



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2006Z-053U-03
None
1 – Gilmore
1 - Thompson
Dale & Associates, applicant, for DY Properties II LLC, owner.

Deferral

Deferred from the April 27, 2006, Planning Commission meeting to allow more time for community input.

Staff Reviewer
Staff Recommendation

Pereira
Approve with the condition that at the subdivision stage, a public road shall be included in the subdivision that stubs to the middle portion of adjacent parcel 148, to allow for future connectivity and eventual tie into Clarksville Pike.

APPLICANT REQUEST

Request to change 2.68 acres from residential single-family (RS40) to residential single-family (RS10) zoning, on property located at Clarksville Pike (unnumbered), at the end of Sunnywood Drive and Vista Valley Court.

Existing Zoning
RS40 district

RS40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. A maximum of two units would be allowed on this property under RS40 zoning.

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. A maximum of nine units would be allowed on this property under RS10 zoning.

BORDEAUX/WHITES CREEK 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 residential density as permitted within the proposed RS10 zoning district (3.7 homes/acre) is



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Required Street Connection

consistent with the range called for by the Residential Low Medium policy (2-4 homes/acre). It is also consistent with the existing RS10 zoning of the subdivisions to the east of this property.

The Bordeaux/Whites Creek Community Plan envisions this property as having a street connection across it to the western rear of the parcel. This future public road would be extended to replace a currently unimproved frontage road on the western side of property on its south, ultimately to be connected to Clarksville Pike to the southwest of this property. Public Works has looked at the feasibility of such a connection, and has found that given the proximity of this potential connection to the Briley Parkway interchange at Clarksville Pike, no access from this parcel will be allowed to Clarksville Pike via the narrow frontage road.

The underlying intent of this planned road is to provide better traffic circulation to the residential area east of this property, including more direct access to Clarksville Pike. Staff has reviewed the topography and recommends that at the subdivision stage, a stub street should be included that stubs to the middle portion of adjacent parcel 148, to substitute for the Community Plan's proposed road connection to the western rear of the property. By stubbing to the south rather than to the western side of this property, the adjacent properties on the south would be opened up for residential development to eventually tie in to this property (as envisioned by the RLM land use policy). This would also allow for an alternative road route towards Clarksville Pike that would connect to it further south, avoiding the proximity to the Briley Parkway ramp, and still fulfilling the goal of connecting to Clarksville Pike. The topography supports such an alternative road connection, and staff has deemed this variation to the street plan as minor.

Staff Recommendation

Staff recommends **approval** of the rezoning to RS10, with the condition that that at the subdivision stage, a public road shall be included in the subdivision that stubs to the middle portion of adjacent parcel 148, to allow for future connectivity and eventual tie in to Clarksville Pike.



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RECENT REZONINGS

None.

PUBLIC WORKS RECOMMENDATION

No exception taken.

Typical Uses in Existing Zoning District: RS40

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	2.68	0.93	2	20	2	3

Typical Uses in Proposed Zoning District: RS10

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	2.68	3.7	10	126	17	14

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
--			+8	106	15	11

METRO SCHOOL BOARD REPORT

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Cumberland Elementary School, Joelton Middle School, or Whites Creek High School. All schools have been identified as having capacity by the Metro School Board. This information is based upon data from the school board last updated February 2006.



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

Subdivision 2006S-121U-13
The Park at Priest Lake Subdivision
29 – Wilhoite
6 - Awipi
Han and Hye Kook, Phillip Stinson, owners, Dale & Associates, surveyor.
Deferred from the May 11, 2006, meeting at the request of the Councilmember.

Deferral

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions

APPLICANT REQUEST
Preliminary Plat

A request to subdivide 30.04 acres into 83 cluster single-family lots located on the west side of Anderson Road and the end of Louise Russell Drive.

ZONING
R10 district

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

SUBDIVISION DETAILS

There are 83 cluster lots proposed for single-family only ranging in size from 5,400 square feet to 10,000 square feet. All lots are proposed off of existing stub streets including Woodymore Drive, Louise Russell Drive, Ayers Drive, and Loralie Lane. A new street is proposed from Louise Russell Drive that stubs to the adjacent parcel to the east (parcel 018) for future connectivity.

