



Request

Amend the ‘Structure Plan’ land use policy in the *Green Hills-Midtown Community Plan: 2005 Update*

Associated Cases

Zone change 2005Z-168U-10; PUD 2005P-032U-10

Council Bill

None

Council District

24 – John Summers.

School District

8 – Kathleen Harkey

Requested by

Paul Lockwood for Wilson S. Manning et ux, owners

Staff Reviewer

Eadler

Staff Recommendation

Approve the subject request together with “Special Policy #15” as presented in this report

APPLICANT REQUEST

Change the ‘Structure Plan’ land use policy from “Residential Medium Density (RM)” to “Residential High Density (RH)” for a +1.37 acre area located along the northeast margin of Woodmont Boulevard about 600 feet southeast of Harding Pike. The applicant is proposing to build 34 condominium units on five existing parcels totaling 1.66 acres. One of the parcels is already in RH policy. The applicant is seeking the change to RH policy for the other four parcels because the current RM policy does not support the type and intensity of residential development being proposed. This request was reviewed as a “major plan amendment,” which requires notification describing the request to be sent to property owners within 500 ft of the subject site, and that a community meeting be held ahead of the public hearing. In this case, since the notification for the associated zone change included properties within 600 ft of the proposed zone change, the notification for the community meeting and the public hearing on this plan amendment was the same as that for the proposed zone change. The community meeting was held on Thursday October 20, 2005.

EXISTING LAND USE POLICY

Residential Medium Density (RM)

RM policy allows residential development in the range of 4-9 housing units/acres and appropriate civic and public benefit activities. A broad general goal of the community plan for this and all other residential policy categories is preservation and protection of established residential areas.



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PROPOSED LAND USE POLICY

Residential High Density (RH)

RH policy allows residential development above 20 housing units per acre. RH also allows appropriate civic and public benefit activities.

ANALYSIS

This request raises two key planning issues: (1) the appropriateness of the location for high density housing and (2) establishing both an appropriate and an effective transition.

Locational Suitability

Locations deemed appropriate for RH policy are those that make up centers with a fairly intense mixture of activities that serve communities or larger areas. Proximity to existing or planned transit service and access to a 4-lane arterial are additional locational criteria. The subject site and the abutting parcel to the northeast, which is already in RH policy, are next to a high-rise office building in "Mixed-Use (MU)" policy that is part of the area referred to as "Harding Town Center." The site is within a walkable 550-900 ft. of existing transit service on Harding Pk. Woodmont Blvd. is a 2-lane arterial. The site meets basic locational criteria for RH policy, except for 4-lane arterial access. The access criteria for RMH policy (9-20 units/ac.) is a collector or any arterial. If the density for this site is held close to the 20 unit/acre break point between RMH and RH policy (which could be accomplished through a special policy), the site would reasonably meet the locational criteria. The RH policy is being requested mainly because RMH policy does not support base zoning that would allow significant building height next to the existing high-rise (for example, 10 story building height for a portion of the proposed development.)

Transition

While it is possible to achieve a stable boundary and harmonious land use relationship at the interface of fairly intense mixed use development and medium density residential uses, such a relationship is more tenuous and difficult to sustain when there is little horizontal separation and there is a sharp contrast in the bulk and intensity of development at that interface. A gradual transition in intensity would be preferable.

The subject request raises two particular concerns. First, it is at the edge of a predominantly developed area where the broad goal of the plan is conservation. Changing, rather than conserving, the edge of this neighborhood was one of the concerns expressed at the



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Suggested Special Policy

community meeting and at prior meetings at which the associated zone changes and development were discussed. Second, like MU, RH policy has the potential to be very intense and by itself is not an assurance that a desirable transition in intensity would occur. Staff concluded that the requested change to RH policy would be appropriate only if it is accompanied by a special policy that satisfactorily addresses the above concerns. With the special policy, such a change to RH policy would effectuate an acceptable transition and establish a clear intent to maintain the existing RM policy along Woodmont Blvd. to the southeast of the subject site. Accordingly, staff suggests the “special policy,” as described below, to accompany the requested policy change to RH.

The suggested text of the special policy is as follows:

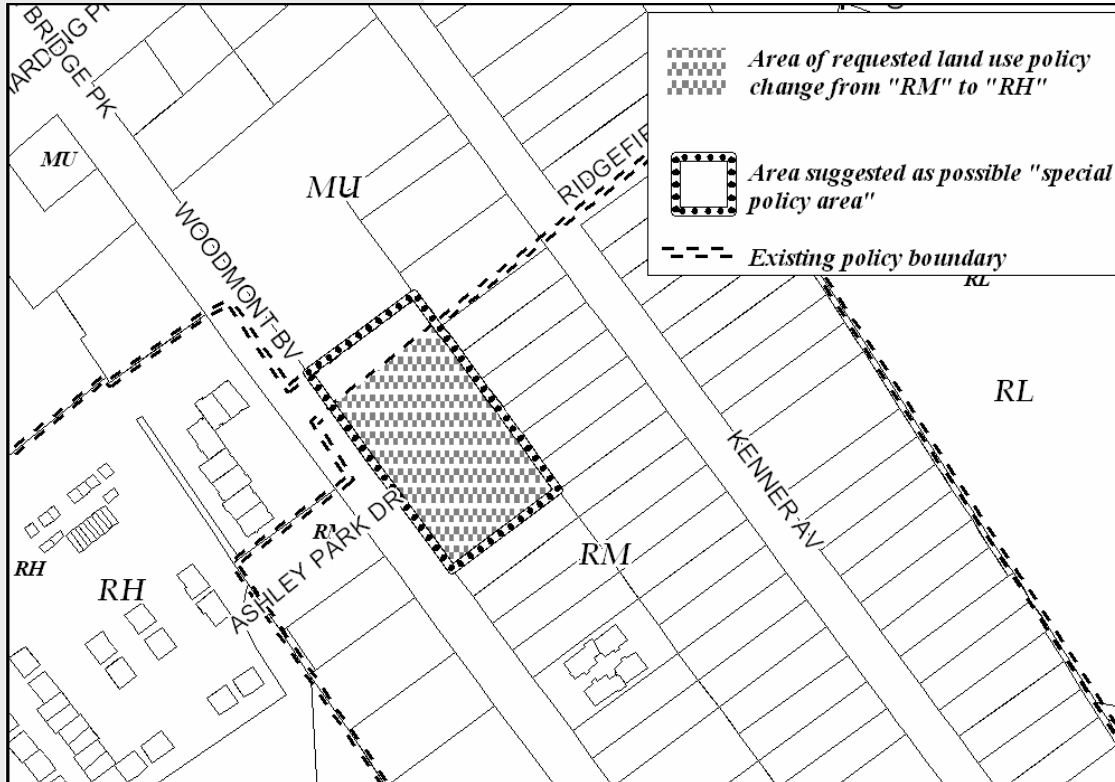
1. The intent within this area is to provide transition in the intensity of development for the North side of Woodmont Blvd. between the adjoining intense mixed-use development to the northwest and the established medium density residential area to the southeast. As part of that transition, the height of buildings should be varied, with the tallest ones, up to ten stories, in the northwestern section of the site, and the shortest ones, up to three stories, in the southeastern section of the site.
2. The southeastern edge of this area is intended to be the limit of residential development above medium densities (9 housing units/ac) along this side of Woodmont Blvd. To reinforce this boundary, generous landscaping should be provided along this edge of the site. Generous landscaping should also be provided along the edge of this area that abuts the residential development along Kenner Avenue to buffer the impact of development on those homes.
3. Development at the low end of densities supported by “RH” policy, not exceeding 21 housing units/ac., is intended in this area.
4. Development should be implemented through zoning that provides assurance that the development will occur as intended, such as the SP district, or



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PUD or UDO overlay zoning in combination with other appropriate base zone districts.

As shown in the graphic, the special policy would apply to the area for which RH policy is being requested, plus the parcel that is already in RH policy. This would be "Special Policy # 15" in the *Green Hills – Midtown Community Plan: 2005 Update*.





