preliminary plat approval to create 24 clustered lots located at the northern terminus of Spring Branch Drive, approximately 690 feet north of Twin Hills Drive – deferred indefinitely at the request of the applicant.
2. 2004Z-090G-12 Request to change from AR2a to RS10 a portion of property located at 5748 Pettus Road, on the west side of Preston Road – deferred to January 12, 2006 at the request of the applicant.
6. 2005Z-139G-12 Request to change from AR2a to RS10 district property located at 1160 Barnes Road – deferred indefinitely at the request of the applicant.
23. 2005Z-170U-05 A request to change from R6 to MUL District a portion of property located at 1900 Eastland Avenue between 18th and 20 Streets – deferred indefinitely at the request of the applicant.
27. 2005P-029U-05 Nashville Auto Diesel Collage - Request to apply an Institutional Overlay District to various properties located between Gallatin Pike and Emmett, and between McClurkan

- and Douglas – deferred to December 8, 2005 at the request of the applicant.
31. 2005S-319G-12 Cottage Grove Subdivision - Request for preliminary plat approval to create 38 lots located on the south side of Barnes Road, approximately 1,100 feet east of Barnes Cove Road – deferred to December 8, 2005 at the request of the applicant
42. Adoption of Commission Policy for Interpretation of “Cluster Lot” Provisions of the Metro Code – deferred to January 12, 2006 at the request of the applicant

At Councilmember Coleman’s request, Item #8 PROPOSED AMENDMENTS TO THE MAJOR AND COLLECTOR STREET PLANS IN THE PETTUS ROAD AND PRESTON ROAD AREA will receive a brief presentation and then be placed back on the Deferral Agenda.

Mr. McLean moved and Ms. Nielson seconded the motion, which passed unanimously to approve the Deferred and Withdrawn agenda as presented. (8-0)

VI. PUBLIC HEARING: CONSENT AGENDA
ZONING MAP AMENDMENTS

7. 2005Z-148U-12 Request to change from SCR to CS District property located at 15115 Old Hickory Boulevard, approximately 620 feet west of Nolensville Pike - Approve
8. 133-76-U-12 Request to amend the preliminary Planned Unit Development located at 15115 Old Hickory Boulevard, to permit the change in use from retail to self service storage for a 28,750 square foot portion of a 47,400 square foot building approved for 47,500 square feet of retail use - Approve with conditions
10. 2005Z-159U-13 Request to change from OL to MUN District property located at 1825 Old Murfreesboro Pk.1,775 feet northwest of Unantioch Pk. - Approve
11. 2005Z-160G-13 Request to change from AR2a to R8 District property located at 4830 Payne Road - Approve
12. 2005Z-161U-10 Request to change from R10 and RM20 district property to RM9 (0.56 acres) and RM40 (6.85 acres) district property located at 115 Woodmont Boulevard, 680 feet east of Harding Pike - Approve RM40 on parcel 15, disapprove RM9 on parcel 27 without a development plan
13. 2005Z-164U-12 Request to change from R40 to RM6 District property located at 715 and 717 Old Hickory Boulevard and 5609 Valley View Road, southeast corner of Old Hickory Boulevard and Valley View Road - Approve
14. 2005Z-165G-13 Request to change from AR2a to SP district property located at 3694 Hamilton Church Road, approximately 2,000 feet south of Hobson Pike (23.6 acres), to permit the development of 129 units, (14 single-family detached and 115 single-family attached) - Approve w/ conditions including Public Works conditions as amended
24. 2005Z-171G-12 Request to change from AR2a to RM20 District property located at 6433 Nolensville Pike - Approve
25. 2005Z-172G-14 Request to change from R15 to MUL (16.5 acres) and RM9 (23.5 acres) a property located at Bell Road (unnumbered), approximately 1,100 feet south of Woodland Pointe Drive - Approve
26. 2005P-028G-14 Request for preliminary approval for a Planned Unit Development located on the east side of Bell Road (unnumbered), to permit the development of 165,200 square feet of retail space, and office space, 86 condominiums, 84 townhomes - Approve w/ conditions including conditions as recommended by Public Works

PRELIMINARY SUBDIVISION PLATS

- 29. 2005S-110G-14 Cleveland Hall, Phase 3 - Request to revise the preliminary and for final plat approval to create 37 lots at the end of Cleveland Hall Boulevard and Stokely Lane - Approve with conditions
- 30. 2005S-318G-12 Sunset Hills - Request for preliminary plat approval to create 201 lots located on the west side of Pettus Road, approximately 1,450 feet north of Old Hickory Boulevard - Approve w/ conditions; Public Works issues have been addressed

PLANNED UNIT DEVELOPMENTS (revisions)

- 32. 2005S-305G-04 W.P. Ready, Resub. Lot 1, Part N - Request for final plat approval to create 2 lots located at 101 Sarver Avenue, northeast corner of Sarver Avenue and Pierce Road - Approve with the condition that sidewalks are shown on the subdivision plat
- 34. 95-71-U-08 Metrocenter, Lot 1 (Crest- Hummer Dealership) - Request to amend the preliminary site plan for a commercial Planned Unit Development district located at 2121 MetroCenter Boulevard, to permit the addition of 11,703 square feet to the existing 71,320 square foot auto dealership building - Approve with conditions
- 35. 88P-054G-13 South Shore, Phase 3 - Request for final approval for a residential Planned Unit Development located on the south side of Hamilton Church Road, to permit the development of 89 residential lots - Approve with conditions
- 36. 88P-054G-13 South Shore, Phase 3 - Request for final approval for a residential Planned Unit Development located on the south side of Hamilton Church Road, to permit the development of 89 residential lots - Approve w/ conditions
- 37. 89P-018G-12 Gillespie Meadows, Revision to Parcels C and D - Request for final approval for a portion of a commercial Planned Unit Development located on the west side of Nolensville (unnumbered), classified to permit the development of 28,000 sq. ft. of commercial uses to include retail sales, office, restaurant, and fast food - Approve with conditions
- 38. 93P-010G-12 Lenox Creekside (Formerly Sugar Valley) - Request for final approval for a portion of a residential Planned Unit Development located east of Nolensville Road (unnumbered), to permit the construction of infrastructure - Approve with conditions
- 40. 2004P-033G-06 Loveless Café - Request for a revision to preliminary and Final approval for a Planned Unit Development district located at 8400 Highway 100, along the north side of Highway 100 and the west side of Westhaven Drive, to permit the development of a 2,015 sq. ft. retail unit, and a 10,988 sq. ft. banquet hall for a total of 22,475 square feet of retail - Approve with conditions
- 41. 2004P-036U-07 Nashville West Shopping Center, Phase 1 - Request to revise the preliminary and for final approval of a commercial Planned Unite Development, located at 6806 Charlotte Pike, and Charlotte Pike (unnumbered), to allow for the reconfiguration of building foot-prints within the development, permitting 508,456 sq. ft. of retail, restaurant, office and 24 residential replacing 504,169 sq. ft. of retail restaurant and office uses - Approve with conditions

OTHER BUSINESS

- 43. Amend critical lot standards relating to driveway slopes - Approve
- 44. Correction to the adopted Minutes of September 22, 2005 for PUD 189-73-G-14, Central Centre. - Approve

Ms. Nielson moved and Mr. McLean seconded the motion, to approve the Consent Agenda as presented. (8-0)

VII. REQUEST TO AMEND THE "GREEN HILLS-MIDTOWN COMMUNITY PLAN: 2005 UPDATE" - WOODMONT BOULEVARD AREA SOUTHEAST OF HARDING ROAD

The Metropolitan Planning Commission DEFERRED THE GREEN HILLS-MIDTOWN COMMUNITY PLAN: 2005 UPDATE" - WOODMONT BOULEVARD AREA SOUTHEAST OF HARDING ROAD INDEFINITELY at the request of the applicant. (8-0)

VIII. PROPOSED AMENDMENTS TO THE MAJOR AND COLLECTOR STREET PLANS IN THE PETTUS ROAD AND PRESTON ROAD AREA.

Mr. Lawson announced that this amendment will be presented and then deferred to the December 8, 2005 meeting. He also mentioned that this item will be re-advertised within the community.

Mr. Eadler briefly explained this proposal to the Commission.

Mr. Small moved and Ms. Nielson seconded the motion, which passed unanimously to defer the THE MAJOR AND COLLECTOR STREET PLANS IN THE PETTUS ROAD AND PRESTON ROAD AREA to December 8, 2005 as requested by the applicant.

Mr. Bernhardt announced that Item #6, 2005Z-139G-12 should be placed on the Deferred and Withdrawn Agenda. He indicated that the developer has requested its deferral and that Councilmember Toler was in agreement with the request.

Ms. Nielson moved and Mr. McLean seconded the motion to defer Item #6, 2005Z-139G-12 indefinitely and to place it back on the deferred and withdrawn agenda. (8-0)

IX. PUBLIC HEARING: PREVIOUSLY DEFERRED ITEMS AND ITEMS ON PUBLIC HEARING PRELIMINARY PLATS

- 1. **2005S-187G-04**
Spring Branch Subdivision
Map 034-03, Parcel 064
Subarea 4 (1998)
District 10 - Rip Ryman

A request for preliminary plat approval to create 24 clustered lots located at the northern terminus of Spring Branch Drive, approximately 690 feet north of Twin Hills Drive (12.82 acres), classified within the R20 District, requested by Glenn Nabors, owner, Batson & Associates, surveyor.

Staff Recommendation: Disapprove or defer

The Metropolitan Planning Commission DEFERRED Preliminary Plat 2005S-187G-04 INDEFINITELY at the request of the applicant. (8-0)

X. PUBLIC HEARING: ZONING MAP AMENDMENTS

- 2. **2004Z-090G-12**
Map 174, Part of Parcel 6
Subarea 12 (2004)
District 32 - Sam Coleman

A request to change from AR2a to RS10 a portion of property located at 5748 Pettus Road, on the west side of Preston Road, (26 acres), requested by Ronnie D. Lowery, E. Roberts Alley & Associates, Inc., applicant for Martha S. Wisener, owner.

Staff Recommendation: Approve with conditions

The Metropolitan Planning Commission DEFERRED Zone Change 2004Z-090G-12 to January 12, 2006 at the request of the applicant. (8-0)

3. 2005Z-100G-12

Map174, Parcel 75
Subarea 12 (2004)
District 32 - Sam Coleman

A request to change from AR2a to RS10 district property located at Pettus Road (unnumbered), approximately 475 feet south of Blairfield Drive (10.0 acres), requested by Dale & Associates, engineer, from R.J. Rentals, owner.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Request to change 10.0 acres from agricultural and residential (AR2a) to residential single-family (RS10) district property located at Pettus Road (unnumbered), approximately 475 feet south of Blairfield Drive.

Existing Zoning

AR2a district - Agricultural/residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. The existing zoning permits 5 single-family lots or 10 duplex lots.

Proposed Zoning

RS10 district - RS10 requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. The proposed zoning would permit 37 single-family lots.

SOUTHEAST 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 - No. The proposed residential density as allowed by the RS10 district (3.7 single-family homes per acre) is consistent with the upper end of the density range permitted by RL policy (2-4 homes per acre). In addition, the existing Cane Ridge Farm subdivision borders this parcel to the east, which is also zoned RS10.

Collector road and site access - The platting of this property for a residential subdivision must include a connection into the existing Bison Court, an approved street in the Cane Ridge Farms Subdivision that stubs to the eastern boundary of this parcel.

Infrastructure Deficiency Area - This property is located within an infrastructure deficiency area for transportation and schools established by the Planning Commission in the Southeast Community Plan. Since this was filed prior to the adoption of the updated infrastructure deficiency area language, the subdivision plat will be submitted after the October 27, 2005 effective date of the policy and infrastructure deficiency will be apply with that application. Therefore, staff recommends approval with the condition that the infrastructure deficiency area language be applied during the preliminary and/or final platting stage.

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

RECENT REZONINGS - None in the immediate area, but several in the surrounding area.

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)	10.00	0.5	5	66	13	8

Typical Uses in Proposed Zoning District: RS10

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	10.00	3.7	37	404	36	45

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
--			+32	338	23	37

METRO SCHOOL BOARD REPORT

Projected student generation 6 Elementary 5 Middle 5 High

Schools Over/Under Capacity - Students would attend Maxwell Elementary School, Antioch Middle School, or Antioch High School. Maxwell Elementary and Antioch Middle Schools have been identified as having capacity by the Metro School Board, but Antioch High School has been identified as being over capacity. Glenclyff is an adjacent cluster with capacity. This information is based upon data from the school board last updated Feb. 3, 2005.

CONDITIONS:

1. The platting of this property for a residential subdivision must include a connection into the existing Bison Court, an approved street in the Cane Ridge Farms Subdivision that stubs to the eastern boundary of this parcel.
2. With the submittal of any subdivision application, the updated infrastructure deficiency language will be applied.

Mr. Pereira presented and stated that staff is recommending approval with conditions including the condition that the infrastructure deficiency area language be applied during the preliminary and/or final platting stage and that the subdivision include a road connection into the existing Bison Court.

Mr. Kevin Estes, 516 Heather Place, spoke in favor of the zone change request.

Mr. Shawn Henry, 315 Deadrick Street, spoke in favor of the zone change request.

Councilmember Coleman expressed issues with the fact that he and the neighbors do not have anything in writing from the developer regarding this proposal. He also spoke of the infrastructure deficiency associated with this area. He indicated that the proposal will not move forward in Council until he receives the developer's request in writing.

Mr. Clifton explained that the zone change meets the subarea plan and that other issues associated with the proposal can be addressed at the Council level.

Mr. McLean requested additional clarification on the number of roadway improvements that would be required for this proposal in relation to the infrastructure deficiency policy.

Mr. Bernhardt explained that the infrastructure deficiency area policy will be addressed when the subdivision plat is submitted for approval.

Mr. Clifton moved and Mr. Small seconded the motion, which passed unanimously to approve Zone Change 2005Z-100G-12. **(8-0)**

Resolution No. RS2005-407

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-100G-12 is **APPROVED WITH CONDITIONS. (8-0)**

Conditions of Approval:

1. The platting of this property for a residential subdivision must include a connection into the existing Bison Court, an approved street in the Cane Ridge Farms Subdivision that stubs to the eastern boundary of this parcel.
2. With the submittal of any subdivision application, the updated infrastructure deficiency language will be applied.

The proposed RS10 district is consistent with the Southeast Community Plan’s Residential Low Medium Policy, which is intended for residential development with a density range between two and four dwelling units per acre.”

4. 2005Z-132G-14

Map 108, Parcels 42.01, 43, 44
 Map 108, 44.01, 151
 Subarea 14 (2004)
 District 14 - Harold White

A request to change from R10 to CS district property located at 2984 Elm Hill Pike, McCrory Creek Road (unnumbered), 851 McCrory Creek Road, and Neilworth Lane (unnumbered) (69.09 acres), requested by Paul W. Lockwood of Barge, Waggoner, Cannon and Sumner, applicant, for Thomas C. Scott, Trustee and Morrison Communications, Inc. (see PUD #2005P-034G-14).

Staff Recommendation: Approve

Existing Zoning

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

Proposed Zoning

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

DONELSON- HERMITAGE COMMUNITY PLAN POLICY

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

Policy Conflict - No. The CMC policy supports the wide variety of commercial and office uses allowed in the Commercial Service District. The associated PUD limits the uses to office, service and limited assembly. This site is close to the airport and I-40, which makes it a desirable location for an office park.

RECENT REZONINGS -A rezoning was filed on the property in 2000 (2000-091G-14) and was disapproved by the Planning Commission because traffic conditions were not finalized and the Commission felt it premature to approve the zoning change even though it was consistent with policy. The application was defeated at Council.

PUBLIC WORKS RECOMMENDATION - See PUD comments.

Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	69.09	3.7	256	2466	189	250

Typical Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
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General Office (710)	69.09	0.198	595,892	5272	781	747
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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
--	69.09			2806	592	497

Maximum Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	69.09	3.7	256	2466	189	250

Maximum Uses in Proposed Zoning District: CS/PUD

Land Use (ITE Code)	Acres	FAR	Total	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center(820)	69.09	0.6	735,000*	24835	581	2321

* square footage is based on the proposed PUD

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				22369	392	2071

[Note: Items #4 and #5 were discussed by The Metropolitan Planning Commission together. See Item #5 for actions and resolutions.]

- 5. **2005P-034G-14**
 McCrory Creek Business Park
 Map 108, Parcels 43, 44, 44.01, 42.01, 151
 Subarea 14 (2004)
 District 14 - Harold White

A request for preliminary approval of a Planned Unit Development located at 2984 Elm Hill Pike, Elm Hill Pike (unnumbered), McCrory Creek Road (unnumbered), and Neilworth Lane (unnumbered), classified R10 and proposed for CS, (69.09 acres), to permit the construction of a 735,000 square foot business park, requested by Barge, Waggoner, Cannon and Sumner, Inc., applicant for Thomas C. Scott, Trustee.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Preliminary PUD

Request for preliminary approval of a Planned Unit Development district located at 2984 Elm Hill Pike, Elm Hill Pike (unnumbered), McCrory Creek Road (unnumbered), and Neilworth Lane (unnumbered), (69.09 acres), to permit the construction of a 735,000 square foot business park.

PLAN DETAILS

Site Design - The plan proposes 735,000 square feet of office, service and limited assembly uses in 7 buildings. This represents just half of the maximum square footage allowed by the CS district. The applicant is providing the minimum number of parking spaces required (2,384) which appears to be more than adequate.

The project will be accessed off Elm Hill Pike by a new median divided roadway that will run parallel to McCrory Creek Road and will eventually connect with McCrory Creek Road close to Stewarts Ferry Pike. This new road will take traffic off of the residential portion of McCrory Creek Road. This development will not have direct access to McCrory Creek Road.

The development is providing a 100' undisturbed buffer along the McCrory Creek Road to preserve the existing tree row and retain the existing character of the road. Tree Protection fencing will be placed along the edge of the buffer during site-grading. Landscape buffer yards are required along the edges if the property bordering residentially zoned property.

McCrory Creek crosses the site, and the required Greenway and Conservation Public Access Easement has been noted on both sides of the creek. The USDA Soil Survey shows a possible wetland on the southeast corner of the site. The design has been shifted to avoid this area. There are several topographically depressed areas on the site that do not appear to be sinkholes, but a final determination will need to be submitted with the Final PUD application. No buildings or pavement are proposed to be located in the small portion of floodplain.

STORMWATER RECOMMENDATION - Preliminary PUD Approved

Notes:

- 1) Department of Army Corps of Engineers letter will be required for any wetland disturbance.
- 2) A Letter of Map Revision (LOMR) will be required for stream crossing (a "no-rise" letter is not acceptable.)
- 3) A variance will be required for the stream crossing.
- 4) A Class V Injection Well permit will be required for sinkhole disturbances.

PUBLIC WORKS RECOMMENDATION - Following are review comments and conditions for the McCrory Creek Business Park preliminary PUD (2005P-034G-14). Public Works' comments are as follows:

1. Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions.
2. Plan identifies TDOT proposed right of way through project site. It is recommended that the proposed TDOT right of way be held in reservation, and that no development occur within the proposed right of way. Coordinate with TDOT regarding the proposed Harding Place Extension project.
3. The developer is to provide required right of way, if not available.
4. Show and dimension right of way along Elm Hill Pike, consistent with the approved major street plan (U4). Label and dedicate right of way and amount necessary to accommodate required turn lane(s).
5. Show and dimension right of way along McCrory Creek Road, consistent with the approved major street and collector plan. Label and dedicate right of way 30 feet from pavement centerline, [when applicable the following] and amount necessary to accommodate required turn lane(s).
6. The developer shall provide pedestrian path to the existing Greenway.
7. The developer shall connect a public road to Neilworth Lane through the project development, and shall dedicate right of way.
8. Parcels # 2 and # 1 shall have no driveway access on Elm Hill Pike.
9. Off-site roadway improvements to be determined with final development plan.

As identified in the TIS and TIS supplements,

Elm Hill Pike / McCrory Creek Road intersection

10. The developer shall construct a 750 feet southbound right turn lane on McCrory Creek Road with transition per AASHTO standards at Elm Hill Pike prior to the completion of initial parcel development.
11. The developer shall construct a 100 feet westbound right turn lane on Elm Hill Pike at McCrory Creek Road prior to the completion of initial parcel development.
12. The developer shall modify signal to include a new signal phasing and signal interconnect upon construction of the turn lanes at the intersection. The developer shall submit signal plan modifications to the Metro traffic engineer for approval.

Elm Hill Pike / Donelson Pike intersection

13. The developer shall construct a 125 feet southbound right turn lane on Donelson Pike at Elm Hill Pike with

transition per AASHTO standards. Construction shall be completed prior to completion of 250,000 square feet of office or 3,000 ADT.