There are two phases of development proposed with 41.5% open space in Phase One and 36.3% in Phase Two, which is above the 15% requirement for each phase. Phase one proposes 21 lots and phase two proposes 62 lots. Landscape buffer yards are proposed along the boundary of the property due to lot sizes under the base zoning district.

There are twenty-nine critical lots proposed due to floodplain. The existing floodplain encompasses most of lots 30-46 and lots 63-71, and 82-83, however, the applicant proposes to add fill to the 100 year floodplain to the north, which will only encompass the rear of these lots. If the floodplain is not relocated prior to final plat approval, then these lots will not be permitted for development due to the significant amount of



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floodplain disturbance. The plan proposes to leave 70.2% of existing floodplain undisturbed, which is well over the 50% requirement.

Lot 47 is denoted as a critical lot, however, there is no existing floodplain or proposed floodplain on this lot.

Sidewalks are proposed on each side of the proposed streets.

STORMWATER RECOMMENDATION

Approved.

PUBLIC WORKS RECOMMENDATION

Exception Taken.

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

The elevation of public streets shall be one (1) foot minimum above the 100-yr flood elevation.

Show and dimension right of way along Anderson Road at property corners. Label and dedicate right of way 30 feet from centerline to property boundary, consistent with the approved major street / collector plan.

CONDITIONS

1. Any construction within existing or proposed public right of way shall be subject to approval of construction plans by the Department of Public Works. Final design and improvements may vary based on field conditions.
2. The elevation of public streets shall be one (1) foot minimum above the 100-yr flood elevation.
3. Show and dimension right of way along Anderson Road at property corners. Label and dedicate right of way 30 feet from centerline to property boundary, consistent with the approved major street / collector plan.



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4. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, if this application receives conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to any application for a final plat, and in no event more than 30 days after the effective date of the Commission's conditional approval vote.



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

Subdivision 2006S-148G-14
Hermitage Creek Subdivision
12 – Gotto
4 - Nevill
Hermitage Creek Homes LLC, owner, Civil Site Design Group, surveyor.

Deferral

Deferred from the May 11, 2006, Planning Commission meeting at the request of the applicant.

Staff Reviewer
Staff Recommendation

Harris
Disapprove, unless lots 1 and 2 are removed from the floodplain.

APPLICANT REQUEST
Preliminary Plat

A request to subdivide 5.63 acres into 11 single-family lots within a cluster lot subdivision located at Tulip Grove Road (unnumbered), approximately 2,520 feet north of Rockwood Drive.

ZONING
RS15 district

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

SUBDIVISION DETAILS

There are 11 cluster lots proposed for single-family only ranging in size from 7,500 square feet to 10,000 square feet. Access is proposed from Tulip Grove Road with a stub street proposed to the east.

Critical lots/Floodplain

There are seven lots proposed as critical lots due to floodplain. Two of the seven are predominantly in the existing floodplain area. These two lots should be removed and/or a plan must be provided that shows the undisturbed floodplain area.

Blue Line Stream and Spring

The proposed plat preserves an existing blue-line stream located along the eastern edge of the property. A twenty-five foot wide buffer is shown from the blue-line stream. The plat also preserves an existing spring located between lots 3 and 4. The blue-line stream and spring are both located within common open space.

Spite Strip

There is a small piece of land between the proposed street and adjacent property that is not a part of the proposed ROW. The proposed street must be relocated to include this small “spite strip” to allow future development to connect to this road.



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Open Space/Cluster Lot Option

There is 18% open space proposed within this subdivision. Most of the open space provided, is consumed by a blue line stream and floodplain. The Planning Commission cluster lot option policy includes a list of criteria for subdivisions using this option. This subdivision does not meet the following:

1. Meet not only the specific regulations of the Planning Commission and any other laws, or regulations, but also comply with the goals, objectives, and policies of the General Plan, including the adopted community plans, the Land Use Policy Application, and other parts of the Plan.

The Donelson Hermitage Community Plan lists as a goal to “preserve open tracts of land” by maintaining “areas of undeveloped land to protect the environment, retain community character, and provide additional recreation opportunities, notably all floodplains, rural property and potential parkland.”

2. Adequately protect lands identified by the applicant or determined by the Commission to be unsuitable for development.