Request

Associated Cases
Council Bill
Council District
School District
Requested by
Deferral

Amend the “Major Street Plan” and the “Collector Street Plan”

Zone change 2004Z-090G-12
None
32 – Sam Coleman.
2 – George Blue
Staff
None

Staff Reviewer
Staff Recommendation

Eadler
Approve

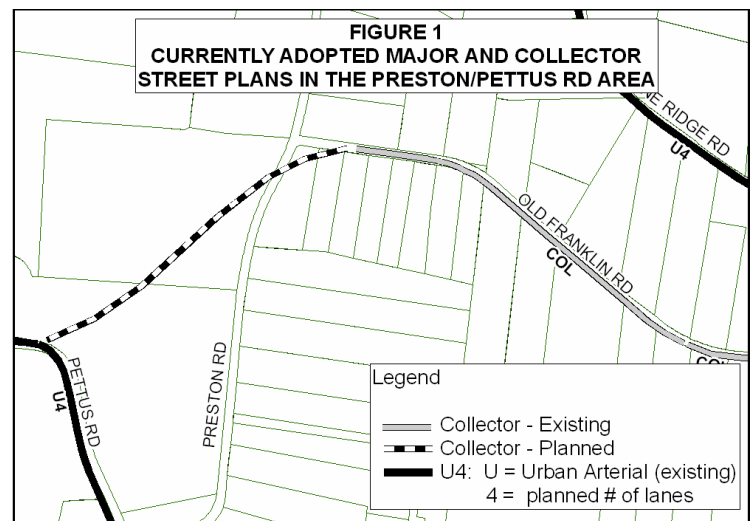
APPLICANT REQUEST

- (1) Amend the adopted “Collector Street Plan” by deleting a segment of planned (unbuilt) collector street between Pettus Road and Old Franklin Road and
- (2) Amend the adopted “Major Street Plan by adding a segment of major street between Pettus Road and Old Franklin Road.

The currently adopted street plans do not reflect the major and collector street plans recommended in the “Southeast Community Plan: 2004 Update.” The amendments are necessary for the layout of streets in developments in the area affected by these proposed changes to reflect the location of major and collector streets as intended in the community plan.

EXISTING MAJOR AND COLLECTOR STREET PLANS

The currently adopted Major and Collector Street Plans in the vicinity of Pettus Rd, Preston Rd., and Old Franklin Rd. are shown in Figure 1.



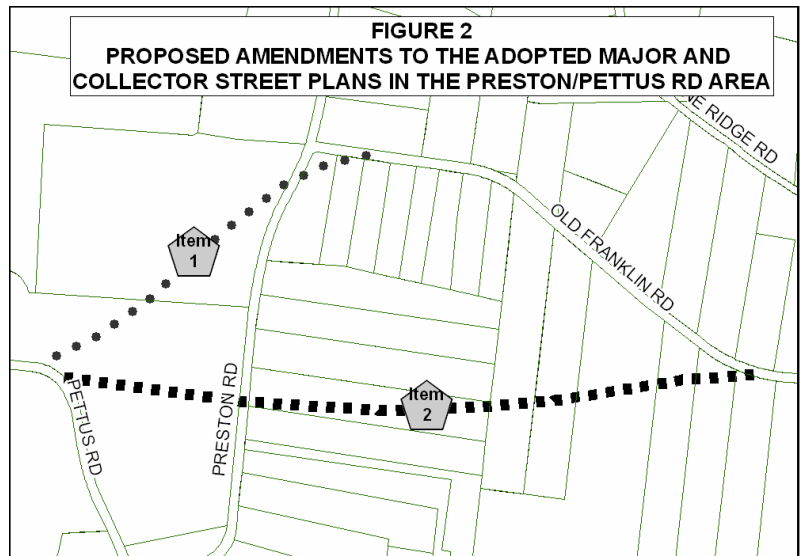


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PROPOSED MAJOR AND COLLECTOR STREET PLAN AMENDMENTS

Proposed Collector Street Plan Amendment: the “Collector Street Plan” is proposed to be amended by deleting from it the segment of planned (unbuilt) collector street that extends from Pettus Rd northeastward to Old Franklin Rd in the vicinity of its intersection with Preston Rd., shown as the dotted line identified as Item 1 on Figure 2

Proposed Major Street Plan Amendment: the “Major Street Plan” is proposed to be amended by adding to it as a “U2” (Urban 2-lane arterial) a street extending from Pettus Rd. eastward to Old Franklin Pk., shown as the dashed line identified as Item 2 on Figure 2.



ANALYSIS

The adopted Major and Collector Street Plans are the official guides for determining how these types of streets are taken into account and reflected in the layout of proposed developments. As can be seen by comparing Figures 1 and 2, there is an inconsistency between the currently adopted major and collector street plans and the plans for those streets as recommended in the community plan.

These proposed street plan changes were part of the community meetings and the public hearing in conjunction with the adoption of the updated Southeast Community Plan in July 2004, but had not been specifically called out as amendments to their respective street plans. These proposed amendments are necessary for the provision of major and



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collector streets in new developments in this area to occur as envisioned in the community plan.

In addition to the community plan, these proposed amendments are consistent with proposed changes to the major and collector street plans that are reflected in studies and preliminary draft proposals related to an effort still in progress to comprehensively update these street plans.



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

Subdivision 2005S-187G-04
Spring Branch Subdivision
10 – Ryman
3 - Garrett
Glenn Nabors, owner, Batson & Associates, surveyor
Harris
Disapprove or defer. The application does not comply with Stormwater requirements.

APPLICANT REQUEST
Preliminary Plat

Subdivide 12.82 acres into 19 single-family and five duplex lots at the end of Spring Branch Drive, approximately 690 feet north of Twin Hills Drive.

ZONING
R20 District

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

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 R20 (minimum 20,000 sq. ft. lots) to R10 (minimum 10,000 sq. ft. lots). The proposed lots range in size from 10,000 sq. ft. to 20,000 sq.ft. This option is being used to preserve the stream that runs through the property.

Pursuant to Section 17.12.080(D) of the Metro Zoning Ordinance, cluster lot subdivisions require a minimum of 15% open space per phase. The applicant complies with this requirement by proposing a total of 4 acres (31%) of open space – which exceeds the minimum open space acreage required.

SUBDIVISION DETAILS

Access/Street Connectivity

Access is proposed from Twin Hills Drive and extends from the existing Spring Branch Drive with one stub-street proposed to the west for future development.

Sidewalks

Sidewalks are proposed along each side of the median, however, sidewalks are required on both sides of the two-way section of Spring Branch Drive.

Landscape Buffer Yards

Landscape buffer yards (C-20') are proposed along the boundary of the property.



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Sinkholes

At the July 14, 2005 meeting, the applicant requested deferral to allow time for a letter to be submitted from Metro Stormwater or TDEC. An e-mail has been received from TDEC that specifies that this sinkhole identified on our Metro GIS maps is not an actual karst feature and/or sinkhole and that no Class V injection application from the state would be required at this site.

STORMWATER RECOMMENDATION

1. Provide water quality concept. The applicant provided only a water quality box location and must include detention or request an evaluation for determining if it is not necessary.
2. Any sinkhole located onsite shall be identified on the plans. If a sinkhole does exist onsite, then a sinkhole permit must be obtained from TDEC prior to final plat approval.
3. Reroute the entrance road and intersection to avoid disturbing such a long length of buffer. Stream crossings should be as close to 90 degrees as possible. Obtain ARAP state permit for stream relocation.

PUBLIC WORKS RECOMMENDATION

Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.

FIRE MARSHAL RECOMMENDATION

1. Fire hydrants should flow at least 1,000 GPM's @ 40 psi.
2. Fire Main shall be at least 8-inch in diameter.

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



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

3. Sidewalks shall be shown on both sides of the two-way section of Spring Branch Drive.



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

Zone Change 2004Z-090G-12
None
None
32 – Coleman
2 - Blue
Ronnie D. Lowery, E. Roberts Alley & Associates, Inc.,
applicant for Martha S. Wisener, owner

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions

APPLICANT REQUEST

Rezone 26 acres from agricultural/residential (AR2a) to residential single-family (RS10) district at 5748 Pettus Road, on the west side of Preston 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 permits approximately 13 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 96 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.

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.



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Policy Conflict

The proposed zoning district (RS10) is consistent with the Southeast Community Plan's RLM policy, however, it is not consistent with the NCO policy called for along Mill Creek. The creek was used as a natural boundary for the rezoning and some floodplain associated with the creek is included in the rezoning. Development will be restricted due to the floodplain/floodway standards in the Zoning Ordinance.