14. The developer shall construct a 225 feet westbound right turn lane on Elm Hill Pike at Donelson Pike with transition per AASHTO standards. Construction shall be completed prior to completion of 250,000 square feet of office or 3,000 ADT.
15. The developer shall modify signal to include new signal phasing and signal interconnect upon construction of turn lanes. The developer shall submit signal plan modifications to the Metro traffic engineer for approval.

Elm Hill Pike /Bell Road intersection

16. The developer shall construct 375 feet northbound dual left turn lanes on Bell Road at Elm Hill Pike with transition per AASHTO standards. Construction shall be completed prior to completion of 250,000 square feet of office or 3,000 ADT.
17. The developer shall construct a southbound right turn lane extension on Bell Road to provide 330 feet of storage with transition per AASHTO standards. Construction shall be completed prior to completion of 250,000 square feet of office or 3,000 ADT.
18. The developer shall modify signal to include new signal phasing upon construction of turn lanes. The developer shall submit signal plan modifications to the Metro traffic engineer for approval.

Elm Hill Pike /Site Access intersection

19. The developer shall construct a divided median access road with 4 travel lanes and turn lanes as necessary. Dedicate right of way as necessary.
20. Focus TIS will be required at development of individual parcels to determine turn lane storage.
21. The developer shall construct 300 feet minimum eastbound dual left turn lanes on Elm Hill Pike at the access road. Construction shall be completed prior to completion of 250,000 square feet of office or 3,000 ADT.
22. The developer shall conduct traffic counts and submit signal warrant analysis at each parcel's development to the Metro traffic engineer for signal approval. Upon signal approval by the Traffic and Parking Commission, the developer shall submit signal plans with pedestrian signals including ADA facilities and interconnect to the Metro traffic engineer. Upon approval of signal warrant analysis, the developer shall install signal at the access road / Elm Hill Pike intersection. The access road shall be designed to provide adequate signal sight distance.
23. The developer shall construct a 100 feet westbound right turn lane on Elm Hill Pike at the access road with transition per AASHTO standards. The developer shall construct an additional westbound lane on Elm Hill Pike between the access road and McCrory Creek Road prior to completion of initial parcel development.

Elm Hill Pike / Airport Center Drive intersection

24. The developer shall conduct traffic counts and signal warrant analysis at 30%, 50% and 75% completion of project and submit to the Metro traffic engineer for signal approval. Upon signal approval by the Traffic and Parking commission, the developer shall submit signal plans with pedestrian signals including ADA facilities and interconnect to the Metro traffic engineer. Upon approval of the signal warrant analysis, the developer shall install signal at Elm Hill Pike /Airport Center Drive intersection.

FIRE MARSHAL

1. Fire Hydrants should flow at least 1250 GPM's at 40 psi.
2. No part of any building shall be more than 500 feet from a fire hydrant via and approved hard surface road. *Metro Ordinance 095-1541 Sec: 1568.020 B.*

CONDITIONS

1. Comply with all Public Works conditions of approval.
2. Comply with all Stormwater conditions of approval.
3. A Dedicated Greenway and Conservation Public Access Easement will be dedicated by subdivision plat or by instrument prior to the issuance of building permits.

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

Ms. Fuller presented and stated that staff is recommending approval of Zone Change 2005Z-132G-14 as well as approval with conditions on Planned Unit Development 2005P-034G-14.

Mr. Bill Lockwood, representing the applicant, spoke in favor of the proposal.

Mr. Bert Matthews, 3806 Whitland Avenue, spoke in favor of the proposal.

Mr. Charles Dyck, 612 McCrory Creek Road, expressed issues with the proposal.

Mr. Chris Whitson, 802 Westview Avenue, spoke in favor of the proposal.

Ms. Louan Brown, 3071 Elm Hill Pike, expressed issues with the proposal.

Mr. James Stanley, 3211 Downeymeade Court, spoke in opposition to the proposal.

Mr. Brad Wilson, 3204 Ironwood Drive, expressed issues with the proposal.

Ms. Phyllis Howell, 3105 Laurel Forest Drive, spoke in opposition to the proposal.

Councilmember White spoke in favor of this proposal. He stated that the developer has worked with the community and has agreed to the many terms and processes requested of them. He stated that this development will provide the much needed growth that is necessary for this community.

Mr. Small spoke in favor of the proposal.

Ms. Jones acknowledged this area would be developed and spoke in favor of the proposal.

Mr. Loring spoke in favor of the proposal. He mentioned that the issues associated with the project will be addressed by other Metro departments prior to its approval.

Ms. Nielson spoke of the concerns mentioned by the public and requested that the developers continue to work with the community as the project progresses.

Mr. Clifton spoke in favor of the proposal.

Ms. Cummings spoke in favor of the proposal.

Mr. McLean moved and Mr. Small seconded the motion to approve Zone Change 2005Z-132G-14 as well as approve with conditions Preliminary Planned Unit Development 2005P-034G-14. **(8-0)**

Resolution No. RS2005-408

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-132G-14 is **APPROVED. (8-0)**

The proposed CS district and associated PUD plan are consistent with the Donelson – Hermitage Community Plan’s Commercial Mixed Concentration, which is intended for medium high to high density residential, all types of retail trade, highway oriented commercial services, offices and research activities.”

Resolution No. RS2005-409

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005P-034G-14 is **APPROVED WITH CONDITIONS. (8-0)**

Conditions of Approval:

STORMWATER RECOMMENDATION - Preliminary PUD Approved

1. Department of Army Corps of Engineers letter will be required for any wetland disturbance.
2. A Letter of Map Revision (LOMR) will be required for stream crossing (a “no-rise” letter is not acceptable.)
3. A variance will be required for the stream crossing.
4. A Class V Injection Well permit will be required for sinkhole disturbances.

PUBLIC WORKS RECOMMENDATION - Following are review comments and conditions for the McCrory Creek Business Park preliminary PUD (2005P-034G-14). Public Works' comments are as follows:

1. Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions.
2. Plan identifies TDOT proposed right of way through project site. It is recommended that the proposed TDOT right of way be held in reservation, and that no development occur within the proposed right of way. Coordinate with TDOT regarding the proposed Harding Place Extension project.
3. The developer is to provide required right of way, if not available.
4. Show and dimension right of way along Elm Hill Pike, consistent with the approved major street plan (U4). Label and dedicate right of way and amount necessary to accommodate required turn lane(s).
5. Show and dimension right of way along McCrory Creek Road, consistent with the approved major street and collector plan. Label and dedicate right of way 30 feet from pavement centerline, [when applicable the following] and amount necessary to accommodate required turn lane(s).
6. The developer shall provide pedestrian path to the existing Greenway.
7. The developer shall connect a public road to Neilworth Lane through the project development, and shall dedicate right of way.
8. Parcels # 2 and # 1 shall have no driveway access on Elm Hill Pike.
9. Off-site roadway improvements to be determined with final development plan.

As identified in the TIS and TIS supplements,

Elm Hill Pike / McCrory Creek Road intersection

1. The developer shall construct a 750 feet southbound right turn lane on McCrory Creek Road with transition per AASHTO standards at Elm Hill Pike prior to the completion of initial parcel development.
2. The developer shall construct a 100 feet westbound right turn lane on Elm Hill Pike at McCrory Creek Road prior to the completion of initial parcel development.
3. The developer shall modify signal to include a new signal phasing and signal interconnect upon construction of the

turn lanes at the intersection. The developer shall submit signal plan modifications to the Metro traffic engineer for approval.

Elm Hill Pike / Donelson Pike intersection

1. The developer shall construct a 125 feet southbound right turn lane on Donelson Pike at Elm Hill Pike with transition per AASHTO standards. Construction shall be completed prior to completion of 250,000 square feet of office or 3,000 ADT.
2. The developer shall construct a 225 feet westbound right turn lane on Elm Hill Pike at Donelson Pike with transition per AASHTO standards. Construction shall be completed prior to completion of 250,000 square feet of office or 3,000 ADT.
3. The developer shall modify signal to include new signal phasing and signal interconnect upon construction of turn lanes. The developer shall submit signal plan modifications to the Metro traffic engineer for approval.

Elm Hill Pike /Bell Road intersection

1. The developer shall construct 375 feet northbound dual left turn lanes on Bell Road at Elm Hill Pike with transition per AASHTO standards. Construction shall be completed prior to completion of 250,000 square feet of office or 3,000 ADT.
2. The developer shall construct a southbound right turn lane extension on Bell Road to provide 330 feet of storage with transition per AASHTO standards. Construction shall be completed prior to completion of 250,000 square feet of office or 3,000 ADT.
3. The developer shall modify signal to include new signal phasing upon construction of turn lanes. The developer shall submit signal plan modifications to the Metro traffic engineer for approval.

Elm Hill Pike /Site Access intersection

1. The developer shall construct a divided median access road with 4 travel lanes and turn lanes as necessary. Dedicate right of way as necessary.
2. Focus TIS will be required at development of individual parcels to determine turn lane storage.
3. The developer shall construct 300 feet minimum eastbound dual left turn lanes on Elm Hill Pike at the access road. Construction shall be completed prior to completion of 250,000 square feet of office or 3,000 ADT.
4. The developer shall conduct traffic counts and submit signal warrant analysis at each parcel's development to the Metro traffic engineer for signal approval. Upon signal approval by the Traffic and Parking Commission, the developer shall submit signal plans with pedestrian signals including ADA facilities and interconnect to the Metro traffic engineer. Upon approval of signal warrant analysis, the developer shall install signal at the access road / Elm Hill Pike intersection. The access road shall be designed to provide adequate signal sight distance.
5. The developer shall construct a 100 feet westbound right turn lane on Elm Hill Pike at the access road with transition per AASHTO standards. The developer shall construct an additional westbound lane on Elm Hill Pike between the access road and McCrory Creek Road prior to completion of initial parcel development.

Elm Hill Pike / Airport Center Drive intersection

1. The developer shall conduct traffic counts and signal warrant analysis at 30%, 50% and 75% completion of project and submit to the Metro traffic engineer for signal approval. Upon signal approval by the Traffic and Parking commission, the developer shall submit signal plans with pedestrian signals including ADA facilities and interconnect to the Metro traffic engineer. Upon approval of the signal warrant analysis, the developer shall install signal at Elm Hill Pike /Airport Center Drive intersection.

FIRE MARSHAL

1. Fire Hydrants should flow at least 1250 GPM's at 40 psi.
2. No part of any building shall be more than 500 feet from a fire hydrant via and approved hard surface road. *Metro Ordinance 095-1541 Sec: 1568.020 B.*

CONDITIONS

1. Comply with all Public Works conditions of approval.

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

The proposed PUD plan and associated rezoning are consistent with the Donelson – Hermitage Community Plan's Commercial Mixed Concentration, which is intended for medium high to high density residential, all types of retail trade, highway oriented commercial services, offices and research activities."

6. **2005Z-139G-12**
Map 173, Parcel 5
Subarea 12 (2004)
District 31 - Parker Toler

A request to change from AR2a to RS10 district property located at 1160 Barnes Road (19.33 acres), requested by Hickory Holdings, LLC, owner.

Staff Recommendation: Approve with conditions

The Metropolitan Planning Commission DEFERRED INDEFINITELY Zone Change 2005Z-130G-12 at the request of the applicant. (8-0)

7. **2005Z-148U-12**
Map 161, Parcel 176
Subarea 12 (2004)
District 31 - Parker Toler

A request to change from SCR to CS District property located at 15115 Old Hickory Boulevard, approximately 620 feet west of Nolensville Pike (3.33 acres), requested by Littlejohn Engginering, applicant, for M& S Realty Investments, LLC owner. (See also PUD No. 133-76-U-12).

Staff Recommendation: Approve

APPLICANT REQUEST -Request to change approximately 3.33 acres from Shopping Center Regional (SCR) to Commercial Services (CS) district property located at 15115 Old Hickory Boulevard.

Existing Zoning

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

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

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

Special Policy Area # 3 - This area is also within a special stormwater management area. The policy calls for a comprehensive stormwater management study to be completed with rezonings in this area, in order to help minimize flooding in the area. Because the proposed development that is associated with this rezoning will remain within the limits of the existing structure, staff recommends that the study should not be required.

Policy Conflict -No. The proposed CS district is consistent with the areas RCS policy. Furthermore, the associated PUD district restricts the use to specific uses. Any future use must be approved by the Metro Planning Commission.

PUBLIC WORKS RECOMMENDATION -No Exceptions Taken

Maximum Uses in Existing Zoning District: SCR/PUD*

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail*(814)	3.33	n/a	47,400	2066	Na	136

*Existing Use in PUD

Maximum Uses in Proposed Zoning District: CS/PUD*

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Mini-storage Warehouse*(151)	3.33	n/a	28,750	67	5	7

*Proposed Use in PUD

Maximum Uses in Proposed Zoning District: CS/PUD*

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail*(814)	3.33	n/a	18,650	836	Na	67

*Proposed Use in PUD

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

Land Use (ITE Code)	Acres	--	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	3.33	n/a		-1230	Na	-69

Approved (8-0), *Consent Agenda*

Resolution No. RS2005-410

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-148U-12 is **APPROVED. (8-0)**

The proposed CS district and associated PUD plan are consistent with the Southeast Community Plan’s Retail Concentration Super Community policy, which is intended for large size retail uses that provide a wide array of goods and services.”

-
8. **133-76-U-12**
Brentwood East Commercial Park
Map 161, Parcel 176
Subarea 12 (2004)
District 31 - Parker Toler

A request to amend the preliminary Planned Unit Development located at 15115 Old Hickory Boulevard, classified SCR and proposed for CS (3.33 acres) to permit the change in use from retail to self service storage for a 28,750 square foot portion of a 47,400 square foot building approved for 47,500 square feet of retail use, requested by Littlejohn Engineering and Associates, applicants for M & S Realty Investments representing the owner, Mohammad T. Nazemi, owner.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Amend Preliminary PUD plan

Request to amend the preliminary Planned Unit Development, located at 15115 Old Hickory Boulevard, (3.33 acres) to allow for the conversion of an existing 28,750 square foot unit from retail to self-service storage.

PLAN DETAILS

The original PUD overlay for this section was approved for 47,500 square feet of retail use. As proposed, 28,750 square feet of the existing 47,500 square foot building will be converted from retail into an indoor self-service storage facility.

Any proposed change in use that is not permitted by the base zoning (SCR), or was not originally part of the Council approved plan, requires a zone change and approval from Council, as per the Metro Zoning Code.

PUBLIC WORKS RECOMMENDATION - No Exceptions Taken

STORMWATER 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.
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.

Approved with conditions (8-0), *Consent Agenda*

Resolution No. RS2005-411

“BE IT RESOLVED by The Metropolitan Planning Commission that 133-76-U-12 is **APPROVED WITH CONDITIONS**.

Conditions of Approval:

1. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
2. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and 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.

The PUD plan and associated zoning request are consistent with the Southeast Community Plan's Retail Concentration Super Community policy, which is intended for large size retail uses that provide a wide array of goods and services."

9. **2005Z-155T**
Council Number BL2005-834

A council bill amending Section 17.40.720 of the Metro Zoning Code by increasing the public notification requirements for Board of Zoning Appeal public hearings from 21 days to a minimum of 60 days as well as requiring the property owner receive notice by certified mail, sponsored by Councilmember John Summers.

Staff Recommendation: Disapprove

APPLICANT REQUEST - Amend Zoning Code to require a minimum of 60 days public notification by mail rather than 21 days, prior to a Board of Zoning Appeals public hearing on a special exception or variance request.

ANALYSIS - Existing Law

The Zoning Code currently requires under Section 17.40.720 a minimum public notification period by mail of 21 days prior to a public hearing held by the Board of Zoning Appeals on any special exception, variance, or zoning administrator appeal.

Sections 17.40.310 and 17.40.360 of the Zoning Code both require a public hearing be held on a special exception and variance application within

60 days of the application being deemed complete. The Codes Department only accepts complete applications at the time of submittal.

Proposed Text Change - The proposed text amendment would modify only Section 17.40.720 by increasing the public notification period by mail from a minimum of 21 days to a minimum of 60 days for special exception and variance requests. The proposed changes are underlined below.

Proposed Text Amendment

Section 17.40.720 No public hearing, except public hearings conducted by the board of zoning appeals on requests for special exceptions and variances, shall be conducted unless, at least twenty-one days prior to the public hearing, the owner(s) of the subject property and all other property owners within the distances prescribed by this article have been given notice by mail of the time, date and place of the public hearing. No public hearing conducted by the board of zoning

appeals on a request for a special exception or variance shall be conducted unless, at least sixty days prior to the public hearing, the owner(s) of the subject property and all other property owners within the distances prescribed by this article have been given notice by mail of the time, date and place of the public hearing. Properties owned by the applicant shall not be included in the distance measurement for public notice. For a public hearing conducted by the board of zoning appeals, the appellant shall be notified by certified mail. In addition to notification of individual property owners, an incorporated condominium association registered with the metropolitan clerk as requesting notification shall also be notified. For amendments to the official zoning map, or requests for a special exception or variance, written notices shall be sent to property owners located within the following distances from the subject property."

Analysis - In 1998 with the Zoning Code rewrite, the Metro Triples Notification Period Council doubled the public notification by mail period from 10 days to 21 days. The proposed amendment nearly triples the current public notification period by mail from 21 days to 60 days for special exception and variance requests. These requests are made by businesses, homeowners, religious institutions, schools, day care centers, and Metro agencies for setback variances and to construct new facilities, building additions, garages, carports, sunrooms, parking, and landscaping. Today, these requests are considered by the Board of Zoning Appeals (BZA) within 45 days of application to the Codes Department. The proposed amendment would lengthen by at least one month, according to the Codes Department, the time before BZA consideration. Specifically, it would increase the time from application to BZA consideration from 45 days (1.5 months) to approximately 75 days (2.5 months).

Conflict with Other Sections - The bill proposes to modify only Section 17.40.720 of the Zoning Code. It does not address Sections 17.40.310 and 17.40.360 which both require a public hearing be held on a special exception and variance application within 60 days of the application being deemed complete. The Codes Department only accepts complete applications at the time of submittal.

Zoning Administrator Appeals - While this bill intends to increase notification of BZA items, it does not uniformly address all items considered by the BZA. Zoning Administrator appeals would continue to require a minimum of 21 days notification. These appeals relate to someone finding they were wrongly denied a construction permit due to an error by the Zoning Administrator in interpreting the Zoning Code.

Signs & Newspaper Ads - With its intended goal of increasing the public notification period, this bill does not modify the display period of public hearing signs or public notification via newspaper ad. These both remain unchanged – with a minimum of 21 days notification. Therefore, only those property owners within 300 feet of the applicant's property will receive any benefit from a 60-day notification period. Those driving by the property regularly or who live outside the 300 foot notification buffer will only have the benefit of a 21-day notification.

BZA Rules & Processes - The BZA rules require an applicant for a special exception to mail a notice to all property owners within the prescribed 300 foot notification buffer, using a mailing list provided by the Codes Department. The notice must be mailed 14 days prior to the BZA public hearing and include a reasonable representation of the special exception request, a reasonable date, time and place for people to meet with the applicant prior to the BZA public hearing, and a contact name and number.

Other Middle TN Cities - Other cities and counties provide 7 to 15 days notification by mail, prior to a public hearing on a special exception or variance application (Cities of Brentwood, Franklin, Hendersonville, Goodlettsville, Mt. Juliet, Lebanon, Columbia; Williamson County, Sumner County, and Robertson County).

Public Participation - Currently, the public is made aware of special exception or variance requests to be considered by the BZA in several ways: 1) mailed notice by the applicant, 2) mailed notice by the Codes Department, 3) sign on property, 4) agenda posted on BZA website, and 5) newspaper ad. When the BZA receives considerable public input on a proposed special exception or variance request, the BZA will defer items so the applicant and community can work through issues and areas of concern.

Providing more awareness of a pending special exception or variance request earlier may well increase public participation. In lieu of increasing the number of days by which a notice must be mailed, however, it may be worth considering requiring the Codes Department to provide notification to the district councilmember of any special exception, variance, or Zoning Administrator appeal within five (5) business days after its submittal. Such an amendment could be similar to that recently adopted by the Metro Council for Planned Unit Developments (BL2005-553). This would enable the district councilmember to then coordinate with the applicant and the community, working through concerns and issues, prior to the BZA public hearing.

To incorporate such a change in the Zoning Code would require a new council bill to be drafted modifying Sections 17.40.290 (special exception applications) and 17.40.350 (variance applications) to state the following:

"Within five (5) business days from receiving a special exception application (variance application), the Zoning Administrator shall send written notice to the district councilmember for the property on which a special exception (variance) application has been submitted, as to the substance of the request."

Staff Recommendation - Disapprove. This text amendment would nearly triple the length of time required to give public notification by mail of a special exception or variance application to be considered by the BZA. It does not, however, address appeals of Zoning Administrator interpretations of the Zoning Code, which are also considered by the BZA. For ease in staff review of these applications, these three application types should all have the same notification by mail requirement.