Two lots would directly affect the natural floodplain and are not suitable for development. Staff recommends that the Commission include a condition that requires these two lots to be removed from the plan. The Zoning Ordinance allows for 50% disturbance of floodplain, however, the cluster lot option requires the applicant to provide greater preservation of environmentally sensitive lands. Staff recommends that a plan be submitted showing the amount of undisturbed floodplain proposed, if approved.

3. Create adequate open space in light of the project’s relationship to the surrounding community.

The Commission has stated that common open space should be for the “use and enjoyment” of future homeowners. Most of the open space is behind the lots with an opening between lots 3 and 4, which is floodplain. Staff recommends that a trail or pedestrian path be provided that connects from the sidewalk to the open space along the floodway and/or floodplain.



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Sidewalks

Sidewalks are proposed on each side of the proposed streets.

Landscape Buffer Yards

A landscape buffer yard is proposed along the northern boundary (30'-20') and along the eastern boundary (30').

History

A preliminary plat was approved with conditions for this subdivision on November 14, 2002. The preliminary plat approval expired November 14, 2005, therefore, the current subdivision regulations and Commission policies apply.

STORMWATER RECOMMENDATION

Approve except as noted.

1. Show a water quality concept for lots 1-5.
2. The pipe atop lots 5-6 cannot discharge water without prior water quality treatment. Furthermore, label the device as a water quality unit.
3. The captured off-site water appears to be combined with on-site water and subsequently discharged in the open space between lots 3 and 4. Said combined water must be treated prior to discharge. Conversely, off-site water does not require water quality treatment provided that the off-site water does not combine with on-site water.

PUBLIC WORKS RECOMMENDATION

Exception Taken.

1. Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions.
2. Minimum elevation of public streets shall be a minimum one (1) foot above the 100-yr flood elevation.
3. Build street to property line, or create permanent turnaround per Metro ST-331.

CONDITIONS (If approved)

1. All Public Works and Stormwater comments and conditions for public infrastructure and/or right of way shall be addressed prior to final plat approval.



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2. With final plat application, a plan is to be submitted that shows the amount and areas of undisturbed floodplain.
3. Prior to final plat approval, the proposed spite strip on the southern boundary of the property is to be removed and must be included within the proposed right-of-way.
4. Prior to final plat approval, a pedestrian path or trail must be provided between lots 3 and 4 that connects from the sidewalk to the open space along the floodway and/or floodplain.
5. Prior to final plat approval, lots 1 and 2 are to be removed.
6. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, if this application receives conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to any application for a final plat, and in no event more than 30 days after the effective date of the Commission's conditional approval vote.



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

Planned Unit Development 8-65-G-03
Family Dollar (Final PUD)

None
2 – Isabel
1 – Thompson
Dale and Associates, Inc, for Mark and Patricia Williams, et al, owners.

Deferral

This item was deferred indefinitely at the January 12, 2006, and May 11, 2006, Commission meetings to allow the applicant more time to work out Stormwater requirements.

Staff Reviewer
Staff Recommendation

Leeman
Approve with conditions provided Stormwater conditions are addressed prior to the meeting.

APPLICANT REQUEST
Revise Preliminary and Final PUD

A request to revise the preliminary plan and for final approval for a portion of a Commercial Planned Unit Development for property located at Moorman’s Arm Road (unnumbered), at the corner of Whites Creek Pike and Moorman’s Arm Road, to permit a 9,180 square foot retail use (final approval), and to revise the existing, undeveloped shopping center, approved for a 73,920 square foot shopping center and a 2,000 square foot bank, to allow for a 54,182 square foot shopping center.

PLAN DETAILS

History

The preliminary plan was approved in 1965, as a planned zoning district, and was amended into a Planned Unit Development in 1967.

Site Plan

While the original plan was approved for over 75,000 square feet of commercial uses, the current plan redesigns the layout of the PUD to allow for a total of 54,182 square feet.

Access

The original PUD included two points of ingress and egress from Moorman’s Arm Road and Whites Creek Pike. The current plan includes only one ingress/egress from Moorman’s Arm Road and two on Whites Creek Pike.

Staff Recommendation

Although this plan redesigns the layout of the buildings, it is consistent in concept with the originally approved plan, which was for a suburban shopping center that is



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automobile-oriented. Staff recommends approval of the revision to preliminary and approval of the final for the 9,180 square foot retail use provided Metro Stormwater Comments are addressed prior to the meeting.