There is an associated subarea plan amendment that deletes a segment of planned (unbuilt) collector street from the adopted "Collector Street Plan" between Pettus Road and Old Franklin Road and adds a segment of major street between Pettus Road and Old Franklin Road.

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

Parcels to the south were disapproved by the Planning Commission (Preston Estates PUD) on August 25, 2005. The zone change and PUD have not been introduced at the Metro Council.

PUBLIC WORKS RECOMMENDATION

No exception taken.



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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)	26	0.5	13	125	10	14

Typical Uses in Proposed Zoning District: RS10

Land Use (ITE Code)	Acres	Density Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	26	3.7	96	993	77	104

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
--	26		+83	868	67	90

METRO SCHOOL BOARD REPORT

Projected student generation Schools Over/Under Capacity

17 Elementary 14 Middle 12 High
 Students would attend Maxwell Elementary School, Antioch Middle School, or Antioch High School. All three have been identified as being overcrowded by the Metro School Board. There is capacity at another elementary and middle school within the cluster. There is also capacity at another high school in an adjacent cluster. This information is based upon data from the school board last updated August 2, 2005.

CONDITION:

1. With the submittal of any subdivision application, the updated infrastructure deficiency language will be applied.



Project No.
Council Bill
Council District
School District
Requested by
Deferral

Zone Change 2005Z-100G-12
None
32 - Coleman
2 - Blue
Dale & Associates, engineer, for RJ Rentals, owner
Deferred indefinitely by the applicant at the July 14, 2005, Planning Commission meeting

Staff Reviewer
Staff Recommendation

Pereira
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.



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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.



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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. Glencliff 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.



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

Zone Change 2005Z-132G-14
2005P-034G-14
None
14 - White
4 - Nevill
Barge, Waggoner, Cannon and Sumner, Inc., applicant for Thomas C. Scott, Trustee.

Staff Reviewer
Staff Recommendation

Fuller
Approve

APPLICANT REQUEST

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



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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
General Office (710)	69.09	0.198	595,892	5272	781	747

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



Project No.	Planned Unit Development 2005P-034G-14
Project Name	McCrary Creek Business Park
Associated Case	2005Z-132G-14
Council Bill	None
Council District	14 - White
School District	4 - Nevill
Requested by	Barge, Waggoner, Cannon and Sumner, Inc., applicant for Thomas C. Scott, Trustee.
Staff Reviewer	Fuller
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Preliminary PUD

Request for preliminary approval of a Planned Unit Development district located at 2984 Elm Hill Pike, Elm Hill Pike (unnumbered), McCrary 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 McCrary Creek Road and will eventually connect with McCrary Creek Road close to Stewarts Ferry Pike. This new road will take traffic off of the residential portion of McCrary Creek Road. This development will not have direct access to McCrary Creek Road.

The development is providing a 100' undisturbed buffer along the McCrary 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.



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McCrorry 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 McCrorry 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 McCrorry 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).



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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.



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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.*



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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



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development plan if a boundary survey determines there is less site acreage.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-139G-12
None
31 – Toler
2 - Blue
Hickory Holdings, LLC, applicant/owner

Staff Reviewer
Staff Recommendation

Pereira
Approve with conditions

APPLICANT REQUEST

Request to change 19.33 acres from agricultural/residential (AR2a) to residential single family (RS10) district property located at 1160 Barnes 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 existing zoning would permit 10 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 proposed zoning would permit 72 single-family lots 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.

Policy Conflict

Although the proposed residential density as allowed by the RS10 district (3.7 single-family homes per acre) is consistent with the density range permitted by RLM policy (2-4 homes per acre), the site falls both within the Infrastructure and School Deficiency Area established in the Southeast Community Plan.

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



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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

2003Z-143G-12 was approved March 22, 2004 by the Metro Council to change 5.28 acres from AR2a district to RS10 district properties on the south side of Barnes Road, just east of this property.

PUBLIC WORKS RECOMMENDATION

No Exception Taken. An access study may be required at development.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	19.33	0.5	10	126	17	14

Typical Uses in Proposed Zoning District: RS10

Land Use (ITE Code)	Acres	Density Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	19.33	3.7	72	766	60	80

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
--			+62	640	66	



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METRO SCHOOL BOARD REPORT

Projected student generation

12 Elementary

10 Middle

9 High

Schools Over/Under Capacity

Students would attend Maxwell Elementary School, Antioch Middle School, or Antioch High School. Antioch High School has been identified as being over capacity by the Metro School Board, but Glenclyff is an adjacent cluster with capacity. New elementary and middle schools are under construction on a property located along Pettus Road, and there is a land acquisition underway for a new high school near I-24 and Old Hickory Boulevard. This information is based upon data from the school board last updated August 2, 2005.

CONDITION:

1. With the submittal of any subdivision application, the updated infrastructure deficiency language will be applied.



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

Zone Change 2005Z-148U-13
Planned Unit Development 133-76-U-12
None
31 – Toler
02 – Blue
Littlejohn Engineering and Associates, applicant for
M & S Realty Investments representing the owner,
Mohammad T. Nazemi

Staff Reviewer
Staff Recommendation

Swaggart
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



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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



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

Planned Unit Development 133-76-U-12
Brentwood East Commercial Park
Zone Change 2005Z-148U-12
None
31 – Toler
02 – Blue
Littlejohn Engineering and Associates, applicant for
M&S Realty Investments representing the owner,
Mohammad T. Nazemi

Staff Reviewer
Staff Recommendation

Swaggart
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.



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



Project No.	Zone Change 2005Z-155T
Associated Case	None.
Council Bill	BL2005-834
Council District	Countywide
School District	n/a
Requested by	Councilmember John Summers
Staff Reviewer	Regen
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



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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

Triples Notification Period

In 1998 with the Zoning Code rewrite, the Metro 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.



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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



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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



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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.



Project No. **Zone Change 2005Z-159U-13**
Associated Case None
Council Bill None
Council District 28 – Alexander
School District 06 – Awipi
Requested by Brenda Hiter, owner

Staff Reviewer Swaggart
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



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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



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

Zone Change 2005Z-160G-13
None
None
28 – Alexander
06 – Awipi
Rachel Sanders.

Staff Reviewer
Staff Recommendation

Swaggart
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.



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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.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2005Z-161U-10
None
24 - Summers
8 - Harkey
Charles S. Higgins, Chairman of the Board, for
Presbyterian Apartments Inc. (a.k.a. Park Manor),
owner

Staff Reviewer
Staff Recommendation

Fuller
*Approve RM40 on parcel 15, disapprove RM9 on
parcel 27 without a development plan. Since parcel 27
directly affects the character of Woodmont Boulevard,
a development plan would need to be reviewed before a
zone change could be recommended for approval.*

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,



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Residential High

single-family detached units, town-homes, and walk-up apartments.

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.



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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



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

Zone Change 2005Z-164U-12
None
None
31 – Toler
2 - Blue
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 Reviewer
Staff Recommendation

Harris
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



Metro Planning Commission Meeting of 11/10/05

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 Schools Over/Under Capacity

3 Elementary 2 Middle 1 High

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



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

Zone Change 2005Z-165G-13
None
None
33 - Bradley
2 - Blue
Dale and Associates, Inc., for Herbert Gleaves, etux,
owner.

Staff Reviewer
Staff Recommendation

Leeman
*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.



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- 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



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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



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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 right 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



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- 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.



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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.



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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 (Glenclyff) 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



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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.



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

Zone Change 2005Z-166U-03
None
2005P-031G-03 (Daniel Boone Log Homes PUD)
1 – Gilmore
1 - Thompson
Roger Garland, applicant/owner.

Staff Reviewer
Staff Recommendation

Pereira
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



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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

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



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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.



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

Planned Unit Development 2005P-031G-03
Daniel Boone Log Homes PUD
None
2005Z-166G-03
1 – Gilmore
1 – Thompson
Dale and Associates, applicant, for Roger D. Garland, owner.

Staff Reviewer
Staff Recommendation

Pereira
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



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Open Space and Slopes

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.

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



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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



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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.



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

Zone Change 2005Z-167G-14
2005P-030G-14 Ravenwood Community PUD
None
14 – White
4 - Nevill
Paul W. Lockwood of Barge, Waggoner, Sumner and Cannon, applicant, for FWB Investments and Ravenwood Club, owners.