This bill also does not address two other sections of the Zoning Code which require the BZA's consideration of an item within 60 days, upon submittal of a complete application. Since applications are typically deemed complete upon submittal, if this bill were passed in its present form, it would create an internal conflict in the Zoning Code.

In lieu of changing the notification by mail requirements, which in turn lengthens the time for application review and approval by the BZA, it may be worth considering staff's proposal of district councilmember notification discussed above under *Public Participation*. Such notification would provide those most interested with a representative to coordinate and facilitate discussions between the applicant and community, prior to the BZA public hearing. Since the Planning Department instituted noticing of zone changes and overlay district changes in year 2000 along with noticing district councilmembers within five business days of an application's submittal, there has been a marked increase in public participation coupled by district councilmember involvement.

Ms. Regen presented and stated that staff is recommending disapproval.

Mr. Clifton acknowledged the change as suggested by Council. He stated that a change may be necessary, but was not sure if the proposed change would address the situation.

Mr. Clifton moved and Mr. McLean seconded the motion to disapprove Text Amendment 2005Z-155T. (7-1) No Vote – Loring

Resolution No. RS2005-412

"BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-155T is **DISAPPROVED**. (7-1)

Mr. Clifton left the meeting at 5:25 p.m.

- 10. 2005Z-159U-13**
Map 135, Parcel 97
Subarea 13 (2003)
District 28 - Jason Alexander

A request to change from OL to MUN District property located at 1825 Old Murfreesboro Pike, 1,775 feet northwest of Una-Antioch Pike (.33 acres), requested by Brenda Hiter, owner.

Staff Recommendation: Approve

APPLICANT REQUEST - Request to change 0.33 acres from Office Limited (OL) to mixed use neighborhood (MUN) district property located at 1825 Old Murfreesboro Pike.

Existing Zoning

OL District Office Limited is intended for moderate intensity office uses.

Proposed Zoning

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

Antioch – Priest Lake Community Plan

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

Policy Conflict - No. The proposed MUN district is consistent with the areas CMC policy.

TRAFFIC PUBLIC WORKS' RECOMMENDATION - No Exceptions Taken

Typical Uses in Existing Zoning District: OL

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.33	0.087	1,251	46	6	3

Typical Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail Center (814)	0.33	0.125	1,797	115	Na	26

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	0.33		+546	69	Na	23

Maximum Uses in Existing Zoning District: OL

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
DRIVE in Bank(912)	0.33	0.75	10,781	2223	133	493

Maximum Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Quality Restaurant(931)	0.33	0.6	8,625	776	7	65

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	0.33		-2,156	-1447	126	-428

Approved (8-0), *Consent Agenda*

Resolution No. RS2005-413

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-159U-13 is **APPROVED (8-0)**.”

The proposed MUN district is consistent with the Antioch – Priest Lake Community Plan’s Commercial Mixed Concentration policy which is intended for medium high to high density residential, all types of retail trade, highway oriented commercial services, offices and research activities.”

11. **2005Z-160G-13**
Map 148, Parcel 129
Subarea 13 (2003)

A request to change from AR2a to R8 District property located at 4830 Payne Road (5.5 acres), requested by Rachel Saunders, applicant, for William Wendall Jones & T. K. Jones, Jr., owners.

Staff Recommendation: Approve

APPLICANT REQUEST - Request to change approximately 5.5 acres from Agricultural/residential (AR2A) to single-family residential and duplexes (R8) district property located at 4830 Payne Road.

Existing Zoning

AR2A District Agricultural/residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres.

Proposed Zoning

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

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

Neighborhood General (NG) - NG is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An accompanying Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

Policy Conflict - NG policy requires a site plan or PUD plan to be submitted with any proposed rezoning, and a site plan or PUD plan has not been submitted. The area proposed to be rezoned is within a well established neighborhood, as well as, the site does consist of some steep slopes.

Site Plan - A site plan was submitted on November 3, and as proposed is consistent with the intent of the areas NG policy. Although the plan meets the minimum qualifications for the area policy, its layout will need to be refined during the preliminary process.

TRAFFIC PUBLIC WORKS RECOMMENDATION - No Exceptions Taken

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)	5.5	0.5	2	20	2	3

Typical Uses in Proposed Zoning District: R8

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	5.5	4.63	25	290	27	31

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

Land Use (ITE Code)	Acres	Density per acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
			+23	270	25	28

METRO SCHOOL BOARD REPORT

Projected student generation* 3 Elementary 2 Middle 1 High

Schools Over/Under Capacity - Students would attend J.E. Moss Elementary School, Apollo Middle School, and Antioch High School. J.E. Moss and Apollo are identified as having capacity. Antioch High School is over capacity, but there is capacity within the cluster at Glencliff.

This information is based upon data from the school board last updated August 2, 2005.

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

Resolution No. RS2005-414

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-160G-13 is **APPROVED. (8-0)**

The proposed R8 district and provided sketch plan is consistent with Antioch – Priest Lake Community Plan’s Neighborhood General policy, which calls for a variety of housing types not randomly located.”

12. 2005Z-161U-10

Map 116-03, Parcel 15, 27
Subarea 10 (1994)
District 24 - John Summers

A request to change from R10 and RM20 district property to RM9 (0.56 acres) and RM40 (6.85 acres) district property located at 115 Woodmont Boulevard, 680 feet east of Harding Pike (7.41 acres), requested by Charles S. Higgins, Chairman of the Board, for Presbyterian Apartments Inc. (a.k.a. Park Manor), owner.

Staff Recommendation: Approve RM40 on parcel 15, disapprove RM9 on parcel 27 without a development plan

APPLICANT REQUEST - Request to change from residential single-family and duplex (R10) and residential multi-family (RM20) to residential multi-family (RM9) and (RM40) district property (7.41 acres), located at 115 Woodmont Boulevard, 680 feet east of Harding Pike.

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.

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

Proposed Zoning

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

RM40 district - RM40 is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre.

Green Hills-MIDTOWN Community PLAN Policy

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

Residential High - RH policy is intended for new and existing residential development with densities above twenty dwelling units per acre. Any multi-family housing type is generally appropriate to achieve this density. The most common residential type will generally be mid or high-rise structures.

Policy Conflict - No. The proposed RM9 and RM40 districts are supported by the RM and RH policies. The site is located in proximity to the Woodmont Boulevard/White Bridge Road and Harding Pike intersection. Many services ranging from medical to retail are located in close proximity to the site. More pedestrian-friendly services will be available as the recently adopted Harding Town Center UDO begins to build out.

Currently existing on the site is the Park Manor Apartments, a retirement community of approximately 118 independent units. This rezoning will allow for future expansion of that use. The majority of the site is tucked away from the direct view of Woodmont Boulevard and is separated from lower intensity residential uses by a creek.

METRO SCHOOL BOARD REPORT

Projected student generation 7 Elementary 5 Middle 5 High

Schools Over/Under Capacity - Students would attend Julia Green Elementary School, Moore Middle School, or Hillsboro High School. Julia Green Elementary has been identified as being over capacity by the Metro School Board. There is capacity at an elementary school within the cluster. This information is based upon data from the school board last updated August 2, 2005.

RECENT REZONINGS - Cases 2005Z-168U-10 and 2005P-032U-10 for the Woodmont/Kenner Luxury Condos Planned Unit Development are also on the current agenda. The request is to change R10 to RM60 to allow 34 multi-family units and 3 single-family units. This condominium project is located on the opposite side of Woodmont Boulevard.

PUBLIC WORKS RECOMMENDATION - No exception taken; a Traffic Impact Study may be required at development

Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	0.56	3.7	2	20	2	3

Typical Uses in Existing Zoning District: RM20

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/townhome (230)	6.85	20	137	838	67	78

Maximum Uses in Proposed Zoning District: RM40

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/townhome (230)	6.85	40	274	1511	116	137

Maximum Uses in Proposed Zoning District: RM9

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/townhome (230)	0.56	9	5	48	4	6

Change in Traffic between Typical and Maximum Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	Density per acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
()				701	51	62

Approved RM40 on Parcel 15, and disapproved RM9 on Parcel 27 with a development plan (8-0), **Consent Agenda Resolution No. RS2005-415**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-161U-10 is **APPROVED RM40 ON PARCEL 15, BUT DISAPPROVED RM9 ON PARCEL 27 WITHOUT A DEVELOPMENT PLAN. (8-0)**

The RM9 and RM40 district are consistent with the Green Hills – Community Plan’s Residential Medium and Residential High policies, which are intended for residential development. The RM area is for density ranges from 4 to 9 dwelling units per acre, and the RH area is for densities over 20 dwelling units per acre. A site plan is need on the front portion along Woodmont Boulevard to insure compatibility with the surrounding neighborhood.”

- 13. **2005Z-164U-12**
Map160, Parcels 111, 112
Map 160, Parcels 113

A request to change from R40 to RM6 District property located at 715 and 717 Old Hickory Boulevard and 5609 Valley View Road, southeast corner of Old Hickory Boulevard and Valley View Road (3.3 acres), requested by Hugh S. Pope, applicant, for Stanley L. Pope, Angela Pope, Gloria F. Pope, James Gray et ux, Edward B. Baldwin III, and Tisha C. Baldwin, owners.

Staff Recommendation: Approve

APPLICANT REQUEST - Rezone 3.3 acres from residential single-family and duplex (R40) to residential multi-family (RM6) district at 715 and 717 Old Hickory Boulevard and 5609 Valley View Road.

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 R40 district permits approximately 4 lots on this property.

Proposed Zoning

RM6 district RM6 is intended for single-family, duplex, and multi-family dwellings at a density of 6 dwelling units per acre. The RM6 district would permit approximately 20 units on this property.

SOUTHEAST COMMUNITY PLAN POLICY

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

Policy Conflict - No. The proposed zoning district (RM6) is consistent with the Southeast Community Plan’s RM policy and is consistent with the surrounding development pattern in the area. The adjacent properties are either zoned RM6 or RM4 and the pattern of the development in this area should remain within this density range. The RM6 district will provide a better transition between the R40 district to the south and the OL district to the north.

RECENT REZONINGS - None.

TRAFFIC PUBLIC WORKS RECOMMENDATION - 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)	3.3	0.93	3	30	2	3

Typical Uses in Proposed Zoning District: RM6

Land Use (ITE Code)	Acres	Density Per Acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/Townhome (230)	3.3	9	30	231	20	23

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
--	3.3		+27	201	18	20

METRO SCHOOL BOARD REPORT

Projected student generation **3** Elementary **2** Middle **1** High

Schools Over/Under Capacity - Students would attend Granbery Elementary School, Oliver Middle School, or Overton

High School. Overton has been identified as being overcrowded by the Metro School Board. There is capacity at other high schools in adjacent clusters (Glencliff, Hillsboro). This information is based upon data from the school board last updated August 2, 2005.

Approved (8-0), *Consent Agenda*

Resolution No. RS2005-416

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-164U-12 is **APPROVED. (8-0)**

The requested RM6 district is consistent with the Southeast Community Plan’s Residential Medium policy which is intended for residential uses at a density range between 4 to 9 dwelling units per acre.”

14. 2005Z-165G-13

Map 164, Parcel 56

Subarea 13 (2003)

District 33 - Tommy Bradley

A request to change from AR2a to SP district property located at 3694 Hamilton Church Road, approximately 2,000 feet south of Hobson Pike (23.6 acres), to permit the development of 129 units, (14 single-family detached and 115 single-family attached) requested by Justin Cutler of Umbrella Investments and Dale and Associates, applicant, for Herbert Gleaves et ux, owner.

Staff Recommendation: Disapprove or defer, unless Public Works’ comments are addressed prior to the meeting

APPLICANT REQUEST - Request to change 23.60 acres from Agricultural and Residential (AR2a) to Specific Plan (SP) district property located at 3694 Hamilton Church Road, east of Hobson Pike, to permit 129 total units, including 115 attached single-family homes and 14 detached single family homes.

Existing Zoning

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

Proposed Zoning

SP district Specific Plan is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan.

- The SP District is a new base zoning district, not an overlay. It will be labeled on zoning maps as “SP.”
- The SP District is not subject to the traditional zoning districts’ development standards. Instead, urban design elements are determined **for the specific development** and are written into the zone change ordinance, which becomes law.
- Elements that can vary from district bulk regulations - height and size of buildings, setbacks, buffers, signage, and materials.
- Elements that **must follow the goals and objectives of the General Plan** – density/intensity of development and land uses.
- Use of SP **does not** relieve the applicant of responsibility for the regulations/guidelines in historic or redevelopment districts. The more stringent regulations or guidelines control.
- Use of SP **does not** relieve the applicant of responsibility for subdivision regulation and/or stormwater regulations.

ANTIOCH-PRIEST LAKE COMMUNITY PLAN POLICY

Neighborhood General (NG) -NG is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An accompanying Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

Policy Conflict - No. The proposed SP district, including the proposed plan, is consistent with the Neighborhood General policy. The plan provides a mixture of housing types including 14 single-family detached homes and 115 single-family attached homes.

Plan Details - The proposed plan includes attached units with rear access alleys surrounded by several areas of “Active” and “Passive” open space. The plan provides approximately 31% Open Space outside of the detention areas. Since this site contains several environmentally sensitive areas with sinkholes, the developed portion of the plan was designed around these areas. The plan also provides two public street connections to the north to connect into the existing Windhaven Shores subdivision. The site is adjacent to Corp. of Engineer’s Property to the east, therefore, a stub-street was not required.

Sinkholes/Variance (Sect.2-6.2.1) - Although there are several sinkholes on this site, the plan designates these areas as “Passive Open Space”. Due to the location of one of the sinkholes, the access road to this project is located approximately 260 feet to the east of the approved access road for the Meroney PUD on the other side of Hamilton Church Road. The Subdivision Regulations require a 300 foot separation for T-Type intersections. Staff recommends approval of this variance since the sinkholes are an unusual topographic feature which should be preserved. Also, the project is conditioned upon providing a left turn lane on Hamilton Church Road, which will minimize the safety issues related to having two T-Type intersections this close together.

A “Sinkhole Investigation” report was prepared by a Registered Engineer (Jon F. Goff) stating the following conclusions and recommendations:

1. A large sinkhole was observed near Hamilton Church Road near the southwest property corner. The soil in this area is very wet and soft. There is no observable throat, however, the extent of the sinkhole and its drainage area can be clearly identified.
2. There is a smaller sinkhole near the rear of the property. The sinkhole has rock outcroppings with a clearly defined throat and drainage area.
3. There is a large low area near the center of the property. This low area appears to drain towards the smaller sinkhole located near the rear of the property. This area has not been classified as a sinkhole and appears to be adequate for development.
4. No development should occur in the two major sinkholes. These areas should be left as open space.
5. Where possible, runoff should be directed away from the sinkholes.
6. A geotechnical report should be developed for the project. The report should specifically address the low area near the rear of the property and provide recommendations for structural fills, grading, bearing capacities, etc.

Building Elevations - The plan also includes architectural renderings (elevations) for the different building types within the development. As part of the Specific Plan ordinance, the Council will adopt these elevations as the required building type within the development. Staff has reviewed the elevations and find them consistent with the proposed development plan with the following conditions for changes:

- **The Cambridge**
 - Remove roofing from first floor of left bay and extend second floor of left bay to flush with first floor.
 - Clad entire left bay in brick.
 - Move porch columns away from door to engage walls.
 - Have one window, instead of two, over entry porch.
 - Clad entire center bay in siding.
 - On second floor of right bay, have two separate windows aligned with first floor windows.
 - Clad entire right bay in brick.
- **The Madison**
 - Add engaged column on right side of front door.
 - Clad entire left bay in siding.
 - On second floor of right bay, have two separate windows aligned with first floor windows.
 - Clad entire right bay in brick.
- **The Radisson**
 - Eliminate shift in left bay.
 - Space second floor windows equally in left bay and aligned first floor window and door with upper windows. Add ornamentation around doorway.
 - Remove roofing from first floor of center bay and extend second floor of center bay to flush with first floor.
 - Install windows in center bay that are equal in size to windows in left bay.
 - Eliminate shift in right bay.

- Space first floor windows equally in right bay.
- **The Regency**
 - Reduce center bay so that porch columns can be spaced evenly (reduction is approximately 24" and spacing is approximately 8'-0" on center.).
 - Add engage column on right side of front door.
 - Center first floor windows and between porch columns.
 - Align second floor windows with first floor windows.
 - On second floor of right bay, have two separate windows aligned with first floor windows.
- **The Clarion**
 - Eliminate shift in left bay.
 - Space first floor windows equally in left bay.
- **The Clarion II**
 - Eliminate shift in left bay.
 - Space first floor windows equally in left bay.
- **Del Lago Townhomes** – Front elevation (Each home is referred to by a number, from left to right. Each home has two bays, referred to as left and right.)
 - Home 1
 - No changes
 - Home 2
 - Add porch column to the right of front door.
 - Remove front gable over porch.
 - Home 3
 - Add porch columns on either side of front door.
 - Remove roofing from first floor of right bay and extend second floor of right bay to flush with first floor.
 - Remove front gable over second floor window on left bay.
 - Home 4
 - No changes
 - Home 5
 - Remove front gable over porch.
 - Remove roofing from first floor of right bay and extend second floor of right bay to flush with first floor.
 - Eliminate shift in second floor of right bay.
 - Space second floor windows equally in right bay, and have two separate windows on first floor that align with windows on second floor.
 - Home 6
 - No changes
- **Del Lago Townhomes – Side elevation**
 - End units of townhomes should have two or more openings (windows or doors). Openings should be vertically aligned and logically horizontally spaced.

FIRE MARSHAL - Fire Marshal has indicated there are no issues with this plan.

RECENT REZONINGS - Yes, the Meroney PUD and zone change to RS10 directly across the street on the south side of Hamilton Church Road were approved by the Commission in May 2005, while the Council subsequently approved them in September.

STORMWATER RECOMMENDATION

1. There are several sinkholes (closed contours) located within the property (portions of which are within proposed roadway / building areas). A Class V Injection Well Permit (from TDEC Ground Water Section) will be required prior to any alterations.
2. There is a 40 acre drain near Lot 33. Delineation or a buffer will be required.

PUBLIC WORKS RECOMMENDATION - A revised TIS was submitted on October 31, 2005. The TIS analysis remains incomplete. Field traffic count sheets and site plan are not included. TIS states that new access road is opposite approved Meroney development. TIS does not address potential left turn queue conflicts due to the 200 feet offset of project access roads, or coordination of De Lago project access with the approved three lane cross section condition for Meroney development.

Construction plans have not been included with the Specific Plan. Submit construction plans. Any approval is subject to Public Works approval of the construction plans.

Redesign roundabout to facilitate turning movements. Roundabouts to be per AASHTO design standards.

Traffic circle and Alley's to accommodate SU-30 turning movements.

Provide plans for solid waste collection and disposal. Must be approved by the Public Works Solid Waste Division.

Document adequate sight distance at access road with Hamilton Church Road.

Construct a three lane cross section on Hamilton Church Road along property frontage with transitions per AASHTO standards (45 mph posted speed). The roadway widening shall coordinate with and align with the roadway widening by the Meroney development.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached(210)	23.6	0.5	11	106	9	12

Typical Uses in Proposed Zoning District: SP District

Land Use (ITE Code)	Acres	Density Per Acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/Townhome (230)	23.6	n/a	137*	838	67	78

* Only 129 units are proposed in the associated SP District Plan, but the traffic numbers are based on a previously submitted plan for slightly more units.

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
--			+126	732	58	66

METRO SCHOOL BOARD REPORT

Projected student generation 12 Elementary 9 Middle 7 High

Schools Over/Under Capacity -Students would attend Mt.View Elementary School, Kennedy Middle School, and Antioch High School. All three have been identified as being over capacity by the Metro School Board. There is capacity at other elementary and middle schools within the cluster, but not at other high schools in the cluster. There is high school capacity in an adjacent (Glencliff) cluster. This information is based upon data from the school board last updated August 2, 2005.

CONDITIONS (IF APPROVED):

1. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
2. As per the Sink Hole Investigation Report that was submitted, a full geotechnical report should be developed for the project. The report should specifically address the low area near the rear of the property and provide recommendations for structural fills, grading, bearing capacities, etc. This report must be submitted prior to or in conjunction with the submittal of the Final SP Plan. Should the geotechnical report indicate that the sinkholes are larger than identified on the preliminary SP district plan, the number of units and layout of the roads may be reduced and relocated.

3. All off-site traffic conditions, as recommended by Public Works must be bonded or completed prior to the recordation of any final plat.
4. The building elevations must be revised to include the conditions listed above.

Approve with conditions including Public Works conditions as amended (8-0), *Consent Agenda*

Resolution No. RS2005-417

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-165G-13 is APPROVED WITH CONDITIONS, INCLUDING PUBLIC WORKS CONDITIONS AS AMENDED. (8-0)

Conditions of Approval:

1. The requirements of the Metropolitan Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
2. As per the Sink Hole Investigation Report that was submitted, a full geotechnical report should be developed for the project. The report should specifically address the low area near the rear of the property and provide recommendations for structural fills, grading, bearing capacities, etc. This report must be submitted prior to or in conjunction with the submittal of the Final SP Plan. Should the geotechnical report indicate that the sinkholes are larger than identified on the preliminary SP district plan, the number of units and layout of the roads may be reduced and relocated.
3. All off-site traffic conditions, as recommended by Public Works must be bonded or completed prior to the recordation of any final plat.
4. The building elevations must be revised to include the conditions listed above.