PUBLIC WORKS RECOMMENDATION

All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.

1. Developer shall construct a 3 lane cross section with transition per AASHTO standards on Whites Creek Pike along property frontage to Moormans Arm Road, and a northbound left turn lane with 100 feet of storage and transition per AASHTO standards on Whites Creek Pike at Moormans Arm Road upon 50% of PUD development.

2. Developer shall construct 1/2 of a collector cross section along Moormans Arm Road property frontage with a 100 feet eastbound left turn lane at driveway access, and a 3 lane cross section on Moormans Arm Road with 150 feet of storage at Whites Creek Pike upon 50% of PUD development. Construction of Moormans Arm access drive shall be required at 50% PUD development.

3. Developer shall modify existing traffic signal at Moormans Arm Road and Whites Creek Pike upon construction of the widening of either Moormans Arm Road or Whites Creek Pike. Developer shall submit signal plan to Metro traffic engineer for approval. Plan shall include pedestrian signals and ADA facilities, if sidewalks are constructed at intersection.

4. A 25 feet cross access shall be allowed between lot 2 and parcels 139 and 179. Access location shall be determined at redevelopment of parcel 139 or 179.

5. Upon development of lot 1, Family Dollar project, one 35 feet wide joint use driveway shall be constructed. The driveway located 25 feet to the south of the Family Dollar project is denied. Cross access between lot 1 and lot 2 shall be provided and aligned with the Family Dollar western driveway aisle.



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Developer shall construct a northbound left turn lane with a minimum of 100 feet of storage and transition per AASHTO standards on Whites Creek Pike at joint use driveway.

6. Parking and driveway aisle widths shall comply with code requirements.

STORMWATER RECOMMENDATION

1. Place rip rap pad on downstream side of curb cut (similar to others). If there is not enough room, move cut to west side of pad.

2. Move tree protection fencing outside of buffer.

10. Please re-submit revised calculations. Only results of modeling submitted. Input and output for models will need review.

3. If configuration of pond is to remain, baffling will need to be installed to prevent short circuiting. Volume 4 (PTP-03) states that ponds must be 3:1 (length:width).

4. Provide stage/storage calculations for revised pond configuration.

5. Information on next 2 downstream structures will need to be provided.

6. Provide design information on pipe sizes, material, inverts, calculations for roof drainage system to pond. Rip rap pad size and headwall size/details are also needed.

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 Sections of the Metropolitan Department of Public Works.

2. Any development within public right of way is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions.



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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.
5. Developer shall construct a 3 lane cross section with transition per AASHTO standards on Whites Creek Pike along property frontage to Moormans Arm Road, and a northbound left turn lane with 100 feet of storage and transition per AASHTO standards on Whites Creek Pike at Moormans Arm Road upon 50% of PUD development.
6. Developer shall construct 1/2 of a collector cross section along Moormans Arm Road property frontage with a 100 feet eastbound left turn lane at driveway access, and a 3 lane cross section on Moormans Arm Road with 150 feet of storage at Whites Creek Pike upon 50% of PUD development. Construction of Moormans Arm access drive shall be required at 50% PUD development.
7. Developer shall modify existing traffic signal at Moormans Arm Road and Whites Creek Pike upon construction of the widening of either Moormans Arm Road or Whites Creek Pike. Developer shall submit signal plan to Metro traffic engineer for approval. Plan shall include pedestrian signals and ADA facilities, if sidewalks are constructed at intersection.
8. A 25 feet cross access shall be allowed between lot 2 and parcels 139 and 179. Access location shall be determined at redevelopment of parcel 139 or 179.



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9. Developer shall construct a northbound left turn lane with a minimum of 100 feet of storage and transition per AASHTO standards on Whites Creek Pike at joint use driveway.
10. Upon development of Lot 1, one 35 feet wide joint use driveway shall be constructed. The driveway located 25 feet to the south of Lot 1 shall be eliminated. Cross access between Lot 1 and Lot 2 shall be provided and aligned with Lot 1 western driveway aisle.
11. Parking and driveway aisle widths shall comply with Code requirements.
12. All Stormwater Management conditions, as listed above, shall be satisfied prior to the Planning Commission meeting.
13. 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.