Staff Reviewer
Staff Recommendation

Harris
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.



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Policy Conflict

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.”

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



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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
--			+291	2286	170	219

METRO SCHOOL BOARD REPORT

Projected student generation Schools Over/Under Capacity

28 Elementary 22 Middle 19 High

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.



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

Planned Unit Development 2005P-030G-14
Ravenwood Community PUD
None
14 - White
4 - Nevill
2005Z-059G-12
Barge Waggoner, Sumner and Cannon, Inc., applicant,
for FWB Investments and The Ravenwood Club,
owners.

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions, including a condition 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 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.

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.



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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



Metro Planning Commission Meeting of 11/10/05

Archaeological Site

shown on this preliminary plat if the lots designated as critical lots cannot be developed in compliance with the critical lot requirements.”

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.



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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



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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



Metro Planning Commission Meeting of 11/10/05

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



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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.”



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

Zone Change 2005Z-168U-10
Planned Unit Development 2005P-032U-10
None
24 – Summers
08 – Harkey
Barge, Waggoner, Sumner and Cannon, applicant for
Wilson S. Manning Et al., owners.

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions if the associated policy amendment to change the policy from RM to RH is approved, but disapprove if the policy is not changed.

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.



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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



Metro Planning Commission Meeting of 11/10/05

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
Single Family Detached (210)	1.66	3.7	3*	30	3	4

*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*

1 Elementary1 Middle1 High

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.



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

Planned Unit Development 2005P-032U-10
Woodmont Condominiums
Rezoning 2005Z-168U-10
24 – Summers
08 – Harkey
Barge, Waggoner, Sumner and Cannon, applicant for
Wilson S. Manning Et al., owner.

Staff Reviewer
Staff Recommendation

Swaggart
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.



Metro Planning Commission Meeting of 11/10/05

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.



Metro Planning Commission Meeting of 11/10/05

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.



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

Zone Change 2005Z-169U-14
2005P-033U-14
None
15 - Loring
4 - Nevill
Kevin Gangaware of Civil Site Design Group for 130 Group, Ria Grasman, Betty Borth, and Susan Plant, owners.

Staff Reviewer
Staff Recommendation

Fuller
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



Metro Planning Commission Meeting of 11/10/05

Policy Conflict

should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

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.



Metro Planning Commission Meeting of 11/10/05

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



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

Planned Unit Development 2005P-033U-14
Whitland Land I
2005Z-169U-14
None
15 - Loring
4 - Nevill
Civil Site Design Group, applicant for 130 Group, Ria & Borth Grasman, and Betty & Plant, owners.

Staff Reviewer
Staff Recommendation

Fuller
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.



Metro Planning Commission Meeting of 11/10/05

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

Any approval is subject to Public Works' approval of construction plans. Final design and improvements may vary based on field conditions.

Show and dimension right of way along Donelson Pike, consistent with the approved major street plan (U4 - 84' ROW).

McKeige Drive stub street exceeds 150'. Construct turnaround at end of McKeige Drive.

Abandon right-of-way at southwest property corner at Heney Drive intersection, if connectivity is not required.

The 15' separation from back of sidewalk to face of garage is not sufficient to prevent parking of automobiles on sidewalk.

Show driveway ramps to private streets from public streets.

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 an approved hard surface road. *Metro Ordinance 095-1541 Sec: 1568.020 B.*
3. One-way traffic shall be 14 feet wide minimum.



Metro Planning Commission Meeting of 11/10/05

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.



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

Zone Change 2005Z-170U-05
None
None
6 - Jameson
3 - Garrett
March Egerton, applicant/owner.

Staff Reviewer
Staff Recommendation

Pereira
Disapprove

APPLICANT REQUEST

Rezone 2.21 acres from residential single-family and duplex (R6) to mixed use limited (MUL) district a portion of property located at 1900 Eastland Avenue between 18th and 20th Streets.

Existing Zoning
R6 district

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

Proposed Zoning
MUL district

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

**SUBAREA 5 PLAN
(EAST NASHVILLE
COMMUNITY PLAN POLICY)**

Residential Medium (RM)

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

Area 5G of the East Nashville
Community Plan

There are several specific neighborhood clusters in East Nashville that are called out in the 1994, Community Plan as existing small-scale convenience retail business activities that serve nearby residential areas (pp.79, 85, etc.). These clusters have “unmapped” retail/office land use policies (p. 96) and the Eastland Avenue/ Chapel Avenue node is acknowledged as one of these specific clusters (p. 85), falling into Area 5g of the Plan.



Metro Planning Commission Meeting of 11/10/05

Evaluation criteria for the redevelopment of unmapped retail clusters

The 1994 Community Plan treats these small retail/service clusters (with Retail Local Convenience and Retail Neighborhood policy) as unmapped but valued uses that should be supported (pp. 79-80). The Plan states that any new retail/service convenience clusters or expansions/redevelopments of the existing ones should be considered on their merit, outlining criteria by which the expansion or redevelopment of *non-retail* uses within these clusters should be evaluated. This evaluation applies to this property, at which the applicant intends to redevelop and expand on an existing nursing home building for several non-retail uses – office, restaurant, and personal care service uses – in addition to retail. On page 80, the Plan sets forth that such development proposals should meet the following criteria:

- Are compatible with residential development
- Do not generate excessive non-local traffic
- Can be adequately served
- Are supported by the community

Because the retail/service clusters fall into unmapped policy areas, *no* subarea plan amendment is necessary if the rezoning is determined to fit within these criteria and guidelines.

Of additional note is that the proposed draft land use policy for this site in the new East Nashville Community Plan is mainly Neighborhood Center, which has an accompanying Special Policy Area that requires an enforceable site plan to assure appropriate design and that the type of development (even if nonconforming) is consistent with the intent of the policy.

Policy Conflict

The proposed MUL district is partially inconsistent with the mapped RM policy, the latter of which applies to this entire area of East Nashville. The MUL zoning allows several commercial, office, and restaurant uses, which are **not** in compliance with the exclusively residential intent of the RM policy. However, the intended redevelopment *may* meet all of the criteria



Metro Planning Commission Meeting of 11/10/05

listed above as applying to rezoning/redevelopment proposals within this unmapped retail/service cluster. One of the ways these criteria can be ensured to be met is to submit a Specific Plan district application, and the applicant was advised to do so. The intent of the SP district is to provide flexibility for urban-oriented design that is sensitive to the established character of the neighborhood and concomitantly validates community desire. If properly implemented, the Specific Plan on this property can ensure all four criteria are met.

The applicant, at the suggestion of Planning staff, *did* initially submit a Specific Plan for this site that proposed a redevelopment and expansion of the existing old nursing home property into a mixed use building. The redevelopment was proposed to include eight one-bedroom condominium units, 6,000 square feet of full-service restaurant uses, 7,000 square feet of take-out restaurant uses, 7,000 square feet of office uses, 4,000 square feet of personal service uses, and 4,000 square feet of retail uses.

Planning staff had worked previously with the applicant on design standards for development within the SP district, and the plan included the adjacent parcel to the west of this parcel. The applicant subsequently chose not to pursue the SP district option, and instead changed the application to the MUL district. While some of the land uses allowed in the MUL district are suitable for this site, Planning staff recommends the SP district as the appropriate way to ensure that the proposed uses and urban design of this redevelopment are appropriate and compatible with the neighboring residential area.

RECENT REZONINGS

None



Metro Planning Commission Meeting of 11/10/05

PUBLIC WORKS RECOMMENDATION

Typical Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	2.21	6.18	14	134	11	15

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Townhome/Condo (230)	2.21	n/a	8*	76	7	8

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	2.21	n/a	6,000*	763	70	66

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (933)	2.21	n/a	7,000*	Na	307	183

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	2.21	n/a	7,000*	173	23	87

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail (814)	2.21	n/a	4,000*	209	Na	31

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	2.21	n/a	4,000*	209	Na	31



Metro Planning Commission Meeting of 11/10/05

METRO SCHOOL BOARD REPORT

Projected student generation*

9 Elementary 6 Middle 4 High

Schools Over/Under Capacity

Students would attend Warner Elementary School, Bailey Middle School, or Stratford High School. There is capacity within these schools. This information is based upon data from the school board last updated August 2, 2005.