The request to change from AR2a to SP district to permit the development of 129 units, (14 single-family detached and 115 single-family attached) is consistent with the Antioch – Priest Lake Community Plan’s Neighborhood General Policy which is intended for a variety of housing types.”

15. **2005Z-166G-03**
 Map 056, Part of Parcel 62 (3.0 Acres)
 Subarea 3 (2003)
 District 1 - Brenda Gilmore

A request to change from AR2a to MUL a portion of property located at 5134 Ashland City Highway, approximately 590 feet west of Old Hickory Boulevard (3.0 acres), requested by Roger Garland, owner.

Staff Recommendation: Approve

APPLICANT REQUEST - Rezone 3.00 acres from agricultural/residential (AR2a) to mixed use limited (MUL) district on a portion of property located at 5134 Ashland City Highway, approximately 590 feet west of Old Hickory Boulevard.

Existing Zoning

AR2a district Agricultural/residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres.

Proposed Zoning

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

BORDEAUX/WHITES CREEK 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 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 land uses allowed by the proposed MUL district are consistent with the Neighborhood Center policy, the latter of which applies to several properties on the northwestern side of the Ashland City Highway/Old Hickory Boulevard intersection. This site is the last parcel in the neighborhood center, and therefore will abut property that has a rural policy on the north and west. The MUL zoning, in addition to the associated PUD, restrict this property to a small scale office use (for the Daniel Boone Log Homes), which is in line with the intent of the Neighborhood Center policy. In addition, the design of the PUD emphasizes a rural aesthetic, which will provide a transition from the Neighborhood Center to the more rural area to the west along Ashland City Highway.

RECENT REZONINGS -None.

TRAFFIC/PUBLIC WORKS RECOMMENDATION – None.

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)	3.0	0.5	1	10	1	1

Typical Uses in Proposed Zoning District: MUL/PUD

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	3.0	n/a	4,916*	132	17	85

***Proposed PUD**

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	3.0			122	16	84

METRO SCHOOL BOARD REPORT

Projected student generation - The proposed MUL zoning, in conjunction with the proposed PUD, would only allow office uses, which would not have an impact on area schools (Cumberland Elementary School, Joelton Middle School, and Whites Creek High School). If the PUD were to be canceled, however, the underlying MUL zoning would allow approximately 87 multifamily units, which would produce about 32 students, based on today’s Metro School Board’s projections. This information is based upon data from the school board last updated August 2, 2005.

Approved (8-0), *Consent Agenda*

[Note: Items #15 and #16 were discussed by The Metropolitan Planning Commission together. See Item #16 for actions and resolutions.]

- 16. **2005P-031G-03**
Daniel Boone Log Homes
Map 56, Part of Parcel 62
Subarea 3 (2003)
District 1 - Brenda Gilmore

A request for preliminary approval of a mixed use Planned Unit Development, for a portion of property located at 5134 Ashland City Highway, classified AR2A and proposed for MUL (3 acres), to permit the development of a 4,116 sq. ft. sales/leasing office building and a 1,080 sq. ft. office building, requested by Dale and Associates, applicant for Roger D. Garland, owner.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Preliminary PUD

Request for preliminary approval for a Planned Unit Development district on a 3.00 acre portion of property located at 5134 Ashland City Highway, west of Old Hickory Boulevard, to permit 5,196 square feet of sales/leasing office space.

PLAN DETAILS

Site Design - The plans propose a 4,116-square foot sales/leasing office building for Daniel Boone Log Homes, which is set back approximately 295 feet from Ashland City Highway. There is also an additional office building proposed to the rear of this principal building, of 1,080 square feet. There is a large septic drip field area near to the road.

Access & Parking - One private ingress/egress driveway provides the main access to the office building from Ashland City Highway. There is a 5' sidewalk proposed along it. There are 18 parking spaces proposed to the rear and 8 spaces proposed to the side of the office building, which complies with the required 26 spaces.

The applicant has also complied with the requirement to provide cross access to the rear northern PUD property line, as well as a cross access easement to the adjacent parcel to the east.

Aesthetics & Rural Character - Upon initial submittal, the plans showed the proposed parking spaces to the front of the building, clearly visible from Ashland City Highway. Planning staff indicated to the applicant the necessity of moving the parking to rear of the building for aesthetic value. The applicant responded by shifting some parking spaces to the rear of the building, and some to the side of the building. Planning staff recommends that the building location be moved slightly to accommodate all parking to the rear of the building to compliment the established rural aesthetic in the area. The latter change must be shown on the plans prior to final PUD approval.

Open Space and Slopes - The plans propose a considerable amount of undeveloped area, which is appropriate for the rural setting along Ashland City Highway. The proposed ISR is 0.03, while the maximum allowed ISR within MUL zoning is 0.80. In addition to the large amount of pervious surface to remain with these proposed plans, development is proposed almost entirely on areas that range between zero and 10 percent slope. There is a small area to the rear of the office building where minimal grading is proposed on slopes ranging between 10 and 20 percent.

Sidewalks - A sidewalk is shown along the frontage of this property of Ashland City Highway but is not required and is not preferred if curb and gutter are required due to its rural location. According to Section 17.20.120 of the Code, multifamily and nonresidential developments shall incorporate pedestrian sidewalk connections as provided for in this section to facilitate safe and convenient pedestrian movements for the residents, employees and/or patrons of such developments and to reduce dependency on the automobile” To comply with the Code, a sidewalk is also required along the driveway going north-south from the Ashland City Highway to the office building. This sidewalk has been shown on the plans.

Landscape buffers and easements - A class “C” landscape buffer is required along the western boundary of the PUD, as the proposed MUL PUD abuts AR2a zoning. On the lower eastern boundary of the PUD that would abut CS zoning, no landscape bufferyard is required. On the upper eastern boundary of the PUD that abuts AR2a zoning, a class “C” landscape buffer is required. The applicant *has* indicated the intent on the plans to comply with all bufferyards. Finally, on the northern boundary of the PUD that abuts AR2a zoning, a class “C” bufferyard is required. The plans must be revised prior to final PUD approval to show this latter bufferyard, or the BZA must grant a variance. Staff recommends disapproval of this variance.

As Ashland City Highway is classified as a scenic arterial road (S4), a 10' landscape easement is observed on the plans, including class “A” landscaping.

Stormwater Recommendation - Approved 10/7/05.

PUBLIC WORKS RECOMMENDATION - Traffic comment:

1. Locate and dimension distance to adjacent and opposing intersection and driveways.

Public Works comment:

1. Document adequate site distance.
2. Approvals are subject to Public Works' review and approval of construction plans. Final design and improvements may vary based on field conditions.
3. Show and dimension right of way along Ashland City Highway (42 feet from centerline to property boundary, consistent with the approved Major Street Plan (U4 - 84' of Right-of-way)).
4. Provide future cross access to adjacent property.

CONDITIONS:

1. Prior to final PUD approval, the plans must be revised to show the building location moved slightly forward to accommodate parking to the rear of the building to compliment the established rural aesthetic in the area.
2. Prior to final PUD approval, the plans must be revised to show along the northern boundary of the PUD a class "C" landscape bufferyard.
3. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
4. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees.
6. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.
7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
8. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.

Mr. Pereira presented and stated that staff is recommending approval of Zone Change 2005Z-166U-03 as well as approval with conditions on Planned Unit Development 2005P-031G-03.

Mr. Phil Chamblee, 5127 Old Hickory Blvd., spoke in opposition to the proposal.

Mr. William Kantz, Ashland City Highway, spoke in favor of the proposal.

Mr. Charlie Dean, Dale & Associates, spoke in favor of the proposal.

Mr. McLean moved and Ms. Nielson seconded the motion, which passed unanimously to approve Zone Change 2005Z-166U-03 as well as approve with conditions Planned Unit Development 2005P-031G-03. **(7-0)**

Resolution No. RS2005-418

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-166U-03 is **APPROVED. (7-0)**

The proposed MUL district, as well as the associated PUD plan, is consistent with the Bordeaux/Whites Creek Community Plan’s Neighborhood Center policy that is intended for small, intense areas that may contain multiple functions and are intended to act as local centers of activity.”

Resolution No. RS2005-419

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005P-031G-03 is **APPROVED WITH CONDITIONS. (7-0)**

Conditions of Approval:

1. Prior to final PUD approval, the plans must be revised to show the building location moved slightly forward to accommodate parking to the rear of the building to compliment the established rural aesthetic in the area.
2. Prior to final PUD approval, the plans must be revised to show along the northern boundary of the PUD a class "C" landscape bufferyard.
3. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
4. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees.
6. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.
7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
8. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.

The proposed Planned Unit Development and associated zone change are constituent with the Bordeaux/Whites Creek Community Plan's Neighborhood Center policy that is intended for small, intense areas that may contain multiple functions and are intended to act as local centers of activity."

- 17. 2005Z-167G-14**
 Map 85, Part of Parcel 7 (30.56 acres)
 Map 85, Parcel 213
 Subarea 14 (2004)
 District 14 - Harold White

A request to change from AR2a to RS10 (61.12 acres) and RM6 (30.56 acres) District a portion of property located at Stones River Road (unnumbered), approximately 590 feet northeast of Lebanon Pike (91.68 acres), requested by Paul W. Lockwood of Barge, Waggoner, Sumner and Cannon, applicant, for FWB Investments and Ravenwood Club, owners.

Staff Recommendation: Approve

APPLICANT REQUEST- Rezone 61.12 acres from agricultural/residential (AR2a) to residential single-family (RS10) district and 30.56 acres from agricultural/residential (AR2a) to multi-family (RM6) district property at Stones River Road (unnumbered), approximately 590 feet northeast of Lebanon Pike.

Existing Zoning

AR2a district Agricultural/residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. The AR2a district permits approximately 46 lots on this property.

Proposed Zoning

RS10 district RS10 requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. The RS10 district would permit approximately 226 units on this property.

RM6 district RM6 is intended for single-family, duplex, and multi-family dwellings at a density of 6 dwelling units per acre. The RM6 district would permit approximately 183 units on this property.

SOUTHEAST 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.

There is a special policy on this property that states, “Development based on RLM policy should be limited to two units per acre or less until accessibility adequate to support more intense development is provided.”

Policy Conflict - Although the proposed zoning district (RS10) is consistent with the Donelson-Hermitage-Old Hickory Community Plan’s RLM policy, the RM6 district is not consistent with the policy. There is an associated PUD plan that proposes an overall density of 3.7 units per acre on the entire proposed area, which is within the density range of the RLM policy. The proposal is also consistent with the special policy that limits the density on this property to two units per acre until adequate accessibility is provided. The associated PUD plan provides an adequate access point from the adjacent apartment complex off of Hickory Hills Lane in the form of a public road. This access will come out at Lebanon Pike and Hickory Hills Lane.

RECENT REZONINGS - None.

PUBLIC WORKS RECOMMENDATION - See PUD comments for staff reports.

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)	91.63	0.5	46	493	42	53

Typical Uses in Proposed Zoning District: RS10/PUD

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	91.63	3.7	185*	1863	139	187

*Based on Associated PUD

Typical Uses in Proposed Zoning District: RM6PUD

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/Townhome (230)	91.63	6	152*	916	73	85

*Based on associated PUD

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--			+291	2286	170	219

METRO SCHOOL BOARD REPORT

Projected student generation 28 Elementary 22 Middle 19 High

Schools Over/Under Capacity Students would attend Hermitage Elementary School, Two Rivers Middle School, or McGavock High School. McGavock has been identified as being overcrowded by the Metro School Board. There is

capacity at another high school in an adjacent cluster (Stratford and Glencliff). This information is based upon data from the school board last updated August 2, 2005.

[Note: Item #17 and Item #18 were discussed by The Metropolitan Planning Commission together. See Item #18 for actions and resolutions.]

- 18. 2005P-030-14**
Ravenwood Community
Map 85, Parcel 213, part of 7
Subarea 14 (2004)
District 14 - Harold White

A request for preliminary approval of a residential Planned Unit Development located on the north side of Stones River Road (unnumbered), classified AR2A and proposed for RS10 and RM6 (91.63 acres), to permit the development of 185 single-family lots, and 152 town house units, requested by Barge Waggoner, Sumner and Cannon, Inc., applicant, for The Ravenwood Club, owner.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Preliminary PUD

Request to permit 185 single-family lots and 152 townhomes within a Planned Unit Development district on 91.63 acres, at Stones River Road (unnumbered), approximately 590 feet northeast of Lebanon Pike.

PLAN DETAILS

Site Design - The plan proposes 185 single-family lots ranging in size from 7,000 sq. ft. to 15,000 sq. ft near Lebanon Pike. The proposed 152 townhome units are in the western portion of the property, behind the single-family lots.

Access - Access to the subdivision is proposed from an adjacent apartment complex off of Hickory Hills Lane. A second point of access may be gained in the future from Lebanon Road when the Central Pike intersection is realigned (included in the adopted Capital Improvements Budget).

There is also an access easement to the Ravenwood Clubhouse that will provide an emergency access through an easement.

As per the subarea plan, a planned major road is required to be constructed from Lebanon Pike to the Cumberland River. As part of this requirement, staff recommends that only 183 units be allowed for development until the Central Pike realignment has been completed and the required street connection in the subarea plan from this property to Lebanon Pike has been constructed. The subarea plan also states that "Development based on RLM policy should be limited to two units per acre or less until accessibility adequate to support more intense development is provided." If Metro Public Works verifies that the conditions of approval below address the land use policy regarding adequate access, then staff recommends approval with conditions, excluding the condition that the density be capped at 183 units until improvements have been made.

Open Space/Walking Paths - Open space is proposed throughout the subdivision, including a buffer beyond the required buffer of 20' (approximately 75') on the northern and eastern boundary of the property. There is also some open space within the subdivision used as small green areas. The proposed townhomes front on open space with rear-loaded access drives. Trails are also provided to connect to the golf course.

There is also a 75' Dedicated Conservation Greenway Public Access Trail Easement along the Stones River.

Critical Lots- There are eight critical lots shown on the plan. A note shall be added to the plan that states the following: "Because this preliminary plat contains lots that have been designated as "critical lots" pursuant to Section 17.28.030 of the Metro Code and the Metro Subdivision Regulations (the "critical lot requirements"), no grading permits may be issued for any phase of this preliminary plat containing critical lots until a grading plan for that phase has been approved by the Planning Department. Prior to final plat approval, a grading plan shall be submitted and approved demonstrating the feasibility of complying with the critical lot standards for the critical lots and the surrounding open space areas for the proposed development. It is possible that the final plat will be required to contain significantly fewer lots than shown on this preliminary plat if the lots designated as critical lots cannot be developed in compliance with the critical lot requirements."

Archaeological Site - This property has been identified as being an archaeological site where in 1965, during the construction of a home on Hickory Hill Lane, large bones were discovered from extinct animals. The Tennessee State Division of Archaeology has reviewed the plan and has stated that since there is a possibility that the proposed development

could encounter similar materials, the developer is to notify the Division of Archaeology during the grading phase.

STORMWATER RECOMMENDATION - Approve.

PUBLIC WORKS RECOMMENDATION

1. Align roadways at proposed intersections.
2. Label and dimension 50' pavement radius at southeast temporary turnaround.
3. Revise 50' R.O.W. Section detail. Match ST-252: Residential - Medium Density Minor Local Street (50' ROW). Construction documents to show current Public Works' standard details with signature and date.
4. The developer shall construct 2 right turn lanes and 1 left turn lane, each with 100 feet of storage length and transition per AASHTO standards, on Hickory Hill Lane at Lebanon Road intersection.
5. The developer shall conduct traffic counts and submit signal warrant analysis to the Metro Traffic Engineer for the Hickory Hill Lane / Lebanon Road intersection at 50%, 75% and 100% completion of project. Upon approval of the traffic signal by the Traffic & Parking Commission, the developer shall submit signal plans to the Metro Traffic Engineer for approval and install traffic signal with interconnect and pedestrian facilities per ADA standards.
6. The developer plans to construct an access road for the project through the Pine Brook Apartment site intersecting with Hickory Hill Lane. The access road is to be constructed to Public Works standards for dedication as a public roadway. Modification of the Pine Brook Apartments access driveways and parking space requirement shall be compliant with metro regulations.
7. The developer shall construct a left turn lane with 75 feet of storage and transition per AASHTO standards on Hickory Hill Lane at the project access road.
8. Pedestrian paths shall be provided to Hickory Hill Lane and the proposed Greenway on Stones River Road. No direct roadway connection to the existing Stones River Road will be allowed.
10. Hickory Hill Lane is to be improved from the access road to Lebanon Road to provide a minimum of 11 feet travel and turn lanes. Full width paving is required. Hickory Hill Lane improvements to be completed prior to the installation of traffic signals at the intersection of Hickory Hill Lane and Lebanon Road.
11. The developer is to comply with the Planning Department Sub-area Plan requirements for major street connections. Street design is to be per Public Works standards. Right-of-way dedication is to be provided for possible future major street connection.
12. Private streets are to be constructed to public street standards.
13. Provide solid waste collection and disposal plan.
14. All utilities are to be underground. The utility providing the service is to approve the design and construction. The developer is to coordinate the location of all underground utilities. This project is in the General Services District. Street lighting will be as required by the Planning Department. All street lighting installation, maintenance and energy charges will be the responsibility of the developer and homeowners association.
15. Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions.

CONDITIONS:

1. Only 122 lots are to be allowed for development until the Central Pike realignment has been completed and the required street connection in the subarea plan from this property to Lebanon Pike has been constructed or Metro Public Works recommends that the conditions of approval address the land use policy statement that adequate accessibility will be provided to support more intense development.
2. A stub street is to be provided to the north, extending from the public street stub to Phase Two (or the townhome development portion) for future development.

3. All Public Works recommendations listed above shall be required.
4. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
5. Subsequent to enactment of this planned unit development overlay district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owners signatures, to the Planning Commission staff for review.
6. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
7. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
8. This preliminary plan approval for the residential portion of the master plans is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.
9. With the issuance of any grading permits, the applicant is to contact the State's Division of Archaeology for investigation of archaeological evidence on the property.
10. Prior to Final PUD approval, Metro Parks shall approve the location of the trail near the 75' Dedicated Conservation Greenway Public Access Trail Easement Area along Stones River.
11. Prior to Final PUD approval, revised plans are to be submitted that show:
 - a. A Standard "B" landscape buffer yard around the townhome development.
 - b. Add the following note:

"Because this preliminary plat contains lots that have been designated as "critical lots" pursuant to Section 17.28.030 of the Metro Code and the Metro Subdivision Regulations (the "critical lot requirements"), no grading permits may be issued for any phase of this preliminary plat containing critical lots until a grading plan for that phase has been approved by the Planning Department. Prior to final plat approval, a grading plan shall be submitted and approved demonstrating the feasibility of complying with the critical lot standards for the critical lots and the surrounding open space areas for the proposed development. It is possible that the final plat will be required to contain significantly fewer lots than shown on this preliminary plat if the lots designated as critical lots cannot be developed in compliance with the critical lot requirements."

Ms. Harris presented and stated that staff is recommending approval of Zone Change 2005Z-167G-14 as well as approval with approval with conditions on Planned Unit Development 2005P-030G-14.

Mr. Bill Lockwood, Barge, Waggoner, Sumner & Cannon, spoke in favor of the proposal.

Mr. Bruce Stanley, 3211 Downeymeade Court, spoke in opposition to the proposal.

Mr. Lee Jennings, 5161 Bay Overlook, spoke in favor of the proposal.

Mr. Bill Disspayne, 2511 Miami Avenue, spoke in favor of the proposal.

Mr. Jerold Box, 2030 Eversong Lane, spoke in favor of the proposal.

Mr. Bob Sheehan, 2036 Eversong Lane, spoke in opposition to the proposal.

Mr. Eddie Phillips, Phillips Development, spoke in favor of the proposal.

Councilmember White spoke favorably of the proposal and mentioned the support of the community. He did speak of traffic issues mentioned by some of the constituents but stated that the traffic impact studies that were completed would lessen these concerns. He requested that the approval exclude the recommended stub street.

Mr. Loring spoke of the various Metro departments that have studied the proposal. He stated he was in favor of its approval.

Ms. Jones requested additional clarification regarding the stub street that was included in the proposal.

Mr. Bernhardt explained staff's recommendation to include the stub street in the proposal.

Mr. Small spoke in favor of the proposal. He mentioned the traffic concerns but stated the added conditions seemed to have mitigated the issue. He did express a concern with the fact that the proposal only contained one entrance and one exit. He was in agreement with staff's recommendation.