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

Urban Design Overlay 2005UD-003G-12
Carothers Crossing, Phase 2
None
None
31- Toler
2- Blue
Wood Ridge Development LLC, owner.
Deferred from the May 11, 2006, meeting at the request of the applicant.

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions.

APPLICANT REQUEST
Final UDO

Request for approval of a phase of the Urban Design Overlay to permit the development of 58 detached single-family lots, 58 attached single-family lots, 32 multi-family units and 17,000 square feet of commercial space, located at 7107, 7211, 7244 Carothers Road and Carothers Road (unnumbered), and Battle Road (unnumbered).

PLAN DETAILS

Phase 2 proposes units within the Neighborhood General, Neighborhood Center, and Town Center neighborhood zones. The Neighborhood General zone allows for rowhouses, cottages/bungalows, two-unit townhomes, and mansions/villas. The Neighborhood Center zone allows for live/work units, rowhouses, and cottages/bungalows. The Town Center zone allows for mixed use development, live/work units, and rowhouses. The following is a breakdown of lot types within Phase 2:

- 39 cottage lots
- 35 rowhouse lots
- 17 cloister lots
- 4 live/work lots
- 3 mixed used lots with flats above
- 6 villa lots
- 19 bungalow lots
- 1 two-unit townhome lots

Staff recommends approval of this phase since it meets the UDO standards and is consistent with the preliminary UDO document.



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PUBLIC WORK RECOMMENDATION

Engineering Division

All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans. All street cross-sections, geometry, and roadway improvements shall be approved by the Department of Public Works, and shall support the projected traffic volumes and on street parking. Final design and improvements may vary based on field conditions.

Indicate on-street bike lanes in accordance with the adopted Sidewalks and Bikeways Strategic Plan along the major connector streets within the development.

Mandatory Referral application will be required to relocate, abandon, and rename portion of Carothers Rd.

Review and update the phasing plan for off-site improvements. This plan shall be approved by the Metro traffic engineer.

Traffic Division

Focused TIS supplements may be required in conjunction with the development of individual project phases to identify specific intersection requirements to achieve the planning, mobility and accessibility concepts of the approved UDO. A comprehensive update to the original TIS for this development may be required at five (5) year intervals, or as determined by the Traffic Engineer.

Developer shall construct a three-lane roadway with bike lanes on Battle Road between Carothers Road and Burkitt Road. Improvements shall include appropriate tapers south of Carothers Rd. per AASHTO/MUTCD standards. Existing horizontal and vertical curvature shall be improved to accommodate a 30 mph design speed, and adequate sight distance shall be provided at the intersection of existing Carothers Road and Battle Road per AASHTO standards. This improvement shall be bonded with Phase two (2), and constructed prior to the issuance of the 100th building permit, or one (1) year after recording of the Phase two (2) final plat, whichever comes first.



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With Phase 3 of the development, developer shall improve existing Carothers Road at Battle Road to provide a separate left turn and right turn lane with approximately 75 feet of storage and transitions per AASHTO standards.

Prior to any connection to Battle Rd south of existing Carothers Rd, the developer shall construct a three-lane roadway with bike lanes on Battle Road between the southern access roadway and Carothers Rd.

Improvements shall include appropriate tapers south of southern access per AASHTO/MUTCD standards.

Existing horizontal and vertical curvature shall be improved to accommodate a 30 mph design speed and adequate sight distance shall be provided at the intersection of Battle Road and the southern access per AASHTO standards.

The east-west town center road shall be constructed and Carothers Rd improved, from the county line to Battle road prior to any development south of the town center road.

Developer's plans shall identify trail locations that intersect near street intersections.

A signal warrant analysis at Burkitt Rd and Battle Rd is to be conducted at 25, 50, 75, and 100 percent build out, or as determined by the Traffic Engineer.

Additional turn lane storage may be required on Burkitt Rd at such time as signal warrants are met.

With Phase 3 of the development, developer shall construct an eastbound left turn lane on Grace Point Lane at Road 'C' (northern school connector rd) with 75 ft of storage and transitions per AASHTO standards.