*Generated numbers based on sixty-four 1,500-square foot units.



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

Zone Change 2005Z-171G-12
None
None
31 – Toler
2 - Blue
Provident Holdings, applicant, for Robert J. Morris, owner.

Staff Reviewer
Staff Recommendation

Harris
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



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Natural Conservation (NCO)

assure appropriate design and that the type of development conforms with the intent of the policy.

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.



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



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

Zone Change 2005Z-172G-14
PUD No. 2005P-028G-14 (Carillon PUD)
None
13 - Burch
6 - Awipi
Civil Site Design Group, applicant for Albert Powell trustee.

Staff Reviewer
Staff Recommendation

Leeman
Disapprove or defer, unless Pubic Work's 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



Metro Planning Commission Meeting of 11/10/05

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

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



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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
--				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.



Project No.	2005P-028G-14
Project Name	Carillon PUD
Associated Case	2005Z-172G-14
Council Bill	None
Council District	13 - Burch
School Board District	6 - Awipi
Requested By	Civil Site Design Group, applicant for Albert Powell, trustee.
Staff Reviewer	Leeman
Staff Recommendation	<i>Disapprove or defer, unless Pubic Work's comments are addressed prior to the meeting.</i>

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



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Carillon Landings Phase

- 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

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



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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.



Project No.
Project Name

2005P-029U-05
Nashville Auto Diesel College Institutional Overlay District

Associated Case
Council Bill
Council District

None
None
5 – Murray
6 – Jameson
7 – Cole

School Board District
Requested By

5 - Hunt
Councilmember Pam Murray and Al Raby for Nashville Auto Diesel College.

Staff Reviewer
Staff Recommendation

Covington and Leeman
Defer to December 8th, as per the applicant's request.

APPLICANT REQUEST
Institutional Overlay District

Request to apply an Institutional Overlay (IO) district to 86 properties on 35.73 acres between Gallatin Avenue and Emmett Avenue, along McClurkan Avnue, Strouse Avenue, Douglas Avenue on the west side of Gallatin, and between Chester Avenue and Douglas Avenue on the east side of Gallatin Avenue.

Proposed Zoning Overlay
IO district

The purpose of the Institutional Overlay district is to provide a means by which colleges and universities situated wholly or partially within areas of the community designated as residential by the General Plan may continue to function and grow in a sensitive and planned manner that preserves the integrity and long-term viability of those neighborhoods in which they are situated. The institutional overlay district is intended to delineate on the official zoning map the geographic boundaries of an approved college or university master development plan, and to establish by that master development plan the general design concept and permitted land uses (both existing and proposed) associated with the institution.

SUBAREA 5
COMMUNITY PLAN
Residential Medium Policy (RM)

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



Metro Planning Commission Meeting of 11/10/05

Commercial Arterial
Existing (CAE)

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

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

Policy Conflict

No. The IO district is intended for areas designated wholly or partially as residential by the General Plan. The area included in the NADC plan is both residential and commercial.

PLAN DETAILS

Code Requirements

Staff has reviewed the plan and finds that it meets the requirements outlined in the Zoning Code. The plan establishes future uses of buildings, design standards, setback standards, and height standards. It establishes proposed parking as well as open space, buffering, screening, and lighting standards. The plan also establishes a phasing plan.

The Zoning Code intends for the application of the Institutional Overlay district to be limited to those land areas encompassed by a college or university master development plan. The plan shall adequately describe the extent of the existing and proposed campus of the institution along with long-range growth objectives and an assignment of institutionally related land uses. The master development plan and accompanying documentation shall be sufficient in detail to provide the public with a good understanding of the developed campus's impact on the adjoining neighborhood(s).

The master development plan shall distinguish between the following types of generalized campus activities: academic areas, such as classrooms and labs; general administrative offices; support services, such as major parking areas, food services and bookstores; campus-related residential areas, including dormitories, fraternities and sororities; operational areas, such as maintenance buildings, power plants and garages; and



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STAFF COMMENTS

athletic areas, including gymnasiums, intramural facilities, stadiums and tracks.

In the approval of a master development plan, the Council may require the inclusion of a phasing plan to insure that campus expansion occurs in a manner that can be supported by adequate public services and minimizes disruption to the surrounding residential community.

In reviewing the Nashville Auto Diesel College Institutional Overlay, staff has determined that the proposed plan as amended with staff conditions meets the general requirements, as outlined by the Metro Zoning Code, for applying the IO district. The applicant has held several community meetings to gather input as to the design and goals of the master plan. The applicant has also been working with staff to make changes to be consistent with the intent of the Code, as well as to meet basic design standards, and to provide appropriate standards to address concerns as to how the development will impact the neighboring properties.

Staff acknowledges that the community and the district council members will likely continue to work with Nashville Auto Diesel College to address additional issues.

Staff recommends that the following conditions be addressed in the plan prior to Third Reading at Council, or made conditions of the approval, if approved.

CONDITIONS (if approved):

Prior to Third Reading by the Metro Council, the following updates should be made to the Master Plan.

1. The plan must be revised to limit interim parking on college owned properties only when adjacent properties are college owned, or when the college owns 50% of the block face in contiguous parcels. The parking area shall be separated by a minimum of one college-owned parcel, developed or undeveloped and not used for parking, when adjacent to non-college owned property.



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2. The plan must be revised to clearly delineate the location of proposed crosswalks on the Pedestrian and Bicycle Circulation map.
3. The plan shall include the elimination of the existing surface parking lot at the corner of Trevecca and Strouse Avenue in order to make the area on the south side of the Renraw house into a central active open space area for the campus.
4. The existing fencing around the parking areas shall be removed or reduced in height to a maximum of 3.5 feet tall. Chain-link fences are prohibited.
5. The plan shall be revised to indicate a maximum separation between buildings that would permit one double-loaded aisle of parking properly screened from the street as required by the plan. Gaps between the buildings should be minimal in an urban campus setting.
6. The plan shall be revised to add a requirement that development site 4 be designed to front both McClurkan Avenue and the proposed park at the corner of McClurkan Avenue and Emmett Avenue.
7. The plan needs to provide a maximum setback for new buildings or additions to existing buildings along Gallatin Pike of 10 to 15 feet from the property line, or that approved by Planning Commission staff to meet the intent of an urban campus. The intent of this plan is for the NADC to be an urban campus with a strong street wall along Gallatin Pike, including the phasing out of parking in front of buildings. The buildings need to be close to the street with visual and direct pedestrian access, and an adequate sidewalk width provided (greater than 5 foot standard).
8. The parking structure design standards in the proposed plan shall be revised in the following manner: proposed optional parking structures shall be guided by the following architectural regulations:
 - 1) Exterior design shall include architectural cladding and other façade treatment so as to look similar to other types of buildings with other types of uses;
 - 2) Corners shall be enclosed;
 - 3) Provide a



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rhythm of openings that simulates the appearance of windows. Openings may include grills or other types of panels but should not include glass; 4) Provide landscaping to a height of 3.5 feet at maturity around the base of facades that face public streets; 5) Plant trees at a maximum spacing of 30 feet on center around the perimeter of facades that face public streets. Trees shall screen 50% of the parking structure at the time of installation and 80% at maturity.

9. The plan must provide more detailed requirements regarding the upkeep of existing structures and properties during interim use and vacant periods, including, but not limited to yard maintenance and vacant buildings. Vacant buildings shall not be boarded.

10. The term "block" needs to be changed to "block face" with regard to college ownership of contiguous parcels.

11. Regarding Architectural Standards, revise/rework the proposed standards as follows:

Academic

- The principal façade of the building shall be oriented to the adjoining street.
- At least one pedestrian entry shall be located on the principal façade
- Entry doors (vehicular and pedestrian) on principal facades shall create a sense of entry through a recess or projection.
- Buildings shall have a defined base and cap. Cornice lines of different buildings shall align along a street frontage except where topography does not permit this standard from being met.
- Windows shall be square or vertically proportioned and regularly spaced with similar fenestration among different buildings along a street frontage.
- Blank walls facing streets shall be avoided. Building facades shall be broken into distinct bays of no more than 30 ft. in width. Recesses and projections that simulate openings may be appropriate in achieving this standard.