Ms. Nielson spoke in favor of staff's recommendation. She mentioned that connectivity was vital and should be included in the proposal.

Mr. McLean spoke in favor of staff's recommendation.

Ms. Cummings also expressed concerns with the proposal only containing one entrance and one exit. She too was in favor of staff's recommendation.

Mr. McLean moved and Mr. Loring seconded the motion, which passed unanimously, to approve staff's recommendation on Zone Change 2005Z-167G-14 as well as approval with conditions on Planned Unit Development 2005P-030G-14. **(7-0)**

Resolution No. RS2005-420

"BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-167G-14 is **APPROVED. (7-0)**

The proposed RS10 and RM6 districts with the associated PUD plan that proposes an overall density of 3.7 units per acre are consistent with the Southeast Community Plan's Residential Medium policy which is intended for residential uses at a density range between 4-9 dwelling units per acre."

Resolution No. RS2005-421

"BE IT RESOLVED by The Metropolitan Planning Commission that 2005p-030-14 is **APPROVED WITH CONDITIONS. (7-0)**

Conditions of Approval:

1. Align roadways at proposed intersections.
2. Label and dimension 50' pavement radius at southeast temporary turnaround.
3. Revise 50' R.O.W. Section detail. Match ST-252: Residential - Medium Density Minor Local Street (50' ROW). Construction documents to show current Public Works' standard details with signature and date.
4. The developer shall construct 2 right turn lanes and 1 left turn lane, each with 100 feet of storage length and transition per AASHTO standards, on Hickory Hill Lane at Lebanon Road intersection.
5. The developer shall conduct traffic counts and submit signal warrant analysis to the Metro Traffic Engineer for the Hickory Hill Lane / Lebanon Road intersection at 50%, 75% and 100% completion of project. Upon approval of the traffic signal by the Traffic & Parking Commission, the developer shall submit signal plans to the Metro Traffic Engineer for approval and install traffic signal with interconnect and pedestrian facilities per ADA standards.
6. The developer plans to construct an access road for the project through the Pine Brook Apartment site intersecting with Hickory Hill Lane. The access road is to be constructed to Public Works standards for dedication as a public

roadway. Modification of the Pine Brook Apartments access driveways and parking space requirement shall be compliant with metro regulations.

7. The developer shall construct a left turn lane with 75 feet of storage and transition per AASHTO standards on Hickory Hill Lane at the project access road.
8. Pedestrian paths shall be provided to Hickory Hill Lane and the proposed Greenway on Stones River Road. No direct roadway connection to the existing Stones River Road will be allowed.
9. Hickory Hill Lane is to be improved from the access road to Lebanon Road to provide a minimum of 11 feet travel and turn lanes. Full width paving is required. Hickory Hill Lane improvements to be completed prior to the installation of traffic signals at the intersection of Hickory Hill Lane and Lebanon Road.
10. The developer is to comply with the Planning Department Sub-area Plan requirements for major street connections. Street design is to be per Public Works standards. Right-of-way dedication is to be provided for possible future major street connection.
11. Private streets are to be constructed to public street standards.
12. Provide solid waste collection and disposal plan.
13. All utilities are to be underground. The utility providing the service is to approve the design and construction. The developer is to coordinate the location of all underground utilities. This project is in the General Services District. Street lighting will be as required by the Planning Department. All street lighting installation, maintenance and energy charges will be the responsibility of the developer and homeowners association.
14. Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions.
- 15.
16. Only 122 lots are to be allowed for development until the Central Pike realignment has been completed and the required street connection in the subarea plan from this property to Lebanon Pike has been constructed or Metro Public Works recommends that the conditions of approval address the land use policy statement that adequate accessibility will be provided to support more intense development.
17. A stub street is to be provided to the north, extending from the public street stub to Phase Two (or the townhome development portion) for future development.
18. All Public Works recommendations listed above shall be required.
19. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
20. Subsequent to enactment of this planned unit development overlay district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owners signatures, to the Planning Commission staff for review.
21. 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.
22. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
23. This preliminary plan approval for the residential portion of the master plans is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan

if a boundary survey confirms there is less site acreage.

24. With the issuance of any grading permits, the applicant is to contact the State's Division of Archaeology for investigation of archaeological evidence on the property.
25. Prior to Final PUD approval, Metro Parks shall approve the location of the trail near the 75' Dedicated Conservation Greenway Public Access Trail Easement Area along Stones River.
26. Prior to Final PUD approval, revised plans are to be submitted that show:
 - A Standard "B" landscape buffer yard around the townhome development.
 - Add the following note:

"Because this preliminary plat contains lots that have been designated as "critical lots" pursuant to Section 17.28.030 of the Metro Code and the Metro Subdivision Regulations (the "critical lot requirements"), no grading permits may be issued for any phase of this preliminary plat containing critical lots until a grading plan for that phase has been approved by the Planning Department. Prior to final plat approval, a grading plan shall be submitted and approved demonstrating the feasibility of complying with the critical lot standards for the critical lots and the surrounding open space areas for the proposed development. It is possible that the final plat will be required to contain significantly fewer lots than shown on this preliminary plat if the lots designated as critical lots cannot be developed in compliance with the critical lot requirements."

The proposed PUD and associated zone changes are consistent with the Southeast Community Plan's Residential Medium policy which is intended for residential uses at a density range between 4-9 dwelling units per acre."

The Commission recessed at 6:00 p.m.

Ms. Cummings left the meeting at 6:00 p.m.

Mr. Small left the meeting at 6:00 p.m.

The quorum dissipated until Mr. Clifton was able to return to the meeting.

Mr. Clifton returned to the meeting at 6:40 p.m.

The meeting resumed at 6:40 P.M.

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- 19. 2005Z-168U-10**
Map 116-03, Parcel 106, 107, 108
Map 116-03, Parcel 109, 110
Subarea 10 (1994)
District 24 - John Summers

A request to change from R10 to RM60 district property located at 110, 112A, 114, 116, and 118 Woodmont Boulevard, approximately 550 feet east of Harding Pike (1.66 acres), requested by Paul W. Lockwood of Barge, Waggoner, Sumner and Cannon, applicant for, Wilson S. Manning et ux, owners.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - A request to change approximately 1.66 acres from residential single-family and duplex (R10) to residential multi-family (RM60) district property located at 110, 112A, 114, 116 and 118 Woodmont Boulevard.

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

RM60 District RM60 is intended for single-family, duplex, and multi-family dwellings at a density of 60 dwelling units per acre.

GREEN HILLS MIDTOWN COMMUNITY PLAN

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

Residential High (RH) - RH policy is intended for new and existing residential development with densities above twenty dwelling units per acre. Any multi-family housing type is generally appropriate to achieve this density. The most common residential type will generally be mid or high-rise structures.

Policy Conflict - The proposed policy for this area is RH, which allows over 20 dwelling units per acre. However, if the policy is not changed, the majority of the property is within a RM policy, which is intended for development within a density range of four to nine dwelling units per acre. The associated PUD plan calls for approximately 15.7 dwelling units per acre. Although one parcel is within a RH policy, the entire site should be within a RH policy to be consistent with this request.

Subarea Amendment - Applicants have requested that the RM policy be amended, and that the new policy be RH. If the request is approved this application, and the associated PUD plan, will be consistent with the new policy.

Staff Recommendation - If the area policy is amended to RH, then staff recommends that the request be approved; however, if the policy is not amended, then the request should be disapproved.

PUBLIC WORKS RECOMMENDATION

1. As recommended in the access study, developer shall construct a 3 lane cross section along Woodmont Blvd frontage with a 2 way center turn lane with adequate transition per AASHTO standards at the eastern property line. Widening shall accommodate existing bike lanes.
2. At the western property line Developer shall align center turn lane with westbound left turn lane on Woodmont Blvd at Harding Rd and extend this turn lane to connect with the 2 way left turn lane. Woodmont widening shall incorporate existing right turn lane on Woodmont at Harding.
3. Project driveways shall align with opposing driveways. Driveway shall be opposite Park Manor Blvd. Driveway shall be 24 ft wide for 2 way travel operation.
4. As recommended in the access study, Developer shall construct an eastbound left turn lane with 75ft of storage on Woodmont Blvd at Woodmont Circle with adequate transition per AASHTO standards. Existing Bike Lanes shall be accommodated.
5. Vehicular cross access to property along Kenner shall not be allowed.

Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached(210)	1.66	3.7	6	58	5	7

Typical Uses in Proposed Zoning District: RM60/PUD

Land Use (ITE Code)	Acres	Density	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/Townhome 230)	1.66	60	34*	258	22	25

*Based on Associated PUD

Typical Uses in Existing Zoning District: R10/PUD

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
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Single Family Detached(210)	1.66	3.7	3*	30	3	4
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*Based on associated PUD (3 existing lots included in the PUD)

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				230	20	22

METRO SCHOOL BOARD REPORT

Projected student generation* 1Elementary 1Middle 1High

Schools Over/Under Capacity - Students would attend Julia Green Elementary School, Moore Middle School, and Hillsboro High School. All three schools have been identified as having capacity.

This information is based upon data from the school board last updated August 2, 2005.

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

[Note: Item #19 and Item #20 were discussed by The Metropolitan Planning Commission together. See Item #20 for actions and resolutions.]

- 20. 2005P-032U-10**
 Woodmont Condominiums
 Map 116-03, Parcels 089, 090, 091, 106, 107, 108,109, 110
 Subarea 10 (1994)
 District 24 - John Summers

A request for preliminary approval of a Planned Unit Development District to permit 34 multifamily units and 3 single-family units, property located at 110, 112A, 114, 116, and 118 Woodmont Boulevard, and 111, 113, and 115 Kenner Avenue, approximately 550 feet east of Harding Pike, classified in the R10 district and proposed for RM60 district (2.35 acres), requested by Paul W. Lockwood of Barge, Waggoner, Sumner and Cannon, applicant for, Wilson S. Manning et ux, owner.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Preliminary PUD

A request for preliminary approval of a Planned Unit Development overlay district located at 110, 112A, 114, 116 and 118 Woodmont Boulevard, and 111, 113 and 115 Kenner (2.35 acres), to permit 34 multi-family units and three single-family units.

PLAN DETAILS

Site Plan - The request is for the development 34 condominiums and three single-family residences. As proposed, three new multi-story residential buildings will front Woodmont Boulevard, and the three existing single-family homes along Kenner Avenue will remain. The three new multi-story buildings will consist of a 10-story, a 6-story and a 3-story building, which will step-down from north to south.

Zoning and Density - Currently, the property is zoned R10. The parcels along Woodmont are proposed for RM60. The RM60 allows for 60 dwelling units per acre, but the plan only calls for approximately 15.7 units per acre. Although the density is more consistent with RM20, it would not allow buildings to be over 30 feet in height; therefore, the RM60 is being used, which allows buildings to be at a maximum 65 feet in height.

Parking As proposed, a total of 91 parking spaces is required. A total of 96 parking spaces are being provided.

Buffer Yards - Buffer yards are required to reduce the negative impact this development could have on adjacent areas in different zoning districts. The code requires a “C” class buffer yard between the RM60 and adjacent R10. The plan shows a “B-1” buffer yard.

Detention Area - As proposed the detention area is within the boundaries of the 3 single-family lots along Kenner. Typically detention areas should be within open space, and should not be counted towards lot area.

PUBLIC WORKS RECOMMENDATION - Approvals are subject to Public Work's review and approvals of construction plans.

As recommended in the access study, developer shall construct a 3 lane cross section along Woodmont Blvd frontage with a 2 way center turn lane with adequate transition per AASHTO standards at the eastern property line. Widening shall accommodate existing bike lanes.

At the western property line Developer shall align center turn lane with westbound left turn lane on Woodmont Blvd at Harding Rd and extend this turn lane to connect with the 2 way left turn lane. Woodmont widening shall incorporate existing right turn lane on Woodmont at Harding.

Project driveways shall align with opposing driveways. Driveway shall be opposite Park Manor Blvd. Driveway shall be 24 ft wide for 2 way travel operation.

As recommended in the access study, Developer shall construct an eastbound left turn lane with 75ft of storage on Woodmont Blvd at Woodmont Circle with adequate transition per AASHTO standards. Existing Bike Lanes shall be accommodated.

Vehicular cross access to property along Kenner shall not be allowed.

STORMWATER RECOMMENDATION -Detention/water quality facilities can not be located within residential lots.

WATER SERVICES - A new availability letter is required. The availability letter should reflect the total number of proposed units.

CONDITIONS:

1. Buffer yards must meet buffer yards requirements as specified in Section 17.24.210 of the Metro Zoning Code.
2. Prior to final PUD approval, the detention site must be approved by Stormwater. If it is not approved, then the plan may need to be revised or possibly amended.
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.
2. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
4. 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. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require re-approval by the Planning Commission.

Mr. Swaggert presented and stated that staff is recommending disapproval of Zone Change 2005Z-168U-10 and disapproval of Planned Unit Development 2005P-032U-10 due to the deferment of the community plan amendment.

A resident of 3942 Woodlawn Drive, spoke in opposition to the proposal.

Ms. Bell Newton, Woodlawn Neighborhood Association, spoke in opposition to the proposal.

Ms. Jennifer Pennington, 3700 Woodlawn Drive, spoke in opposition to the proposal.

Mr. Clifton summarized the request made by Councilmember Summers. He stated that the Commission could not approve the request as submitted.

Mr. Clifton moved and Ms. Nielson seconded the motion, which passed unanimously to disapprove Zone Change 2005Z-168U-10 and to disapprove Planned Unit Development 2005P-032U-10. **(6-0)**

Resolution No. RS2005-422

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-168U-10 is **DISAPPROVED. (6-0)**

The proposed RM60 district and associated PUD plan are not consistent with the Green Hills Midtown Community Plan’s Residential Medium (RM) policy that covers the majority of the property. The RM district is intended for residential uses at a density range between 4-9 dwelling units per acre.”

Resolution No. RS2005-423

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005P-032U-10 is **DISAPPROVED. (6-0)**

The proposed PUD and associated zone change are not consistent with the Green Hills Midtown Community Plan’s Residential Medium (RM) policy that covers the majority of the property. The RM district is intended for residential uses at a density range between 4-9 dwelling units per acre.”

- 21. 2005Z-169U-14**
Map 96-09, Parcels 96, 97
Map 96-13, Parcel 20
Subarea 14 (2004)
District 15 - J. B. Loring

A request to change from R10 to CL (3.47 acres) and RM9 (6.0 acres) District property located at 420 and 424 Donelson Pike and Donelson Pike (unnumbered), approximately 150 feet south of Lakeland Drive (9.47 acres), requested by Kevin Gangaware of Civil Site Design Group for 130 Group, Ria Grasman, Betty Borth, and Susan Plant, owners.

Staff Recommendation: Disapprove

APPLICANT REQUEST- Request to change 9.47 total acres from residential single-family (R10) to commercial limited (CL) (3.47 acres to CL) and residential multi-family (RM9) (6.0 acres to RM9), property located at 420 and 424 Donelson Pike and Donelson Pike (unnumbered), approximately 150 feet south of Lakeland Drive.

Existing Zoning

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

Proposed Zoning

CL district (3.47 acres) Commercial Limited is intended for retail, consumer service, financial, restaurant, and office uses.

RM9 district (6 acres) RM9 is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre.

DONELSON- HERMITAGE COMMUNITY (SUBAREA 14) PLAN POLICY

Existing Plan Policy

Corridor General (CG) - CG is intended for areas at the edge of a neighborhood that extend along a segment of a major street and are predominantly residential in character. CG areas are intended to contain a variety of residential development along with larger scale civic and public benefit activities. Examples might include single family detached, single-family attached or two-family houses; but multi-family development might work best on such busy corridors. An accompanying Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

Policy Conflict - Yes. The Commercial Limited district does not implement the predominantly residential character of the

Corridor General Policy. Even though this property was zoned commercial in the past, this is not a predominantly commercial area. Development to the north and south is still largely residential in character with single-family and churches. A multi-family district for the entire property would best implement the Corridor General Policy.

METRO SCHOOL BOARD REPORT

Projected student generation 5 Elementary 3 Middle 2 High

Schools Over/Under Capacity - Students would attend McGavock Elementary School, Two Rivers Middle School, or McGavock High School. McGavock Elementary and McGavock High School have been identified as being over capacity by the Metro School Board. There is capacity at an elementary school within the cluster. There is high school capacity in the adjacent Glenclyff and Stratford clusters. This information is based upon data from the school board last updated August 2, 2005.

RECENT REZONINGS - In 2001, the property was rezoned to CL for a park-and-ride facility (2001Z-042U-14). The park-and-ride facility was never developed and the property was rezoned back to R10 (2005Z-078U-14).

PUBLIC WORKS RECOMMENDATION - See PUD comments.

Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached(210)	9.47	3.7	35	396	34	42

Typical Uses in Proposed Zoning District: CL/PUD

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Quality restaurant(931)	1.94	N/A	8,000	720	7	60

*As per Associated PUD

Typical Uses in Proposed Zoning District: CL/PUD

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Bank(912)	1.95	N/A	5,500*	4560	69	252

*As per Associated PUD

Typical Uses in Proposed Zoning District: RM9/PUD

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/Townhome (230)	5.57	9	84*	556	48	52

*As per Associated PUD

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	9.47			5440	90	322

[Note: Item #21 and Item #22 were discussed by The Metropolitan Planning Commission together. See Item #22 for actions and resolutions.]

22. **2005P-033U-14**
Whitland Land I
Map 96-13, Parcel 20
Map 96-09, Parcel 96 , 97
Subarea 14 (2004)
District 15 - J. B. Loring

A request for preliminary approval of a Planned Unit Development located at 420 and 424 Donelson Pike and Donelson Pike (unnumbered), classified R10 and proposed for CL and RM9 (9.46acres), to permit 8,000 sq. ft. restaurant, 5,500 sq. ft. bank, and 54 multi-family units, requested by Civil Site Design Group, applicant for 130 Group, Ria & Borth Grasman, and Betty & Plant, owners.

Staff Recommendation: Disapprove

APPLICANT REQUEST-Preliminary PUD

Request for preliminary approval of a Planned Unit Development district, to permit 8,000 sq. ft. restaurant, 5,500 sq. ft. bank, and 54 multi-family units, located at 420 and 424 Donelson Pike and Donelson Pike (unnumbered).

PLAN DETAILS

Site Design =The plan proposes commercial development on the portion of the site fronting Donelson Pike and a mix of 54 attached units on the rear of the site. The commercial is accessed from one driveway off Donelson Pike and does not connect to the multi-family portion of the PUD. The applicant declined the Public Works requirement to align this driveway with the church across Donelson Pike, a logical shift of approximately 45 feet to the north that could easily be accommodated.

The multi-family is only accessed by one driveway through Lakeland Drive, even though 3 different connections are available. Staff requested that the applicant connect the commercial and the multifamily, and to provide at least one more connection to the neighborhood. These connections would help to create a neighborhood center and would allow the existing neighborhood easy (and walkable) access to the bank and the restaurant proposed without having to travel on Donelson Pike.

Staff requested that the applicant provide open space in the center of the multifamily portion and that request was provided for.

Staff recommends disapproval of this plan because it does not meet the primarily residential character of the Corridor General Policy nor does it integrate with the existing neighborhood character and pattern of development.

STORMWATER RECOMMENDATION - Preliminary PUD – Return for Corrections. The 40-acre drain buffer needs to be left in a natural state or a variance will be required to disturb the buffer

PUBLIC WORKS RECOMMENDATION

1. Any approval is subject to Public Works' approval of construction plans. Final design and improvements may vary based on field conditions.
2. Show and dimension right of way along Donelson Pike, consistent with the approved major street plan (U4 - 84' ROW).
3. McKeige Drive stub street exceeds 150'. Construct turnaround at end of McKeige Drive.
4. Abandon right-of-way at southwest property corner at Heney Drive intersection, if connectivity is not required.
5. The 15' separation from back of sidewalk to face of garage is not sufficient to prevent parking of automobiles on sidewalk.
6. Show driveway ramps to private streets from public streets.
7. Align commercial driveway along Donelson Pike with church drive.

FIRE MARSHAL

1. Fire Hydrants should flow at least 1250 GPM's at 40 psi.
2. No part of any building shall be more than 500 feet from a fire hydrant via and approved hard surface road. *Metro Ordinance 095-1541 Sec: 1568.020 B.*

3. One-way traffic shall be 14 feet wide minimum.

CONDITIONS

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

Ms. Fuller presented and stated that staff is recommending disapproval of zone change 2005Z-169U-14 as well as disapproval of Preliminary Planned Unit Development 2005P-033U-14.

Mr. Bryan Hamilton, Civil Site Design Group, spoke in favor of the proposal.

Mr. Phil Hendricks, 2725 Lakeland Drive, spoke in opposition on the proposal.