Developer shall construct eastbound and westbound left turn lanes on the east-west town center road at Road 'B' (south connector rd west of Oak Trail Dr) with 75 ft of storage and transitions per AASHTO standards.

Developer shall construct an eastbound left turn lane on the east-west town center road at Oak Trail Drive with 75 ft of storage and transitions per AASHTO standards.



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STORMWATER RECOMMENDATION

Approve.

STAFF RECOMMENDATION

Staff recommends approval with conditions. The conditions are as follows:

General Conditions:

1. All Public Works' design standards for development within the designated right of way shall be met prior to any final approvals and permit issuance for public streets. Any approval of development within the designated right of way is subject to Public Works' approval of the construction plans. All street cross-sections, geometry, and roadway improvements for development within the designated right of way shall be approved by the Department of Public Works. Final design and improvements may vary based on field conditions.
2. Focused TIS supplements may be required in conjunction with the development of individual project phases to identify specific intersection requirements to achieve the planning, mobility and accessibility concepts of the approved UDO. A comprehensive update to the original TIS for this development may be required at five (5) year intervals, or as determined by the Traffic Engineer.
3. Developer's plans shall identify trail locations that intersect near street intersections.
4. 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.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
6. If this final approval includes conditions which require correction/revision of the plans,



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authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.

Phase 2 Specific Conditions:

1. Streets within the Carothers Crossing development shall not be required to have bike lanes unless they are designed and posted with speeds higher than 40-45 mph. Any of the roads within the development designated on the Major Street Plan as a major collector or arterial shall have bike lanes or alternative bike facilities, as determined by the UDO document. Residential streets with low speeds and low ADT's do not need a dedicated bike facility.
2. If the developer is making any major improvements to Burkitt Road, it should be required to include bikeway improvements. Battle Road according to the Strategic Sidewalk and Bikeway Plan is not one of the roads recommended for a bike lane.
3. All greenways are to be designed to allow pedestrian and bicycle movement.

Phase 3 & Off-site Conditions:

1. Require 60' ROW at east-west town center road and Road B. All other proposed streets, including streets in Phase 2, to provide ROW as shown in the UDO document.
2. Battle Road improvements between Carothers Road and Burkitt Road are to be constructed at the issuance of the 175th building permit.
3. East-west town center road to be constructed and Carothers Road improved from the county line to Battle Road prior to development south of the Town Center Village.
4. Mandatory Referral application will be required to relocate, abandon, and rename portion of Carothers Road. Review and update the phasing plan for off-site improvements. This plan shall be reviewed by the Metro traffic engineer.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2006Z-052U-10
None
10 - Shulman
8 - Harkey
Ken Shreeve, applicant for Anne C. Ford, owner.

Staff Reviewer
Staff Recommendation

Pereira
Disapprove

APPLICANT REQUEST

Request to change property from residential single family and duplex zoning (R40) to residential single family zoning (RS20 - 0.46 acres, and RS40 - 1.17 acres), property located at 1811 Woodmont Boulevard and Woodmont Boulevard (unnumbered), near the southwest corner of Woodmont Boulevard and Stokesmont 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.

Proposed Zoning
RS20 district

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

RS40 district

RS40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre.

**GREEN HILLS/MIDTOWN
COMMUNITY PLAN POLICY**

Residential Low (RL)

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

Special Policy Area #14

Maintaining the current 40,000 sq. ft. lot size requirement and established character of development in this RL policy area is recommended, except for the properties along the east margin of Benham Avenue where proposals for rezoning to RS20 and development in accordance with that zoning may be considered on their merits.



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Policy Conflict

Yes. Although the proposed RS40 is consistent with underlying RL policy, there is a Special Policy in this area that specifically calls for the preservation of 40,000 square foot lot sizes, which makes the request for RS20 inappropriate. The intent of the policy is to halt the further intensification of residential land use. The same policy states that rezoning proposals to RS20 *can be* appropriate along the eastern side of Benham Avenue.

RECENT REZONINGS

None.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken.

Typical Uses in Existing Zoning District: R40

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	0.92	0.93	1	10	1	2

Typical Uses in Proposed Zoning District: RS20

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	0.92	1.85	2	20	2	3

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

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

METRO SCHOOL BOARD REPORT

This zoning request generates no new students.