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- New buildings and expansions shall be made of similar, durable materials with similar colors and texture to ensure a unified campus. The use of metal siding should be avoided. Pre-engineered buildings shall be prohibited.
- Temporary buildings other than those used during construction shall be approved by the Planning Commission.
- Building design shall be consistent with neighborhood residential compatibility standards as identified in the site development chapter.

Mixed Use and Residential, shall include all of the above, as well as the following:

- Corridors accessing residential units shall be enclosed and not visible from a public street.
- The third level of buildings shall be set behind the principal façade a minimum of 5 feet.
- Buildings may be configured around a central courtyard that is open to the adjoining street provided the minimum width of the courtyard is the same as the maximum height of the building.

12. All bicycle routes shall be signed.
13. The plan shall provide more detail as to what standards will apply when the plan lacks detail regarding signage. The minimum requirements of the Zoning Code shall apply when the plan does not specify a standard.
14. The plan must stipulate at what point the pedestrian activity centers will be provided. These are vital elements of the plan that should be provided as early as is feasible within the buildout of this plan. They should be provided when development occurs adjacent to a proposed pedestrian activity center.
15. The plan must be revised to change the maximum screening height from 6 feet to a consistent standard of 3.5 feet at maturity and year round screening.
16. Revise plan to show street trees on Open Space, Landscape plan.



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PUBLIC WORKS RECOMMENDATION

17. The following Traffic conditions must be completed, bonded, or satisfied prior to any new development, as outlined by the Traffic Impact Study and/or Metro Public Works:

Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions.

Nashville Auto Diesel College Conditions

A. A revised Traffic Impact Study shall be completed when the student population exceeds 3,500 students. In accordance with Metropolitan Nashville Institutional Overlay ordinance, submit an updated Traffic Impact Study at least every five years.

Douglas Avenue and Ellington Parkway southbound ramps

A. Nashville Auto Diesel College (NADC) shall conduct traffic signal warrant analysis at the intersection of Douglas Avenue and Ellington Parkway southbound ramps upon the enrollment of 2,500 students, and with the updated Traffic Impact Study submitted at least every five years. Upon approval of a traffic signal by the Traffic and Parking Commission, NADC shall submit a signal plan with signal interconnect and pedestrian facilities per ADA standards and install signal upon approval.

Emmett Avenue

A. NADC shall construct the extension of Emmett Avenue from Strouse Avenue. Public roads shall be designed in accordance with the guidelines and standards of Public Works. The extension of Emmett Avenue should intersect Strouse Avenue at a 90-degree angle directly opposite the existing intersection of Strouse Avenue and Emmett Avenue. The extension of Emmett Avenue should intersect Douglas Avenue at a 90-degree angle directly opposite the existing intersection of Douglas Avenue and Emmett Avenue.



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No new construction along Emmett Avenue shall be approved until Emmett Avenue is extended to Douglas Avenue.

B. NADC shall construct the northbound approach of Emmett Avenue at Strouse Avenue to include a separate left turn lane with at least 50 feet of storage and tapers designed to AASHTO standards. Also, a stop sign should be installed on the northbound approach of Emmett Avenue at Strouse Avenue.

C. NADC shall construct the southbound approach of Emmett Avenue at Douglas Avenue to include a separate left turn lane with at least 50 feet of storage and tapers designed to AASHTO standards. Also, a stop sign should be installed on the southbound approach of Emmett Avenue at Douglas Avenue.

D. NADC shall construct a separate eastbound left turn lane and westbound left turn lane at the intersection of Douglas Avenue at Emmett Avenue Extension construction. The eastbound left turn lane on Douglas Avenue should be designed to include at least 125 feet of storage with tapers designed to AASHTO standards. The westbound left turn lane shall be design to include at least 50 feet of storage with tapers design to AASHTO standards.

Turn lane construction on Douglas Avenue shall be at time of construction of Emmett Avenue extension.

E. NADC shall conduct a traffic signal warrant analysis at the intersection of Emmett Avenue and Douglas Avenue upon an enrollment of 2,500 students, or at the time of parking facilities on Emmett Avenue, and submit to Metro Traffic Engineer. Upon approval of a traffic signal by the Traffic and Parking Commission, NADC shall submit a signal plan with signal interconnect and pedestrian facilities per ADA standards and install signal upon approval.

Gallatin Pike and Douglas Avenue

A. NADC shall dedicate additional right of way and construct a southbound right turn lane on Gallatin Pike at Douglas Avenue with at least 100 feet of storage at



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the time of development of the northwest corner of Gallatin Pike and Douglas Avenue.

B. NADC shall reserve right of way along Gallatin Pike to provide right of way for a U-4 arterial classification in accordance with Metro major street plan at the time of redevelopment of properties along Gallatin Pike.

McClurkan Avenue and Trevecca Avenue Roundabout

A. The master plan indicates that a roundabout is to be installed at the intersection of McClurkan Avenue and Trevecca Avenue. NADC shall construct the proposed roundabout at the intersection of McClurkan Avenue and Trevecca Avenue as a single-lane modern roundabout in accordance with current AASHTO standards and Metro Public Works Standards. This roundabout should be designed to include striping and signage in accordance with current MUTCD standards including striping and signage for pedestrians on each approach.

Site Access

B. Individual focus access studies shall be conducted as specific NADC sites are developed. Once a specific development of significant size is within the design stages, all access points shall be analyzed for levels of service and evaluated for sight distance and traffic operations.

C. Direct access to the campus from Gallatin Pike shall be reduced, subject to ownership and development patterns. The current NADC master plan indicates that no direct access points are to be provided along the east side of Gallatin Pike. Along the west side of Gallatin Pike the current Master Plan indicates that one existing access point is to remain.

D. NADC shall develop a way-finding master plan to be implemented in phases as new areas are developed and buildings constructed.

E. NADC shall retain all public street connectivity with no street privatization.



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Pedestrian Facilities

A. NADC shall improve existing pedestrian facilities as well as construct new pedestrian facilities along the public roadway network, as required by Metro Zoning Ordinance 17.20.120.

B. NADC shall develop and install pedestrian way-finding system directing pedestrians to marked crosswalks and pedestrian signals.

C. NADC shall re-stripe the intersection of Gallatin Pike and McClurkan Avenue/Chester Avenue to include a crosswalk across the northbound approach of Gallatin Pike. NADC shall relocate pedestrian signals to align with the crosswalk, if necessary.

D. Developer shall submit 4-way stop analysis study for the intersection of Strouse Avenue and Emmett Avenue and the intersection of McClurkan Avenue and Emmett Avenue, and submit to Metro Traffic Engineer for approval at the time of any redevelopment or construction of facilities west of Gallatin Pike and north of Straightway Avenue.

Transit TDM

A. NADC shall pursue a school sponsored Traffic Demand Management program in the way of a partnership with MTA to allow students, faculty and staff to ride the MTA buses for a reduced rate or no charge upon approval of the master plan UDO.

B. Upon redevelopment along Gallatin Pike, NADC shall construct a bus bay at MTA bus stop locations along Gallatin Pike property frontage in accordance with MTA standards.

Parking

A. For a student population of 3,500 students and a supply-demand ratio of 85 percent, NADC shall provide a minimum of 2,363 parking spaces.



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

Subdivision 2004S-257G-01
Falls Subdivision
None
1 – Gilmore
3 - Garrett
Dale and Associates, applicant, for Falls Creek, LLC, owner.

Staff Reviewer
Staff Recommendation

Leeman
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.



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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."*



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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.



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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



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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.



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

Subdivision 2005S-110G-14
Cleveland Hall, Phase 3
None
11 – Brown
04 – Nevill
Ragan and Smith applicant for Cleveland Hall, LLC,
owner

Staff Reviewer
Staff Recommendation

Swaggart
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.



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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.



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

Subdivision 2005S-318G-12
Sunset Hills Subdivision
32 – Coleman
2 - Blue
SAF Properties, owner/developer, Anderson, Delk,
Epps & Associates, surveyor

Staff Reviewer
Staff Recommendation

Harris
Disapprove or Defer, a TIS has not been submitted that meets Public Works standards.

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



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Sidewalks

listed as conditions in the Council bill during the zoning phase.

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.



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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.



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3. 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.



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

Subdivision 2005S-319G-12
Cottage Grove Subdivision
None
31 –Toler
2 – Blue
Jake Brooks of Digidata Corporation, for Three Rivers Development, Inc., owners.