Ms. Nielson moved and Mr. Loring seconded the motion, which passed unanimously, to disapprove Zone Change 2005Z-169U-14 as well as Preliminary Planned Unit Development 2005P-033U-14. **(6-0)**

Resolution No. RS2005-424

"BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-169U-14 is **DISAPPROVED. (6-0)**

While the proposed RM9 district is consistent with the Donelson – Hermitage Community Plan's Corridor General policy, which is for a variety of residential uses, the proposed CL district is not."

Resolution No. RS2005-425

"BE IT RESOLVED by The Metropolitan Planning Commission that 2005P-033U-14 is **DISAPPROVED. (6-0)**

The proposed PUD plan and associated zone change are not consistent with the Donelson – Hermitage Community Plan's Corridor General policy, which is for a variety of residential uses."

23. **2005Z-170U-05**
Map 83-06, Part of Parcel 379 (2.21 Ac)
Subarea 5 (1994)
District 6 - Mike Jameson

A request to change from R6 to MUL District a portion of property located at 1900 Eastland Avenue between 18th and 20 Streets (2.21 acres) requested by March Egerton, owner.

Staff Recommendation: Disapprove

The Metropolitan Planning Commission DEFERRED INDEFINITELY Zone Change 2005Z-170U-05 at the request

24. **2005Z-171G-12**
 Map 181 Part of Parcel 95
 Subarea 12 (2004)
 District 31 - Parker Toler

A request to change from AR2a to RM20 District property located at 6433 Nolensville Pike (4.06 acres), requested by Provident Holdings, applicant, for Robert J. Morris, owner.

Staff Recommendation: Approve

APPLICANT REQUEST - Rezone 4.09 acres from agricultural/residential (AR2a) to residential multi-family (RM20) district a portion of property at 6433 Nolensville Pike, on west side of Bluff Road.

Existing Zoning

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

Proposed Zoning

RM20 district RM20 is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. The RM20 district would permit approximately 82 units on this property.

SOUTHEASTCOMMUNITY PLAN POLICY

Corridor General (CG) - CG is intended for areas at the edge of a neighborhood that extend along a segment of a major street and are predominantly residential in character. CG areas are intended to contain a variety of residential development along with larger scale civic and public benefit activities. Examples might include single family detached, single-family attached or two-family houses; but multi-family development might work best on such busy corridors. An accompanying Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

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

Policy Conflict - The proposed zoning district (RM20) is consistent with the Southeast Community Plan’s CG policy, but is not consistent with the small portion of NCO policy that is also applied to the rear of the property due to floodplain and floodway. Staff recommends approval of the RM20 district in the front 4.09 acre portion of the property that is along Nolensville Pike and away from the floodway and floodplain areas to the rear. This property is not within the Infrastructure Deficiency area.

A site plan was submitted that proposes townhomes with access off of Nolensville Pike and parking spaces to the front of the units. Although the CG policy calls for parking to the rear and side of the buildings, the environmental features of the property restrain development to the narrow portion of property along Nolensville Pike and parking to the rear of the buildings may not be possible.

RECENT REZONINGS - The Commission recommended disapproval of a request from AR2a to CS on this property on June 23, 2005.

PUBLIC WORKS RECOMMENDATION - No Exception Taken

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	9.61	0.5	4	40	4	5

Typical Uses in Proposed Zoning District: RM9 (Request has been changed to RM20, which allows a similar # of units)

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/Townhome (230)	9.61	9	86	567	46	53

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
--				527	42	48

METRO SCHOOL BOARD REPORT

Projected student generation 8 Elementary 5 Middle 4 High

Schools Over/Under Capacity - Students would attend Shayne Elementary School, Oliver Middle School, or Overton High School. Overton has been identified as being overcrowded by the Metro School Board. There is capacity at other high schools in adjacent clusters (Glencliff, Hillsboro). This information is based upon data from the school board last updated August 2, 2005.

Approved (8-0), *Consent Agenda*

Resolution No. RS2005-426

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-171G-12 is **APPROVED (8-0)**.

The proposed RM20 district is consistent with the Southeast Community Plan’s Corridor General policy, which is for a variety of residential uses.”

Mr. Kleinfelter announced that Items #25 and #26 could be placed back on the Consent Agenda for approval.

Ms. Nielson moved, and Mr. McLean seconded the motion, which passed unanimously to approve Zone Change 2005Z-172G-14, as well as approve with conditions Planned Unit Development 2005P-028G-14, including the conditions recommended by public works. **(6-0)**

- 25. 2005Z-172G-14**
 Map 121-79, Parcel 79
 Subarea 14 (2004)
 District 13 - Carl Burch

A request to change from R15 to MUL (16.5 acres) and RM9 (23.5 acres) a property located at Bell Road (unnumbered), approximately 1,100 feet south of Woodland Pointe Drive (39.53 acres), requested by Nick Psillas, President of Corinthian Custom Homes, Inc., for Albert L. Powell, Trustee. (See also PUD No. 2005P-028G-14).

Staff Recommendation: Disapprove or defer, unless Public Works’ comments are addressed prior to the meeting

APPLICANT REQUEST - Request to change 23.0 acres from residential single-family and duplex (R15) to residential multi-family (RM9) district and to change 16.53 acres from R15 to mixed use limited (MUL) district property located at Bell Road (unnumbered), approximately 1,100 feet south of Woodland Point Drive.

Existing Zoning

R15 district: 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

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

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

DONELSON-HERMITAGE COMMUNITY PLAN POLICY

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

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 - No. The proposed RM9 and MUL districts, along with the associated PUD plan, provide a mixture of housing types and a mixture of commercial and office uses that creates a local center of activity that is within walking distance to surrounding residential.

RECENT REZONINGS - None

PUBLIC WORKS RECOMMENDATION – None.

Typical Uses in Existing Zoning District: R15

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)	40	2.47	99	1033	79	106

Typical Uses in Proposed Zoning District: RM9/PUD*

Land Use (ITE Code)	Acres	Density Per Acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/Townhome (230)	40	9	164*	973	77	90

*164 was based on the

Typical Uses in Proposed Zoning District: MUL/PUD*

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Retail (814)	40	n/a	73,000*	3161	Na	197

Typical Uses in Proposed Zoning District: MUL/PUD

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	40	n/a	25,000	460	63	107

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
--				3561	61	288

METRO SCHOOL BOARD REPORT

Projected student generation 15 Elementary 10 Middle 7 High

Schools Over/Under Capacity -Students would attend Hickman Elementary School, Donelson Middle School, and McGavock High School. McGavock High School has been identified as being over capacity by the Metro School Board. There is capacity in adjacent clusters, including Stratford and Glenclyff. This information is based upon data from the school board last updated August 2, 2005.

Approved (8-0), *Consent Agenda*

Resolution No. RS2005-427

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005Z-172G-14 is **APPROVED. (6-0)**

The proposed MUL and RM9 districts and associated PUD plan are consistent with the Donelson – Hermitage Community Plans Residential Medium (RM) and Neighborhood Center (NC) policies. The RM policy supports the RM9 district, which is intended for residential uses at a density range between 4-9 dwelling units per acre, and the NC policy is for small intense areas that contain a variety of functions and uses that serve the local neighborhood.”

26. **2005P-028G-14**
Carillon PUD
Map 121, Parcel 79
Subarea 14 (2004)
District 13 - Carl Burch

A request for preliminary approval for a Planned Unit Development located on the east side of Bell Road (unnumbered), classified R15 and proposed for RM9 and MUL (39.53 acres), to permit the development of 165,200 square feet of retail space, and office space, 86 condominiums, 84 townhomes, requested by Civil Site Design Group, applicant for Albert Powell, trustee.

Staff Recommendation: Disapprove or defer, unless Public Works’ comments are addressed prior to the meeting

APPLICANT REQUEST - Preliminary PUD

Request to apply a Planned Unit Development district on 39.53 acres located abutting the east side of Bell Road, 1,100 feet south of Woodland Point Drive, to permit 100,600 square feet of retail uses, 51,600 square feet of office uses, two outparcels totaling 13,000 square feet, and 170 residential units.

PLAN DETAILS

Overall Site Plan - The Carillon PUD consists of two distinct phases—(1) Carillon Village, which falls within the Neighborhood Center land use policy, and (2) Carillon Landings, which falls within the Residential Medium land use policy.

Carillon Village Phase - This portion of the plan includes a “main street” type driveway that serves as the center of activity within this development. This area consists of a mixture of uses, including a retail tenant space for a possible grocery store. It also consists of smaller ground floor retail tenant spaces and office space, with second floor residential condo’s to provide the opportunity for 30 live/work units. There are also two small outparcels along Bell Road at the north end of the development. Features of this Phase:

- 30 office/condo units (51,600 s.f. office space)
- (2) 6,500 square foot outparcels
- 100,600 square feet of retail space
- Scenic arterial easement along Bell Road
- Divided median along mixed use “main street” with diagonal parking
- Pedestrian oriented design that allows all portions of the development to walk to the mixed use area

Carillon Landings Phase - This portion of the plan falls within the Donelson-Hermitage Community Plan’s Residential Medium Policy, calling for residential development at 4 to 9 dwelling units per acre. This plan provides 56 condominium units and 84 townhomes (140 units) in this portion of the plan for a density of 5.96 units per acre. This phase includes a three-story, 56 unit, condominium complex with underground parking, oriented toward an existing lake on the property. It also includes 84 townhomes at the rear of the property on the hillside. The existing slopes in this area are approximately

- 8%
- 56 Condominium units in a 3-story building
- 84 townhomes
- Pool and clubhouse for townhomes

Streets and Access - All access is proposed as private driveway within the development. There are no public roads.

Environmental / Open Space - "The existing pond will be retained and improved with outlet control structure" for detention.

A scenic arterial easement is provided along the frontage of Bell Road.

PUBLIC WORKS RECOMMENDATION - The Public Works recommendation has not yet been received. If it is received prior to the Planning Commission meeting, staff will provide this to the Commission at the meeting.

FIRE MARSHAL RECOMMENDATION - "There were no fire mains or fire hydrants shown on the plan."

CONDITIONS (if approved)

1. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
2. Subsequent to enactment of this planned unit development overlay district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owners signatures, to the Planning Commission staff for review.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
4. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
5. This preliminary plan approval for the residential portion of the master plans is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.

Approved with conditions, including conditions as recommended by Public Works (8-0), *Consent Agenda*

Resolution No. RS2005-428

"BE IT RESOLVED by The Metropolitan Planning Commission that 2005P-028G-14 is **APPROVED WITH CONDITIONS (6-0)**

Conditions of Approval:

1. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
2. Subsequent to enactment of this planned unit development overlay district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owners signatures, to the Planning Commission staff for review.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
4. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required

to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.

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

The proposed PUD plan and associated zone change are consistent with the Donelson – Hermitage Community Plans Residential Medium (RM) and Neighborhood Center (NC) policies. The RM policy supports the RM9 district, which is intended for residential uses at a density range between 4-9 dwelling units per acre, and the NC policy is for small intense areas that contain a variety of functions and uses that serve the local neighborhood.”

27. **2005P-029U-05**
Nashville Auto Diesel College
Map 71-13, Various Parcels
Subarea 5 (1994)
District 5 - Pam Murray
District 6 - Mike Jameson
District 7 - Erik Cole

A request to apply an Institutional Overlay District to various properties located between Gallatin Pike and Emmett, and between McClurkan and Douglas, classified RS5, RM20, OR20, ORI (35.73 acres), requested by Councilmember Murray, for RM Plan Group on behalf of Nashville Auto Diesel College.

Staff Recommendation: Defer to 12/8/05, per applicant’s request

The Metropolitan Planning Commission DEFERRED 2005P-029U-05 to December 8, 2005 at the request of the applicant. (8-0)

XI. PRELIMINARY SUBDIVISION PLATS

28. **2004S-257G-01**
Falls Subdivision
Map 015, Parcel 7
Subarea 1 (2003)
District 1 - Brenda Gilmore

A request for preliminary plat approval for a cluster lot subdivision for 72 single family lots, two commercial lots and one residential multi-family lot, located on the east side of Whites Creek Pike and the north side of I-24 (29.41 acres in the single family portion, 75 acres total), classified RS15 district, CL and RM6 district, requested by Joe Smith, representative for Falls Creek, LLC, and Dale and Associates, surveyor.

Staff Recommendation: Disapprove

APPLICANT REQUEST - Preliminary Plat

Request for preliminary plat approval to subdivide 29.41 acres into 72 single-family lots, and to subdivide one multi-family lot and two commercial lots, (75 acres total) located along the west side of Whites Creek Pike at I-24.

ZONING

RS15 District RS15 district, requiring a minimum lot size of 15,000 square feet and intended for single-family dwellings at an overall density of 2.47 dwelling units per acre. The zoning permits a maximum of 73 single-family lots.

This plat proposes 72 single-family lots located on several newly proposed streets. This subdivision proposes to divide a portion of a larger parcel. The remainder of the parcel is zoned for Commercial Limited (CL) and multi-family residential (RM6). The plan proposes two stub-streets to the future commercial and multi-family areas. This single-family portion of the plat also proposes two stub-streets to the north.

CLUSTER LOT OPTION

RS15 Portion (29.41 Acres) The cluster lot option allows the reduction of the minimum lot sizes two base zone districts from the base zone classification of RS15 (minimum 15,000 sq. ft. lots) to RS7.5 size lots (minimum 7,500 sq. ft. lots). The lots in this subdivision range in size from 8,300 square feet to 13,400 square feet.

Staff Recommendation The staff recommendation is to disapprove. At this meeting the Commission is considering a formal policy to set out its review guidelines for Cluster Lot developments. The Commission may opt to apply the old, minimum review guidelines to this project, therefore, recommending approval.

Joelton Community Plan Although this plan meets the minimum requirement by providing 38% Open Space, it does not comply with the Joelton Community Plan, by limiting the density in this Special Policy Area to two dwelling units per acre. Special Policy Area #1 recommends a maximum density of two dwelling units per acre, while this plan proposes a density of 2.44 units per acre. Since there is a Rural Policy [AR2a zoning] to the north, with a recommended density of 0.5 dwelling units per acre, a transition between the two policies should be provided in the form of larger lots along the perimeter. The proposed lots along the northern perimeter range in size from 11,600 square feet to 8,300 square feet with the majority of the lots being 8,300 square feet. The lots along the perimeter should be 15,000 square feet minimum, or a much larger buffer should be provided for a transition to the Rural Policy area. The Plan provides a 20' wide "C" landscape buffer yard.

Environmentally Sensitive Areas Although this plan places a blue line stream in open space and a sinkhole into open space to protect these environmentally sensitive areas, there are several other areas of 20% or greater slope that are not protected in open space. Lots 22, 23, and 24 are designated as Critical Lots due to steep topography (approximately 35% slopes). These lots should be eliminated and the area placed in common open space since the Zoning Code (Section 17.28.030) recommends slopes greater than 25% be designated this way.

Collector Street - The Joelton Community Plan calls for an east/west collector road through this site. The plan proposes a portion of this collector road and provides a note that the primary access to the multi-family site will not be through the single-family subdivision.

The note states: *"Primary access to commercial and multi-family residential parcels to be provided via Overlook Lane (Overlook Lane to be built as a three lane section up to entrance of single family subdivision during the construction of single-family subdivision). A traffic study will be required to determine additional improvements to Whites Creek Pike as well as traffic signalization when commercial and multi-family land develops."*

A collector road is shown in the Joelton Community Plan calling for an East/West Collector street through this property. This collector street can potentially tie into Stagner Road to the west. Stagner Road is an existing road that accesses Bidwell Road. Due to the topographic conditions of the site, the collector road has been designed at the southern end of this parcel. Staff met with the applicant and discussed several possible locations for this road, but because of a stream running through the site there were limited options on placement of the collector road within the single-family portion of the site. The location proposed is the best location given the site constraints.

If approved, this subdivision should include a condition that the future road be bonded or constructed prior to the final plat approval at each phase where the road is proposed to be built.

Recent Zone Change - This property was rezoned in 2003, after many community meetings relating to the Joelton Community Plan update. It was part of two separate zoning bills (2003Z-002G-01 and 2003Z-097G-01). The Planning Commission recommended approval of both zone changes prior to the adoption of the Joelton Community Plan. The policy was RM and RCC on this property when the commission recommended approval, however, the Council amended the bills from RS10 to RS15 and from MUL to RM6 and CL to be consistent with the updated Community Plan.

PUBLIC WORKS RECOMMENDATION

1. Any approval is subject to Public Works' approval of construction plans. Final design and improvements may vary based on field conditions.
2. All utilities are to be underground. The utility providing the service is to approve the design and construction. The developer is to coordinate the location of all underground utilities. This project is in the General Services District. Street lighting will be as required by the Planning Department. All street lighting installation, maintenance and energy charges will be the responsibility of the developer and homeowners association.
3. Show and dimension right of way along Whites Creek Pike at property corners. Label and dedicate right of way 30 feet from pavement centerline, [when applicable the following] and amount necessary to accommodate required

turn lane(s). Label and show reserve right of way strip 54 feet from centerline to property boundary, consistent with the approved major street plan (U6 - 108' ROW).

4. The developer shall construct a southbound right turn lane on Whites Creek Pike with 100 feet of storage and transition per AASHTO standards at Access Road (Overlook Lane).
5. The developer shall construct a southbound acceleration lane on Whites Creek Pike at access road (Overlook Lane) per AASHTO standards.
6. The developer shall construct a northbound left turn lane on Whites Creek Pike with a minimum of 100 feet of storage and transition per AASHTO standards.
7. The access road (Overlook Lane) shall be constructed with a minimum of 3 travel lanes between Whites Creek Pike and Gayron Drive with separate left and right turn exiting lanes. For this road section, label and show 12 feet reserve strips for future right of way on each side of the 60 feet dedicated right-of-way (84 feet). This road section shall be reserved for a 5 lane section, as needed, for future development of commercial or multifamily parcels.
8. A Traffic Impact Study shall be required upon development of future commercial or multifamily property.
9. Adequate sight distance shall be provided at access road (Overlook Lane) / Whites Creek Pike intersection.

CONDITIONS (if approved):

1. All traffic conditions required by Public Works must be completed or bonded prior to the recording of the first final plat for this subdivision.
2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
3. Prior to final plat approval, Falls Creek Drive must be revised to show a temporary turnaround at the end of this stub-street.
4. The east/west collector road extension must be bonded or completed prior to the final plat approval of each phase that it runs through. The Commercial and multi-family lots are not building sites until they receive final plat approval from the Planning Commission; a TIS may be required at final plat stage for these parcels which may include additional traffic conditions, and bonds for the future road extension will be required for the road at the appropriate final plat stage .
5. Because this preliminary plat contains lots that have been designated as "critical lots" pursuant to Section 17.28.030 of the Metro Code and the Metro Subdivision Regulations (the "critical lot requirements"), no grading permits may be issued for any phase of this preliminary plat containing critical lots until a grading plan for that phase has been approved by the Planning Department. Prior to final plat approval, a grading plan shall be submitted and approved demonstrating the feasibility of complying with the critical lot standards for the critical lots and the surrounding open space areas for the proposed development. It is possible that the final plat will be required to contain significantly fewer lots than shown on this preliminary plat if the lots designated as critical lots cannot be developed in compliance with the critical lot requirements.

Mr. Kleinfelter presented and stated that staff is recommending disapproval.

Mr. Roy Dale, Dale and Associates, spoke in favor of the proposal.

Mr. Joe Smith, 7174 Whites Creek Pike, spoke in favor of the proposal.

Mr. Shawn Henry, 315 Deadrick Street, spoke in favor of the proposal.

Mr. Kevin Estes, Dale and Associates, spoke in favor of the proposal.

Mr. Lawson prefaced the discussion by reminding Commissioners of the integrity of their current policies.

Ms. Jones acknowledged the compromise between staff and the applicant in regards to the buffer size included in the development. She stated she may be inclined to approve.

Mr. Loring expressed concerns with the current Commission rules and the rules that were in place when this application was originally submitted.

Ms. Nielson suggested a conditional approval which would allow staff to work with the developer to create an acceptable buffer.

Mr. McLean expressed issues with approving a down zone request.

Mr. Clifton spoke of the policies of the Commission in relation to the requested application.

There was additional discussion regarding the Commission's recommendation.

Mr. McLean moved and Mr. Loring seconded the motion, to conditionally approve Subdivision 2004S-257G-01 including that the landscape bufferyards are widened, all lots within areas that are equal to or in excess of 25% slope are eliminated, and that the final plat must come back to the Commission for consideration. **(6-0)**

Resolution No. RS2005-429

“BE IT RESOLVED by The Metropolitan Planning Commission that 2004S-257G-01 is APPROVED WITH CONDITIONS (8-0), including that the landscape bufferyards are widened, all lots within areas that are equal to or in excess of 25% slope are eliminated, and that the final plat must come back to the Commission for consideration.