Staff Reviewer
Staff Recommendation

Leeman
Disapprove

APPLICANT REQUEST
Preliminary Plat

Subdivide a 10.37 acre tract into a 38-lot cluster lot subdivision, along the south side of Barnes Road, 1,100 feet east of Barnes Cove Drive.

History

This plat was previously approved on July 10, 2003, for 38 single-family lots. That plat expired on July 10, 2005, because no final plat had been recorded.

Since July, 2003, the Planning Commission has adopted a new Subarea Plan [Southeast Community Plan], and has defined the Cluster Lot and Open Space provisions of the Zoning Ordinance. Although Staff recommended and the Planning Commission approved this plan in 2003, it does not meet the intent of the Cluster Lot provisions today.

ZONING
RS10 District

RS10 district, requiring a minimum lot size of 10,000 square feet. The subdivision proposes a density of 3.7 dwellings units per acre. A maximum of 38 lots are permitted under the RS10 district on this parcel.

SOUTHEAST COMMUNITY PLAN

This subdivision falls within Southeast Community Plan’s Residential Low-Medium (RLM) policy that calls for residential development within a density range of two to four dwelling units per acre. Although the preliminary plat proposes a density of 3.7 dwelling units per acre, the layout of the plan does not meet the intent of the subarea policy given the steep slopes and streams running through the site.

CLUSTER LOT OPTION

The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base



Metro Planning Commission Meeting of 11/10/05

zone classification of RS10 (minimum 10,000 square foot lots) to RS5 (minimum 5,000 square foot lots) with the protection of environmentally sensitive features, or when appropriate open space is provided. The proposed lots range from 5,428 square feet to 14,622 square feet.

This plan utilizes the cluster lot option of the Zoning Code. Although this plan meets the basic requirement by providing over 15% Open Space, it does not meet the intent of the Code by providing either usable open space or protection of environmentally sensitive areas.

Further, it does not meet the following standards for open space, as adopted by the Planning Commission in July 2005:

1. Identifiable, designated pedestrian access must be provided to the common open space, except in specific instances when the open space is purely for scenic value and not intended for active use by residents.
2. The common open space must have “use and enjoyment” value to the residents—recreational value, scenic value, or passive use value. Residual land with no “use or enjoyment” value will not be counted.
3. Land used to provide infrastructure elements that are required of both standard and cluster lot subdivisions will not be counted, for example, sidewalks, planting areas, or rights-of-way.
4. Land used for conventional stormwater management devices built to hold water for an extended period of time will not be counted. Larger open areas in which a stormwater management device is the dominant feature will not be counted. Natural features such as shallow swales and other pervious areas that are not the result of land disturbance, but contribute in their natural form to reduction of run-off, may be counted.

Critical Lots

As per Section 17.28.030 of the Zoning Code, critical lots (Lots 1, 28-30, 35-38) must have a minimum width of 75 feet at the building line. The proposed critical lots do not meet this standard. They are approximately 50 to 60 feet wide at the building setback.



Metro Planning Commission Meeting of 11/10/05

SUBDIVISION DETAILS

The 10.37 acre tract, approximately 1,500 feet deep, lies along the south margin of Barnes Road in the southern portion of the county and just east of Nolensville Pike. The proposed 38 lots are located on either side of a single, curvilinear, spine road that provides for a temporary dead-end to the property located west of the subject site. The properties to the east and west have not been subdivided. The proposal has been changed slightly since 2003, eliminating one of the proposed detention areas that was at the south side of the development in open space.

Stub-Streets

Staff requested to the applicant that the plan be redesigned to provide an additional stub-street to the west to provide for more connectivity. More internal connectivity is important in this area due to the sharp curves and sight distance issues along Barnes Road. The applicant did not revise the plan, as requested.

Stream

The Metro Stormwater Division of Water Services identified a Blue Line stream running through the site that would require additional buffering and removal of 9 lots (Lots 20-28). The applicant is in the process of contacting Metro Stormwater and the State to show that this stream is not a Blue Line stream. As of the time of this report, Metro Stormwater is still requiring the removal of these lots from the stream buffer.

Fire Marshal

“This Plat shows a temporary turnaround but it does not show any fire main or fire hydrants.”

SUBDIVISION VARIANCES (Sec. 2-6.1, Sidewalks)

Since this property falls within the General Services district, and is not in a sidewalk priority index area of 20, or more, sidewalks are not required along Barnes Road. The applicant is proposing a five foot wide pedestrian easement along Barnes Road, as was previously approved by the Planning Commission in 2003.

PUBLIC WORKS RECOMMENDATION

Show professional seal.



Metro Planning Commission Meeting of 11/10/05

Staff Analysis

Any approval is subject to Public Works' approval of construction plans. Final design and improvements may vary based on field conditions.

Show and dimension right of way along Barnes Road. Label and dedicate right of way 30 feet from centerline, consistent with the approved major street / collector plan.

Sight distance does not appear to be available. Sight line appears too close to Barnes Road. Submit field run profile along sight line. Provide adequate sight distance at Barnes Road at access road.

Sight line easement appears to compromise the constructability of lots 1 & 2. Remove lot area from sight easement.

Identify road names.

On access road off Barnes Road, label and dimension 50' pavement radius at temporary circular turnarounds.

The Department of Public Works has recommended that the proposed roadway provide a minimum of 50 feet of right-of-way. Based on the current Subdivision Regulations, staff does not recommend a 50-foot right-of-way; but instead, requests the proposed 46-foot right-of-way be retained. The proposed density of 3.7 units per acre is consistent with the proposal of 46 feet of right-of-way.

Public Works also commented that the developer must demonstrate adequate site distance on Barnes Road in addition to providing a profile of the road and the sight distance triangles. The applicant provided a sight distance easement across lots 1 through 3 where “no buildings, structures, or trees are to be installed in this area that may interfere with sight distance.” If the provided easement is not sufficient for the Department of Public Works, the applicant may need to further address this comment at the time of final plat review, if approved.



Metro Planning Commission Meeting of 11/10/05

STORMWATER

1. The QUAD sheet shows a blue line stream reaching almost to the 675 elevation. Either show a drain buffer for the blue-line as shown on the quad sheet and pull all development out of the buffer area or provide documentation from the state showing that it is not blue on this property.
2. The same drain also appears that it could reach > 40 acres before it leaves this property. Please check the drainage area. Even if the state downgrades the waterway, if it carries over 40 acres then a buffer would still apply. Please check the drainage area for 40 acres and show a buffer if required.
3. The water quality concept looks good unless there is buffer required on the property. Please note that water quality can not be addressed within a buffer area.

CONDITIONS (if approved):

1. Performance bonds must be posted to secure the satisfactory construction, installation, and dedication of all required public improvements.
2. Final plat shall include a 5 foot right-of-way dedication along Barnes Road to meet Collector Street Standards.
3. Final Plat shall include a "B" Landscape buffer yard along the frontage of Barnes Road for the double frontage lots, as required by Section 17.24.060 of the Zoning Code.
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.



Metro Planning Commission Meeting of 11/10/05

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.



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

Subdivision 2005S-305G-04
W.P. Ready Subdivision
9 – Forkum
3 - Garrett
Don and Kimberlee Trainer, owners, L. Steven Bridges, Jr., surveyor.

Staff Reviewer
Staff Recommendation

Harris
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.



Metro Planning Commission Meeting of 11/10/05

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.



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

Subdivision 2005S-322G-14
Village of Old Hickory Subdivision
11 – Brown
4 - Nevill
Scott J. Johnson, owner, Campbell, McRae & Associates, surveyor.

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions, including an exception to lot comparability. Disapprove sidewalk variance.

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.



Metro Planning Commission Meeting of 11/10/05

Sidewalk Variance

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.

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.



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

Planned Unit Development 95-71-U-08
Metro Center (Crest Hummer Dealership)
None
None
02 – Isabel, Sr.
01 – Thompson III
Civil Site Design Group, for Car Son Mas, TN, LLC,
owner

Staff Reviewer
Staff Recommendation

Swaggart
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.



Metro Planning Commission Meeting of 11/10/05

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.



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

Planned Unit Development 88P-054G-13
South Shore (Pool and Clubhouse)
None
None
32 – Toler
06 – Awipi
Barge Waggoner, Sumner and Cannon, applicant for
CMH Parks, Inc., owner

Staff Reviewer
Staff Recommendation

Swaggart
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.



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

Planned Unit Development 88P-054G-13
South Shore, Phase 3
None
None
32 – Toler
06 – Awipi
Barge Waggoner, Sumner and Cannon, applicant for
CMH Parks, Inc., owner

Staff Reviewer
Staff Recommendation

Swaggart
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.



Metro Planning Commission Meeting of 11/10/05

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.



Metro Planning Commission Meeting of 11/10/05

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



Project No.
Project Name

Planned Unit Development 89P-018G-12
Gillespie Meadows PUD, Revision to Parcel C and D

Associated Case
Council District
School Board District
Requested By

None
31 – Toler
2 - Blue
Anderson Delk Eppes & Associates, applicant, for Yazdin Construction, owner.

Staff Reviewer
Staff Recommendation

Fuller
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.



Metro Planning Commission Meeting of 11/10/05

Obtain TDOT approval prior to construction.

STORMWATER RECOMMENDATION

The following items need to be

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

1. Fire Hydrants should flow at least 1,000 GPM's @40 psi.
2. 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.



Metro Planning Commission Meeting of 11/10/05

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



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

Planned Unit Development 93P-010G-12
Lenox Creekside (Formerly Sugar Valley)
None
None
31 – Toler
02 – Blue
Anderson Delk and Associates, applicant for McGowan Family, L.P., owner

Staff Reviewer
Staff Recommendation

Swaggart
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



Metro Planning Commission Meeting of 11/10/05

Nolensville PK. Nolensville Pk widening and lengthening of turn lane at Sugar Valley Drive shall provide transitions per AASHTO standards.

STORMWATER RECOMMENDATION

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.

Provide the correct NOC number.

Label the floodway buffer and floodplain on parcel 1810002400.

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.

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.



Metro Planning Commission Meeting of 11/10/05

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.



Metro Planning Commission Meeting of 11/10/05

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.



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

Planned Unit Development 2003P-002G-02
Cobblestone Creek PUD, Phase 2
None
3 - Tucker
3 – Garrett
Bruce Rainey, applicant for M.R. Stokes, owner

Staff Reviewer
Staff Recommendation

Pereira
Approve with conditions

APPLICANT REQUEST
Revise Preliminary & Final PUD

Request to revise the preliminary and for final approval for Phase 2 of a Planned Unit Development district on 9.38 acres located at 7585 Old Hickory Boulevard, west of Brick Church Pike, classified R8, to permit 44 single-family lots.

PLAN DETAILS

Phase 2 of the final PUD plan is consistent with the preliminary PUD plan concept, as adopted by Council (including the conditions of the council bill). This phase proposes 44 single-family lots of the 161 approved by Council, on 9.37 acres. Phase 2 continues the extension of Ryan Allen Circle to the northeast corner of the PUD, as well as completes the extension of Daniel Ray Drive. This phase also connects Ryan Allen Circle to the Timbertrail Subdivision on the north, by way of Autumn Ridge Drive. Average lot size within the subdivision is 6,469 square feet.

Landscape bufferyards

This request is considered a revision to preliminary as well because the Code-required landscape bufferyards were not properly shown on the approved preliminary PUD plans.

These requirements are:

- A class “B” landscape buffer is required along the northern boundary of the PUD, as R8 zoning is adjacent to the R10 zoning of the Timbertrail Subdivision. The applicant has shown a 20’ bufferyard of existing trees to comply with this requirement, in common open space. Prior to final platting of this phase, the Metro urban forester must determine if these trees are sufficient to comply with the bufferyard requirement, and if not, additional vegetation will need to be planted by the applicant.



Metro Planning Commission Meeting of 11/10/05

Council bill amendment
(BL2003-1394)

- A class “B” landscape buffer is required on the eastern boundary of the proposed PUD that abuts R20 zoning. The applicant has requested a variance from this requirement, and Planning staff recommends that the Commission recommend to the Board of Zoning Appeals a variance from this requirement, given that the adjacent R20 area has floodplain that will likely not be developed.
- A class "A" landscape buffer is required on the western PUD boundary, as R8 is adjacent to OR20 zoning. Planning staff recommend that the Commission recommend to the Board of Zoning Appeals that a variance from this landscape buffer requirement be granted. This landscape bufferyard is required on the future and final phase, phase 3.

The preliminary PUD was passed by the Metro Council on second reading on May 6, 2003. The council bill was amended on third reading to include the following:

1. By deleting the phrase “171 single-family lots”, wherein it appears in the caption of the ordinance and in Section 1, and substituting in lieu thereof the phrase “161 single-family lots”.
2. By amending the Planned Unit Development document by increasing the brick component from a minimum of 30% brick to a minimum of 50% brick.

The phase 2 final PUD plans show the total units allowed in the PUD as 161, complying with #1 above. However, the final PUD plans must be revised to explicitly **list** in the conditions of approval that the **cladding for each house shall be a minimum of 50% brick (not 50% brick on each side), as per the intent of the council bill (#2 above)**. This brick requirement will be a prerequisite of building permit issuance for new homes in phase 2 and in subsequent phases of this subdivision.

STORMWATER RECOMMENDATION

Found sufficient for technical review on 10/10/05. **Technical review** comments sent to applicant on 10/17/05, and were deemed to be minor by Metro Stormwater Department. Stormwater final approval requires the following items to be submitted:



Metro Planning Commission Meeting of 11/10/05

1. Stormwater Detention Agreement
2. NPDES # on cover sheet
3. BMP details to reference appropriate sections of Stormwater Management Manual Volume 4
4. Hydraulic grade line
5. Need explanation of the next two downstream structures.
6. Need explanation of the 18" culvert

TRAFFIC/PUBLIC WORKS RECOMMENDATION

1. Show pedestrian easement along public sidewalk, parallel and adjacent to right of way, or add a note to the plans indicating this.
2. Minimum easement shall be three feet parallel and adjacent to right of way plus the width of sidewalk outside right of way.

CONDITIONS

1. Prior to final PUD approval, the final PUD plans must be revised to explicitly **list** in the conditions of approval that the cladding for each house shall be a minimum of 50% brick (not 50% brick on each **side** of the house). This brick requirement is a prerequisite of building permit issuance for new homes in phase 2 and in subsequent phases of this subdivision.
2. Prior to final plat approval, the applicant must comply with the Metro Stormwater Department's technical review comments.
3. Prior to final plat approval, the applicant must comply with all Traffic/Public Works comments as listed above.
4. Prior to final plat approval, the Metro urban forester must determine if these trees are sufficient to comply with the bufferyard requirement, and if not, additional vegetation may be need to be planted by the applicant.
5. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded



Metro Planning Commission Meeting of 11/10/05

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

6. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
7. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and 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.
8. 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.
9. 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.
10. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.



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

Planned Unit Development 2004P-033G-06
Loveless Café
None
35 – Tygard
9 – Warden
Tuck Hinton Architects, applicant for Loveless Properties, LCC, owner

Staff Reviewer
Staff Recommendation

Swaggart
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



Metro Planning Commission Meeting of 11/10/05

Provide Stormwater detention agreement and easement (and check to Register of Deeds for recording these documents: \$5 per page and \$2 per document).

The NOC letter from TDEC shall be submitted prior to issuance of a grading permit.

Provide a drainage area map for the area treated by the Stormwater quality units.

Submit the correct details and cut sheets for the Crystal Stream unit and address the bypass flow of the unit.

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.

Provide means for the underground detention pond to be cleaned and for ingress and egress.

Pull structure 7 further back up the bank away from the center of the ditch it discharges to.

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



Metro Planning Commission Meeting of 11/10/05

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/revise 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.



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

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

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions

APPLICANT REQUEST
Revision to Preliminary
and Final PUD

A request 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 though 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.



Metro Planning Commission Meeting of 11/10/05

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

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.

Excavation / lane closure permit required prior to construction.

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.

Document adequate signal sight distance at all intersections.

Median shall be located an appropriate distance from travel lane and be designed to prevent illegal turning movement with pavement striping per MUTCD.

Sheet 4A, 5A of Charlotte Pike roadway widening plan needs two Right Turn Only (RTO) signs.

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



Metro Planning Commission Meeting of 11/10/05

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.



Metro Planning Commission Meeting of 11/10/05

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.