Conditions of Approval:

1. All traffic conditions required by Public Works must be completed or bonded prior to the recording of the first final plat for this subdivision.
2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
3. Prior to final plat approval, Falls Creek Drive must be revised to show a temporary turnaround at the end of this stub-street.
4. The east/west collector road extension must be bonded or completed prior to the final plat approval of each phase that it runs through. The Commercial and multi-family lots are not building sites until they receive final plat approval from the Planning Commission; a TIS may be required at final plat stage for these parcels which may include additional traffic conditions, and bonds for the future road extension will be required for the road at the appropriate final plat stage .
5. Because this preliminary plat contains lots that have been designated as "critical lots" pursuant to Section 17.28.030 of the Metro Code and the Metro Subdivision Regulations (the "critical lot requirements"), no grading permits may be issued for any phase of this preliminary plat containing critical lots until a grading plan for that phase has been approved by the Planning Department. Prior to final plat approval, a grading plan shall be submitted and approved demonstrating the feasibility of complying with the critical lot standards for the critical lots and the surrounding open space areas for the proposed development. It is possible that the final plat will be required to contain significantly fewer lots than shown on this preliminary plat if the lots designated as critical lots cannot be developed in compliance with the critical lot requirements.

The request to amend the preliminary plan is consistent with the general plan, and will not have any negative impact on the area.”

- 29. 2005S-110G-14**
Cleveland Hall, Phase 3
Map 64, Part of Parcel 107

Subarea 14 (2004)
District 11 - Feller Brown

A request to revise the preliminary and for final plat approval to create 37 lots at the end of Cleveland Hall Boulevard and Stokely Lane (17.755 acres), classified with the RS15 district, requested by Cleveland Hall, LLC, owner, Ragan Smith Associates, Inc., surveyor.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Amend preliminary and final

Request to revise the preliminary plat to eliminate a condition requiring a turn lane from the preliminary approval, and for final plat approval for 37 single-family residential lots.

Zoning

RS15 district RS15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre.

SUBDIVISION DETAILS - The request is for a revision to the preliminary conditions of approval and for final plat approval for 37 single-family residential lots for Phase 3 of Cleveland Hall Subdivision. The lot count and layout are consistent with the preliminary. The preliminary was given conditional approval by the Metropolitan Planning Commission on July 23, 1998. One of the conditions of the preliminary was that a right-turn lane be constructed on Old Hickory Boulevard at the development stage. This condition was revised at Phase 1 to just require the turn lane to be bonded. The applicants have worked with Public Works regarding this condition and now wish to have the condition removed from the preliminary plat. The developers have agreed to complete an alternative off site eastbound right turn lane on Plantation Drive at Old Hickory Boulevard to mitigate the development's traffic.

PUBLIC WORKS RECOMMENDATION - Construction plans must be approved by Public Works and bonded before the final plat can be recorded for this phase.

CONDITIONS

1. Construction plans for the agreed off site improvement must be approved by Public Works and bonded prior to the final plat can being recorded for this phase.
2. Correct the maintenance agreement recording number as specified by Metro Stormwater.

Approved with conditions (8-0), *Consent Agenda*

Resolution No. RS2005-430

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005S-110G-14 is **APPROVED WITH CONDITIONS. (8-0)**

Conditions of Approval:

1. Construction plans for the agreed off site improvement must be approved by Public Works and bonded prior to the final plat can being recorded for this phase.
2. Correct the maintenance agreement recording number as specified by Metro Stormwater.”

-
- 30. 2005S-318G-12**
Sunset Hills
Map 174, Parcels 8, 120, 225
Map 182, Parcels 141, 142
Subarea 12 (2004)
District 32 - Sam Coleman

A request for preliminary plat approval to create 201 lots located on the west side of Pettus Road, approximately 1,450 feet north of Old Hickory Boulevard (57.63 acres), classified within the RS10 and AR2a Districts, requested by SAF Properties, owner/developer, Anderson, Delk, Epps & Associates, surveyor.

Staff Recommendation: Disapprove or defer

APPLICANT REQUEST - Preliminary Plat

A request to subdivide 57.63 acres into 201 single-family lots on the west side of Pettus Road, approximately 1,450 feet north of Old Hickory Boulevard.

ZONING

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

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 5,500 sq.ft. to 14,000 sq. ft.

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 proposes a total of 10.62 acres (18.4%) of open space. Much of the open space will be used for walking trails and active open space.

SUBDIVISION DETAILS

Access/Street Connectivity- Access is proposed from Pettus Road and also from the proposed Hidden Creek Subdivision (approved by the Commission in 2000) to the west of the property. Stub streets are proposed to the west, north and south for future development. The surrounding property is zoned AR2a, however, the land use policy is Residential Low Medium policy.

This property is located within the infrastructure deficiency area, however, conditions of the updated policy do not apply since roadway improvements were listed as conditions in the Council bill during the zoning phase.

Sidewalks - Sidewalks are proposed along each new street. Sidewalks are not required along Pettus Road since it is outside of the Urban Services District and is not within a SPI district greater than 20.

Critical Lots - There are two critical lots proposed and the following note shall be added to the plan, prior to final plat approval:

“Because this preliminary plat contains lots that have been designated as "critical lots" pursuant to Section 17.28.030 of the Metro Code and the Metro Subdivision Regulations (the "critical lot requirements"), no grading permits may be issued for any phase of this preliminary plat containing critical lots until a grading plan for that phase has been approved by the Planning Department. Prior to final plat approval, a grading plan shall be submitted and approved demonstrating the feasibility of complying with the critical lot standards for the critical lots and the surrounding open space areas for the proposed development. It is possible that the final plat will be required to contain significantly fewer lots than shown on this preliminary plat if the lots designated as critical lots cannot be developed in compliance with the critical lot requirements.”

The required grading plan will allow review of the proposed lot layout and grading to ensure the design will allow the proposed lots to meet the critical lot standards.

Zoning/Property Boundary Line - The proposed subdivision's boundary is outside of the zoning line boundary of the RS10 zoning district, according to the Council bill. The proposed two lots overlapping the zoning line are to be taken out of the proposed subdivision prior to final plat or the property is to be rezoned prior to final plat approval.

STORMWATER RECOMMENDATION

1. Add the subdivision number, 2005S-38G-12, to the preliminary plat.
2. The FEMA map number is incorrect as it contains the extra digit, "0". The correct number is, "47037C0432F."
3. With reference to the marked-up plat, a 40 acre drain and the blue line stream traverses the platted property. Show and label a buffer. The buffer should be 30 feet from channel centerline or 25 feet from top of bank, whichever is greater.
4. With further reference to the marked up plat, a blue line stream traverses the platted property. Show and label a buffer. The buffer should be 30 feet from channel centerline or 25 feet from top of bank, whichever is greater.
5. Add the standard buffer note: The buffer along waterways will be an area where the surface is left in a natural state and is not disturbed by construction activity. This is in accordance with the Stormwater Management Manual Volume 1 Regulations.
6. Water quality devices can not reside in buffered areas. As such, remove the, "Water Quality" label from the existing pond.

PUBLIC WORKS RECOMMENDATION

1. Show professional seal.
2. Any approval is subject to Public Works' approval of construction plans. Final design and improvements may vary based on field conditions.
3. Document adequate sight distance at project entrance.
4. A revised TIS in accordance with the TIS requirements document is required prior to preparing appropriate conditions for the Sunset Hills development of 201 lots. A TIS scoping meeting is required.

FIRE MARSHAL RECOMMENDATION

1. The road that will connect to The Hidden Creek Subdivision will require a 100 ft diameter temporary turnaround if the Hidden Creek Subdivision has not been finished.
2. Fire hydrants should flow at least 1,000 GPM's @ 40 psi.

CONDITIONS (if approved):

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 include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
3. Prior to final plat approval, a revised preliminary plat shall be submitted removing the two lots that cross over the zoning line boundary between RS10 and AR2a (Lots Nos. 155 and 156), or the property is to be rezoned.

Approved with conditions; Public Works issues have been addressed (), *Consent Agenda*

Resolution No. RS2005-431

"BE IT RESOLVED by The Metropolitan Planning Commission that 2005S-318G-12 is **APPROVED WITH CONDITIONS, given that Public Works' issues have been addressed. (8-0)**

Conditions of Approval:

1. Add the subdivision number, 2005S-38G-12, to the preliminary plat.
2. The FEMA map number is incorrect as it contains the extra digit, "0". The correct number is, "47037C0432F."
3. With reference to the marked-up plat, a 40 acre drain and the blue line stream traverses the platted property. Show and label a buffer. The buffer should be 30 feet from channel centerline or 25 feet from top of bank, whichever is greater.
4. With further reference to the marked up plat, a blue line stream traverses the platted property. Show and label a buffer. The buffer should be 30 feet from channel centerline or 25 feet from top of bank, whichever is greater.
5. Add the standard buffer note: The buffer along waterways will be an area where the surface is left in a natural state and is not disturbed by construction activity. This is in accordance with the Stormwater Management Manual Volume 1 Regulations.
6. Water quality devices can not reside in buffered areas. As such, remove the, "Water Quality" label from the existing pond.
7. Show professional seal.
8. Any approval is subject to Public Works' approval of construction plans. Final design and improvements may vary based on field conditions.
9. Document adequate sight distance at project entrance.
10. A revised TIS in accordance with the TIS requirements document is required prior to preparing appropriate

conditions for the Sunset Hills development of 201 lots. A TIS scoping meeting is required.

11. The road that will connect to The Hidden Creek Subdivision will require a 100 ft diameter temporary turnaround if the Hidden Creek Subdivision has not been finished.
12. Fire hydrants should flow at least 1,000 GPM's @ 40 psi.
13. All traffic conditions listed above must be completed or bonded prior to final plat approval.
14. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
15. Prior to final plat approval, a revised preliminary plat shall be submitted removing the two lots that cross over the zoning line boundary between RS10 and AR2a (Lots Nos. 155 and 156), or the property is to be rezoned."

- 31. 2005S-319G-12**
Cottage Grove Subdivision
Map 173, Parcel 101
Subarea 12 (2004)
District 31 - Parker Toler

A request for preliminary plat approval to create 38 lots located on the south side of Barnes Road, approximately 1,100 feet east of Barnes Cove Road (10.37 acres), classified within the RS10 District, requested by Great Southern Homes, Inc., owner/developer, for Digidata Corp., applicant.

Staff Recommendation: Disapprove

The Metropolitan Planning Commission DEFERRED Preliminary Subdivision Plat 2005S-319G-12 to December 8, 2005 at the request of the applicant. (8-0)

XII. FINAL PLATS

- 32. 2005S-305G-04**
W.P. Ready, Resub. Lot 1, Part N
Map 43-01, Parcel 265
Subarea 4 (1998)
District 9 - Jim Forkum

A request for final plat approval to create 2 lots located at 101 Sarver Avenue, northeast corner of Sarver Avenue and Pierce Road (.44 acres), classified within the RS7.5 district, requested by Don and Kimberlee Trainer, owners, L. Steven Bridges, Jr., surveyor.

Staff Recommendation: Approve subdivision plat, but disapprove sidewalk variance

APPLICANT REQUEST - Final Plat

Request to create 2 lots at 101 Sarver Avenue, northeast corner of Sarver Avenue and Pierce Road.

ZONING

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

SUBDIVISION DETAILS - As proposed the request will create 2 lots with the following area(s), and street frontage(s):

- Lot 1A: 9,330 sq. ft., and 67.42 ft. of frontage
- Lot 1B: 9,782 Sq. Ft., and 66.70 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 test was conducted and both lots pass for lot area and frontage.

Sidewalk Variance - Sidewalks are required, although the subdivision is in the General Services District, since it is within a Sidewalk Priority Index of 20 or greater. The applicant has requested a sidewalk variance citing that sidewalk construction is not feasible at this location due to a 3' ditch that runs down Pierce Road and if sidewalk is constructed on Sarver Road, it will end at 3' ditch along Pierce Road.

Metro Public Works conducted a sidewalk constructability report and it states that sidewalks can be constructed at roadway centerline elevation. A storm water inlet structure or pipe may be required along Pierce Road if fill material is added to roadside ditch.

Staff recommends disapproval of a sidewalk variance since the applicant has the option of either constructing or making a financial contribution to the Metro Sidewalk Fund.

STORMWATER'S RECOMMENDATION - Approve.

PUBLIC WORKS RECOMMENDATION - No exception taken.

Resolution No. RS2005-432

"BE IT RESOLVED by The Metropolitan Planning Commission that 2005S-305G-04 is **APPROVED WITH CONDITION (8-0) that sidewalks are shown on the subdivision plat (disapproved the sidewalk variance).**"

- 33. 2005S-322G-14**
Village Of Old Hickory, Resub Part of Lot 192a,
Sec A
Map 044-15, Parcel 416
Subarea 14 (2004)
District 11 - Feller Brown

A request for final plat approval to create two lots at Riverside Drive (unnumbered), located between N. 9th Street and N. 10th Street (.89 acres), classified within the R15 District, requested by Scott J. Johnson, owner, Campell, McRae & Assoc., surveyor.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Final Plat

Request to create two lots at Riverside Drive (unnumbered), between N. 9th Street and N. 10th Street.

ZONING

R15 District- 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.

SUBDIVISION DETAILS - As proposed the request will create two lots with the following area(s), and street frontage(s):

- Lot 1: 18,579 sq. ft., and 93.80 ft. of frontage
- Lot 1B: 17,253 Sq. Ft., and 93.3 Ft. of frontage

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 waiver 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 does not have to grant the waiver if they do not feel it is appropriate.

The lot comparability analysis yielded a minimum lot area of 14,832 sq. ft., and a minimum lot frontage of 108 linear feet. Both lots pass for lot area, however both lots fail for lot frontage.

Staff Recommendation - This plat is before the Commission because of lot comparability. Water Services has not granted approval of this plat at this time, but because this is a final plat, all approvals from Metro agencies will be received prior to recordation.

Staff recommends approval of a lot comparability exception. The area land use policy is Single-Family Detached in Neighborhood General. The request is consistent with this policy.

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

Sidewalk Variance - Sidewalks are required, although the subdivision is the General Services District, since it is within a Sidewalk Priority Index of 20 or greater. The applicant has requested a sidewalk variance citing that sidewalk construction is not feasible at this location due to topography.

Staff recommends disapproval of a sidewalk variance since the applicant has the option of making a financial contribution to the Metro Sidewalk Fund rather than constructing the sidewalk.

STORMWATER RECOMMENDATION - Approve

PUBLIC WORKS RECOMMENDATION - No exception taken.

CONDITIONS

1. Prior to recordation, add the following to the plat
 - a. Parcel number for lot 2.
 - b. Owner's signature
2. Prior to recordation, Metro Water Services approval is to be received that shows both water and sewer lines on the plat.

Ms. Harris presented and stated that staff is recommending approval with conditions including an exception to the lot comparability, but disapproval of the sidewalk variance. Staff is also recommending an additional condition that a note be added to the plat denoting that both lots will be single-family lots.

Mr. Scott Johnson, 1022 Walnut Court, spoke in favor of the sidewalk variance.

Ms. Elizabeth Hummer, 806 Riverside Road, spoke in opposition to the proposal.

Mr. McLean requested additional clarification on the sidewalk variance request.

Mr. Loring requested additional clarification on the proposed lot sizes.

Ms. Nielson moved and Mr. McLean seconded the motion, which passed unanimously to adopt staff recommendations on Final Plat 2005S-322G-14. **(6-0)**

Resolution No. RS2005-433

"BE IT RESOLVED by The Metropolitan Planning Commission that 2005S-322G-14 is **APPROVED WITH CONDITIONS, BUT DISAPPROVED SIDEWALK VARIANCE. (6-0)**

Conditions of Approval:

1. Prior to recordation, add the following to the plat
 - Parcel number for lot 2.
 - Owner's signature
2. Prior to recordation, Metro Water Services approval is to be received that shows both water and sewer lines on the plat."
3. A note must be added to the plat identifying both lots as single-family only.

XIII. PLANNED UNIT DEVELOPMENTS (revisions)

34. 95-71-U-08

Metrocenter, Lot 1 (Crest- Hummer Dealership)
Map 70-16, Parcel 17
Map 81-40, Parcel 228
Subarea 8 (2002)
District 2 - Jamie D. Isabel

A request to amend the preliminary site plan for a commercial Planned Unit Development district located at 2121 MetroCenter Boulevard, classified CS, (9.0 acres), to permit the addition of 11,703 square feet to the existing 71,320 square foot auto dealership building, requested by Civil Site Design Group, for Car Son Mas, TN, LLC, owner.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Amend preliminary site plan

Request to amend the preliminary Planned Unit Development located at 2121 Metro Center Boulevard, (9.0 acres), to permit an 11,703 square foot addition to an existing 71,320 square foot auto dealership.

PLAN DETAILS

Site Plan - The request is for an 11,703 square foot addition to an existing 71,320 square foot automobile dealership and show room. The addition will be located on the east side of the main building.

The applicant originally requested a PUD revision and Final PUD, but because the addition (11,703) is in excess of ten percent (10%) of what was originally approved, the proposal requires a PUD amendment. PUD amendments require preliminary review, and approval from Metro Council.

History -This is a PUD that was approved for institutional, highway-oriented, and office uses in 1971, and subsequently revised several times. The plan was recently revised to allow for the addition of a 6,830 out building at the February 10, 2005, Metro Planning Commission meeting. At that time the original PUD plan could not be found and staff reviewed the plan based on the existing building square footage and the CS base zoning. The PUD plan was recently found and the latest amendment to the plan for this site was approved for 58,740 square feet; therefore, the request is over ten percent of what was originally approved.

PUBLIC WORKS RECOMMENDATION - No Exceptions Taken

STORMWATER RECOMMENDATION

- No room for detention was observed.
- No water quality concept was observed.

CONDITIONS

1. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
2. Subsequent to enactment of this planned unit development overlay district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owners signatures, to the Planning Commission staff for review.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
4. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees.

Approved with conditions (8-0), *Consent Agenda*

Resolution No. RS2005-434

“BE IT RESOLVED by The Metropolitan Planning Commission that 95-71-U-08 is **APPROVED WITH CONDITIONS (8-0)**

Conditions of Approval:

1. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
2. Subsequent to enactment of this planned unit development overlay district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owners signatures, to the Planning Commission staff for review.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
4. The requirements of the Metropolitan Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees.”

35. **88P-054G-13**
South Shore (Pool and Clubhouse)
Map 165, Parcel 11
Subarea 13 (2003)
District 32 - Sam Coleman

A request to revise the preliminary for a residential Planned Unit Development located on the south side of Hamilton Church Road, west of LaVergne Couchville Pike, classified RS10, (66.22 acres), to remove the clubhouse and pool area, requested by Barge Waggoner Sumner and Cannon for CMH Parks, INC. owners.

Staff Recommendation: Approve

APPLICANT REQUEST - Revise preliminary PUD plan

A request to revise the preliminary plan for a Residential Planned Unit Development located on the south side of Hamilton Church Road, west of LaVergne Couchville Pike, (66.22 acres), to remove the clubhouse and pool area, from the approved preliminary plan.

PLAN DETAILS

Site Plan - The request is to revise the approved preliminary plan. The approved preliminary plan was approved in 1998, by the Metro Planning Commission and subsequently City Council. The approved plan had a clubhouse and pool. Applicants are now requesting that the clubhouse and pool be removed from the plan. At this time the developer is the sole property owner of the entire PUD, and no one has bought into the originally approved plan. Once the clubhouse and pool are removed from the plan, the developer plans to sell the lots to individual owners.

PUBLIC WORKS RECOMMENDATION - No exceptions taken.

STORMWATER RECOMMENDATION- No exception taken.

Approved (8-0), *Consent Agenda*

Resolution No. RS2005-435

“BE IT RESOLVED by The Metropolitan Planning Commission that 88P-054G-13 is **APPROVED. (8-0)**”

South Shore, Phase 3
Map 165, Part of Parcel 11
Subarea 13 (2003)
District 32 - Sam Coleman

A request for final approval for a residential Planned Unit Development located on the south side of Hamilton Church Road (32.87 acres), classified R15, to permit the development of 89 residential lots, requested by Barge Waggoner, Sumner and Cannon, applicant for CMH Parks, Inc., owner.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Final PUD

A request for final approval for a residential Planned Unit Development located on the south side of Hamilton Church Road (32.87 acres), classified R15, to permit the development of 89 residential lots.

PLAN DETAILS

Site Plan - As proposed the development will consist of 89 single-family residential cluster lots. Lots will be along the extension of existing streets, and two dead end cul-de-sacs. Lots range in size from approximately 6,000 square feet to 10,720 square feet.

Cluster Lot Option - PUD standards allow single and two-family lots to be clustered to a greater extent than allowed by the cluster lot provisions of section 17.12.080 in return for extraordinary protection of environmentally sensitive areas in a natural state.

Associated PUD Revision - The original PUD plan was approved with a club house and pool. An application to revise the approved preliminary plan by removing the club house and pool is being heard with this application.

Stub Street - A Stub street is being provided to the vacant property to the south. The original plan did not include this stub, but was approved by the Planning Commission in 2001.

Sidewalks - Sidewalks are identified along both sides of the street.

PUBLIC WORKS RECOMMENDATION

1. Approvals are subject to Public Works' review and approval of construction plans. Final design and improvements may vary based on field conditions.
2. At Water Front Court South: Show pavement/sidewalk within right of way.
3. Show stop sign/stop bar and dead end sign on Back Water Bay at Beachfront Avenue intersection, and stop sign/stop bar on Back Bay Drive at Beachfront Avenue intersection.

STORMWATER RECOMMENDATION

1. Provide drainage maps showing sub-areas for each structure and areas for each treatment facility and downstream structures.

CONDITIONS

1. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
2. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
4. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning

Commission.

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

Approved with conditions (8-0), *Consent Agenda*

Resolution No. RS2005-436

“BE IT RESOLVED by The Metropolitan Planning Commission that 88P-054G-13 is **APPROVED WITH CONDITIONS (8-0)**

Conditions of Approval:

1. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
2. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
3. The requirements of the Metropolitan Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
4. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (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.”

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37. **89P-018G-12**
Gillespie Meadows, Revision to Parcels C and D
Map 172, Parcel 87
Subarea 12 (2004)
District 31 - Parker Toler

A request for final approval for a portion of a commercial Planned Unit Development located on the west side of Nolensville (unnumbered), classified SCN (4.38 acres), to permit the development of 28,000 sq. ft. of commercial uses to include retail sales, office, restaurant, and fast food, requested by Anderson Delk, Epps and Associates, Inc., applicant for Yazdian Construction, Inc., owner.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Final PUD

Request for final approval for a portion of the Commercial Planned Unit Development district located along the west side of Nolensville Pike, north of Bradford Hills Drive, (4.38 acres), to permit the development of 28,000 square feet of commercial uses to include retail sales, office, restaurant, and fast food.

PLAN DETAILS

This plan is consistent with the revision to preliminary approved in June of this year. Parcel C proposes a 1-story building of 9,000 square feet and Parcel D proposes a 2-story building of 19,000 square feet. A 30-foot wide undisturbed zone located along the northern edge of the property adjacent to Forest Acre Estates was a condition of the original plan approval and is being carried forward. There is a required landscape buffer yard between this development and the residences in Bradford Hills.

There will be one access on Nolensville Pike that aligns with the existing Lords Chapel Drive on the opposite side of Nolensville Pike. A sidewalk is also proposed along the Nolensville Pike frontage.

An internal access drive will carry traffic out to the signalized Bradford Hills Road intersection opposite Lenox Village.

PUBLIC WORKS RECOMMENDATION - Construction plans approved as noted:

- Maintain gutter alignment through entrance ramp.
- Obtain TDOT approval prior to construction.

STORMWATER -The following items need to be RECOMMENDATION addressed before a grading permit can be issued:

1. Need Notice of Coverage
2. Add note stating that ponds will be used as a temporary sediment basin.
3. Provide all civil details (outlet protection, etc.)
4. Provide spread information for inlets in right-of-way.
5. Provide water depth elevation for the headwall (in ROW).
6. Are Pipes 9 and 11 designed to 100 year flows (if in ROW)?
7. For the outlet structure, calculations show an elevation of 696.45, but the plans show 696.6?
8. Show next two downstream structures from Pond D. Provide flow and capacity calculations (Pipes A and B).

FIRE MARSHAL RECOMMENDATION

- Fire Hydrants should flow at least 1,000 GPM's @40 psi.
- Fire hydrant needs to be relocated to the entrance.

CONDITIONS:

1. Comply with all Public Works and Stormwater conditions of approval.
2. Prior to the issuance of any permits, confirmation of approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works, and the Metro Fire Marshal's Office.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
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.

Approved with conditions (8-0), *Consent Agenda*

Resolution No. RS2005-437

“BE IT RESOLVED by The Metropolitan Planning Commission that 89P-018G-12 is **APPROVED WITH CONDITIONS. (8-0)**

Conditions of Approval:

1. Maintain gutter alignment through entrance ramp.
2. Obtain TDOT approval prior to construction.
3. Need Notice of Coverage
4. Add note stating that ponds will be used as a temporary sediment basin.
5. Provide all civil details (outlet protection, etc.)
6. Provide spread information for inlets in right-of-way.
7. Provide water depth elevation for the headwall (in ROW).
8. Are Pipes 9 and 11 designed to 100 year flows (if in ROW)?
9. For the outlet structure, calculations show an elevation of 696.45, but the plans show 696.6?
10. Show next two downstream structures from Pond D. Provide flow and capacity calculations (Pipes A and B).
11. Fire Hydrants should flow at least 1,000 GPM's @40 psi.
12. Fire hydrant needs to be relocated to the entrance.
13. Prior to the issuance of any permits, confirmation of approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works, and the Metro Fire Marshal's Office.
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.”

38. 93P-010G-12

Lenox Creekside (Formerly Sugar Valley)
Map 181, Parcel 244
Subarea 12 (2004)
District 31 - Parker Toler

A request for final approval for a portion of a residential Planned Unit Development located east of Nolensville Road (unnumbered), classified R20 (16.13 acres) to permit the construction of infrastructure requested by Anderson Delk and Associates, applicant for McGowan Family, L.P., owner.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Revise preliminary and final

Request to revise the preliminary and for final approval for a portion of a residential Planned Unit Development located east of Nolensville Road to permit the construction of private drive and related infrastructure.

PLAN DETAILS

Site Plan - The request is for the construction of 650 liner feet of private drive, which span from Nolensville Pike to the east adjacent property. The adjacent property to the east is zoned RM6 and RM4. This driveway will serve as an access point for the adjacent property which fronts on Culbertson Road. Access to Culbertson Road is not possible without major improvements to that road.

Preliminary Plan - The original preliminary was not approved with the connection to the adjacent property, so the request as submitted, is a revision to the preliminary.

PUBLIC WORKS RECOMMENDATION

1. Approvals are contingent upon Public Works' review and approval of construction plans.
2. Prior to connection of this road segment to Nolensville Pk. comply with Nolensville Pk improvements as defined in BL2003-1325.
3. All Nolensville Pk improvements shall be approved by TDOT. Additionally, Allow cross access from this road easement to the adjacent properties along Nolensville PK. Nolensville Pk widening and lengthening of turn lane at Sugar Valley Drive shall provide transitions per AASHTO standards.

STORMWATER RECOMMENDATION

1. Show the street runoff in a bioswale for water quality, per PTP-05. This should not require any design changes as there appears to be ample grassy channel for this flow. The "design" will just provide the water quality easement, that the developer will replace when the development fills out.
2. Provide the correct NOC number.
3. Label the floodway buffer and floodplain on parcel 1810002400.
4. There is a 40-acre drain blue line along Nolensville that is proposed to be crossed with a culvert. A variance (Stormwater) and ARAP (TDEC) will be required.

CONDITIONS

1. Prior to connection of this driveway segment to Nolensville Pike, the developer must comply with Nolensville Pike improvements as defined in BL2003-1325.
2. All Nolensville Pk improvements shall be approved by TDOT. Additionally, Allow cross access from this road easement to the adjacent properties along Nolensville PK. Nolensville Pk widening and lengthening of turn lane at Sugar Valley Drive shall provide transitions per AASHTO standards.
3. Show the street runoff in a bioswale for water quality, per PTP-05. This should not require any design changes as there appears to be ample grassy channel for this flow. The "design" will just provide the water quality easement, that the developer will replace when the development fills out.
4. Provide the correct NOC number.

5. Label the floodway buffer and floodplain on parcel 1810002400.
6. There is a 40-acre drain blueline along Nolensville that is proposed to be crossed with a culvert. A variance (Stormwater) and ARAP (TDEC) will be required.
7. 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.
8. 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.
9. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
10. 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.
11. 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.
12. 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.

Approved with conditions (8-0), *Consent Agenda*

Resolution No. RS2005-438

“BE IT RESOLVED by The Metropolitan Planning Commission that 93P-010G-12 is **APPROVED WITH CONDITIONS. (8-0)**

Conditions of Approval:

1. Approvals are contingent upon Public Works' review and approval of construction plans.
2. Prior to connection of this road segment to Nolensville Pk. comply with Nolensville Pk improvements as defined in BL2003-1325.
3. All Nolensville Pk improvements shall be approved by TDOT. Additionally, Allow cross access from this road easement to the adjacent properties along Nolensville PK. Nolensville Pk widening and lengthening of turn lane at Sugar Valley Drive shall provide transitions per AASHTO standards.
4. Show the street runoff in a bioswale for water quality, per PTP-05. This should not require any design changes as there appears to be ample grassy channel for this flow. The "design" will just provide the water quality easement, that the developer will replace when the development fills out.
5. Provide the correct NOC number.
6. Label the floodway buffer and floodplain on parcel 1810002400.
7. There is a 40-acre drain blueline along Nolensville that is proposed to be crossed with a culvert. A variance (Stormwater) and ARAP (TDEC) will be required.

8. Prior to connection of this driveway segment to Nolensville Pike, the developer must comply with Nolensville Pike improvements as defined in BL2003-1325.
9. All Nolensville Pk improvements shall be approved by TDOT. Additionally, Allow cross access from this road easement to the adjacent properties along Nolensville PK. Nolensville Pk widening and lengthening of turn lane at Sugar Valley Drive shall provide transitions per AASHTO standards.
10. Show the street runoff in a bioswale for water quality, per PTP-05. This should not require any design changes as there appears to be ample grassy channel for this flow. The "design" will just provide the water quality easement, that the developer will replace when the development fills out.
11. Provide the correct NOC number.
12. Label the floodway buffer and floodplain on parcel 1810002400.
13. There is a 40-acre drain blueline along Nolensville that is proposed to be crossed with a culvert. A variance (Stormwater) and ARAP (TDEC) will be required.
14. 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.
15. 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.
16. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
17. 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.
18. 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.
19. 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."

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- 39. 2003P-002G-02**
 Cobblestone Creek, Phase 2
 Map 41, Parcel 2
 Subarea 2 (1995)
 District 3 - Carolyn Baldwin Tucker

A request for final approval for a phase of a residential Planned Unit Development located at 7585 Old Hickory Boulevard, classified R8 (9.38 acres), approved for 161 lots in the entire PUD, to allow for the development of 44 single family lots in Phase 2, requested by Bruce Rainey and Associates, applicant for Autumn Creek Partners, owners.

Staff Recommendation: Approve with conditions

Mr. Pereira presented and stated that staff is recommending approval with conditions.

Mr. Matthew Baltz, 116 Maple Row Blvd., spoke in favor of the proposal.

Mr. M.R. Stokes, 1040 Avondale Road, spoke in favor of the proposal.

Mr. Barry Hickson, 4612 Setter Court, expressed issues with the proposal.

Mr. Albert Powell, 4250 Brick Church Pike, expressed issues with the proposal.

Mr. Bernhardt explained the issues relating to the brick requirements requested in this proposal.

Mr. Lawson reminded Commissioners that Council Lady Baldwin Tucker requested that this proposal be deferred.

Mr. Bernhardt also mentioned that the Council Lady has filed an amendment to the Planned Unit Development that will be heard by the Commission next month.

Mr. McLean spoke on the issue of the brick requirement.

There was additional discussion regarding this application.

Mr. Clifton agreed to defer the request.

Ms. Nielson moved and Ms. Jones seconded the motion, which passed unanimously, to defer Planned Unit Development 2003P-002G-02 indefinitely. **(6-0)**

Resolution No. RS2005-439

“BE IT RESOLVED by The Metropolitan Planning Commission that 2003P-002G-02 is **DEFERRED INDEFINITELY**. **(6-0)**”

- 40. 2004P-033G-06**
Loveless Café
Map 169, Parcel 14
Subarea 6 (2003)
District 35 - Charlie Tygard

A request for a revision to preliminary and Final approval for a Planned Unit Development district located at 8400 Highway 100, along the north side of Highway 100 and the west side of Westhaven Drive, classified CL, (4.43 acres), to permit the development of a 2,015 sq. ft. retail unit, and a 10,988 sq. ft. banquet hall for a total of 22,475 square feet of retail, requested by Tuck Hinton Architects, for Loveless Properties, LLC.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST-Revise Preliminary and Final PUD

A request to revise the preliminary plan and final approval of a Planned Unit Development located at 8400 Highway 100, (4.43 acres), to permit the development of a 2,015 square foot retail unit, and a 10,988 square foot banquet hall, for a total of 22,475 square feet of retail, restaurant and banquet hall uses.

PLAN DETAILS

Site Plan - The request is for the development of a 2,015 square foot retail unit, and a 10,988 square foot banquet hall. Currently a restaurant and other retail buildings, totaling 9,472 square feet exist on site. This plan proposes an additional 13,003 square feet of area, which will bring the total area of this development to 22,475 square feet.

History - The preliminary PUD was approved for 22,786 square feet of floor area by the Metro Council in January 2005. A revision to the plan was recently approved by the Metro Planning Commission on March 24, 2004. This proposal revises the previous plan by removing one retail unit, and a motel from the plan. The size of the proposed banquet hall has also been increased, and the building and parking layout has been altered.

Parking As proposed a total of 191 parking spaces is required. A total of 217 parking spaces with 40 deferred parking spaces are being provided.

PUBLIC WORKS RECOMMENDATION - No Exceptions Taken

STORMWATER RECOMMENDATION

1. Provide Stormwater detention agreement and easement (and check to Register of Deeds for recording these documents: \$5 per page and \$2 per document).
2. The NOC letter from TDEC shall be submitted prior to issuance of a grading permit.
3. Provide a drainage area map for the area treated by the Stormwater quality units.
4. Submit the correct details and cut sheets for the Crystal Stream unit and address the bypass flow of the unit.
5. Provide information on 2 downstream structures. Add the information for the ditch along Westhaven for the 1st structure and the culvert (show size) under Westhaven for the 2nd.
6. Provide means for the underground detention pond to be cleaned and for ingress and egress.
7. Pull structure 7 further back up the bank away from the center of the ditch it discharges to.
8. Explain why pipes 1-2 and 2-3 are not routed through the underground detention pond.

CONDITIONS (if approved):

1. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
2. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
4. 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. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require re-approval by the Planning Commission.

Approved with conditions (8-0), *Consent Agenda*

Resolution No. RS2005-440

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005P-033G-06 is **APPROVED WITH CONDITIONS. (8-0)**

Conditions of Approval:

1. Provide Stormwater detention agreement and easement (and check to Register of Deeds for recording these documents: \$5 per page and \$2 per document).
2. The NOC letter from TDEC shall be submitted prior to issuance of a grading permit.
3. Provide a drainage area map for the area treated by the Stormwater quality units.
4. Submit the correct details and cut sheets for the Crystal Stream unit and address the bypass flow of the unit.

5. Provide information on 2 downstream structures. Add the information for the ditch along Westhaven for the 1st structure and the culvert (show size) under Westhaven for the 2nd.
6. Provide means for the underground detention pond to be cleaned and for ingress and egress.
7. Pull structure 7 further back up the bank away from the center of the ditch it discharges to.
8. Explain why pipes 1-2 and 2-3 are not routed through the underground detention pond.
9. 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.
10. 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.
11. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
12. 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.
13. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require re-approval by the Planning Commission."

41. 2004P-036U-07

Nashville West Shopping Center, Phase 1
 Map 102, Parcel 22, 23, 24, part of 26
 Subarea 7 (2000)
 District 20 - Billy Joe Walls

A request to revise the preliminary and for final approval of a commercial Planned Unit Development, located at 6806 Charlotte Pike, and Charlotte Pike (unnumbered), classified SCR (53.15 acres), to allow for the reconfiguration of building foot-prints within the development, permitting 508,456 sq. ft. of retail, restaurant, office and 24 residential replacing 504,169 sq. ft. of retail restaurant and office uses, requested by Littlejohn Engineering and Associates, applicant for Nashville West Shopping.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST - Revision to Preliminary and Final PUD

A request to revise the preliminary and for final approval of a commercial Planned Unit Development, located at 6806 Charlotte Pike, and Charlotte Pike (unnumbered), (53.15 acres), to permit the development of 508,456 square feet of retail, restaurant, and office, and 24 residential units, replacing 504,169 square feet of retail, restaurant and office use and 24 residential units.

PLAN DETAILS

Site Design - An application for a Revision to Preliminary and Final PUD approval was approved July 28, 2005, that increased the total square footage from 474,484 to 504,169. The current application for 508,456 square feet is a 7% increase over the square footage in the Council adopted preliminary plan. A 10% increase is allowed without requiring an amendment to the plan to be approved by Council.

This revision reconfigures the building footprints of the "anchor" stores along the I-40 edge of the site. The "anchor" stores range in size from 10,000 square feet to 126,842 square feet. Outparcels 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 and is currently working through the final design options with the Parks Board. 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 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 the H. G. Hill Park.

PUBLIC WORKS RECOMMENDATION

1. Any approval is subject to approval by the Tennessee Department of Transportation. Charlotte Pike widening and striping shall be approved by the Tennessee Department of Transportation.
2. Excavation / lane closure permit required prior to construction.
3. Approvals are subject to Public Works' review and approval of signal plans. Submit signal plan with general traffic notes. Plans do not include signal plans. Construction plans shall be consistent with approved signal plans. Stop bar and crosswalk locations on site plan shall be consistent with signal plan. Storage lengths will be determined from stop bar locations. Submit signal plans for approval by Metro Traffic engineer.
4. Document adequate signal sight distance at all intersections.
5. Median shall be located an appropriate distance from travel lane and be designed to prevent illegal turning movement with pavement striping per MUTCD.
6. Sheet 4A, 5A of Charlotte Pike roadway widening plan needs two Right Turn Only (RTO) signs.
7. Final PUD plan does not indicate access easement to lot 50 and 62, as conditioned. The 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.

STORMWATER RECOMMENDATION - Approve

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. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
4. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
5. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.

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

Approved with conditions (8-0), *Consent Agenda*

Resolution No. RS2005-441

“BE IT RESOLVED by The Metropolitan Planning Commission that 2005P-036U-07 is **APPROVED WITH CONDITIONS. (8-0)**

Conditions of Approval:

1. Any approval is subject to approval by the Tennessee Department of Transportation. Charlotte Pike widening and striping shall be approved by the Tennessee Department of Transportation.
2. Excavation / lane closure permit required prior to construction.
3. Approvals are subject to Public Works' review and approval of signal plans. Submit signal plan with general traffic notes. Plans do not include signal plans. Construction plans shall be consistent with approved signal plans. Stop bar and crosswalk locations on site plan shall be consistent with signal plan. Storage lengths will be determined from stop bar locations. Submit signal plans for approval by Metro Traffic engineer.
4. Document adequate signal sight distance at all intersections.
5. Median shall be located an appropriate distance from travel lane and be designed to prevent illegal turning movement with pavement striping per MUTCD.
6. Sheet 4A, 5A of Charlotte Pike roadway widening plan needs two Right Turn Only (RTO) signs.
7. Final PUD plan does not indicate access easement to lot 50 and 62, as conditioned. The 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.

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.

1. All Public Works conditions as listed above.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
4. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
5. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4)

copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.

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

XIV. OTHER BUSINESS

42. Adoption of Commission Policy for Interpretation of “Cluster Lot” Provisions of the Metro Code (Deferred from October 27, 2005, Planning Commission meeting)
43. Amend critical lot standards relating to driveway slopes

Approved (8-0), *Consent Agenda*

44. Correction to the adopted Minutes of September 22, 2005 for PUD 189-73-G-14, Central Centre.

Approved (8-0), *Consent Agenda*

Resolution No. RS2005-442

“BE IT RESOLVED by The Metropolitan Planning Commission that the **September 22, 2005 Planning Commission Meeting Minutes pertaining to 189-73-G-14 were corrected. (8-0)**”

45. Executive Director Reports

Mr. Lawson stated that due to the lengthy agenda scheduled for December, it was suggested that the Commission move the beginning time of the meeting from 4:00 p.m. to 2:00 p.m.

There was brief a brief discussion among the Commissioners regarding this change.

Mr. Lawson moved and Ms. Nielson seconded the motion, which passed unanimously to approve moving the beginning time of the December 8, 2005 meeting to from 4:00 p.m. to 2:00 p.m. **(6-0)**

46. Legislative Update

XV. ADJOURNMENT

The meeting was adjourned at 7:50 p.m.

Chairman

Secretary

Equal Employment Opportunity Employer



The Planning Department does not discriminate on the basis of age, race, sex, color, national origin, religion or disability in access to, or operation of its programs, services, activities or in its hiring or employment practices. **ADA inquiries should be forwarded to:** Josie L. Bass, Planning Department ADA Compliance Coordinator, 730 Second Avenue South, Nashville, TN 37201, (615)862-7150. **Title VI inquires should be forwarded to:** Michelle Lane, Metro Title VI Coordinator, 222 Third Avenue North, Suite 200, Nashville, TN 37201, (615)862-6170. **All employment related inquiries should be forwarded to Metro Human Resources:** Delaine Linville at (615)862-6640.