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

Zone Change 2006Z-080T
None
BL2006-1051
Countywide
N/A
Councilmember Randy Foster
Councilmember Randy Foster
None.

Staff Reviewer
Staff Recommendation

Regen
Approve.

APPLICANT REQUEST

Amend Zoning Code to require any revision that modifies the number of residential lots or units last approved by Council, or the Planning Commission, once this bill is adopted, to be acted upon by the Metro Council as a planned unit development (PUD) amendment.

ANALYSIS

Existing Law

The current Zoning Code permits developers to modify the number of residential dwellings within a PUD provided they do not exceed the number of dwelling units last approved by Council. This is accomplished by revising the preliminary PUD plan and submitting it to the Planning Commission for review and approval. This process takes six weeks. PUD revisions are governed principally by Section 17.40.120.G of the Zoning Code. This subsection identifies that any PUD change increasing the total number of residential units within a PUD beyond what the Metro Council last approved is a PUD amendment. And further, any change from all single-family homes to another dwelling type like townhouses, condominiums, or apartments is considered a PUD amendment.

Proposed Text Change

The proposed amendment modifies the Zoning Code by requiring any change in the number of residential units, even if the change is to decrease the total number of units from what was last approved by the Metro Council, or by the Planning Commission through a revision to the preliminary PUD plan, to be considered a PUD amendment. The proposed changes are shown below:



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- Section 17.40.120.F.1 by relettering subsection d as subsection e, and by adding the following new subsection d:
 - d. An increase in the total number of residential dwelling units; or
- Section 17.40.120.G.2.f would be deleted in its entirety and the following text would be inserted in its place:
 - f. ~~There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;~~
There is no increase in the total number of residential dwelling units, even if the number of residential dwelling units was decreased by a prior modification;

Analysis

Of the two proposed amendments by this bill, the first to Section 17.40.120.F.1 results in no change to the current PUD process. Currently, any PUD proposing an increase in the total number of residential units last approved by the Metro Council is considered a PUD amendment. As an amendment, the PUD receives a recommendation from the Planning Commission, and final approval from the Metro Council. The second amendment to Section 17.40.120.G.2.f would change significantly the current PUD process.

Preliminary PUD plans are typically revised multiple times after the Metro Council approves them. These revisions are to decrease the number of proposed residential dwellings below what the Council approved based on new market or engineering studies. Plans are routinely revised upwards and downwards – but never exceeding the last approved Council plan without Metro Council action.

Examples:

- A. The Council approves a plan for 420 multi-family units, but after more detailed engineering studies are done, the developer determines only 320 units can be built. The preliminary plan is revised to reflect 320 units, and



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submitted to the Planning Commission for review and approval. Under the proposed bill, this modification would be considered a PUD amendment.

- B. The Council approves a plan for 32 townhouses, but after further market research, the developer decides the units need to be larger, and submits a revised preliminary plan for 26 townhouses. The Planning Commission approves the revised plan. The developer sells the property to another developer who now wants to do the original 32 townhouses. Under the proposed bill, this modification would be considered a PUD amendment instead of a PUD revision.

The proposed bill would lengthen the development review process for residential PUD developers from six weeks to three to four months, in cases where the number of dwelling units are being increased over that previously approved by the Planning Commission (not to exceed the number of units approved by Metro Council). Today, no public hearing is held at the Planning Commission on such PUD revisions. By requiring Metro Council approval, these modifications would be deemed a PUD amendment and receive a public hearing at both the Planning Commission and Metro Council.

STAFF RECOMMENDATION

Approve the proposed text amendment. Of the two amendments, only one changes the current PUD review process. And while the proposed change to Section 17.40.120.G.2.f does lengthen the review/approval process for residential PUD developers by requiring Metro Council approval of any change in the total number of residential dwellings, such a change is procedural and not substantive. The change does not relax, lessen, or decrease development review standards (e.g. floodplain, hillsides, setbacks, land uses, etc.); and therefore, staff recommends approval.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2006Z-082U-03
None
2 – Isabel, Sr.
1 - Thompson
Cobie Dale Sadler, applicant for Shirley Sadler et al, owners.

Staff Reviewer
Staff Recommendation

Pereira
Approve with a condition

APPLICANT REQUEST

Request to change a portion of property (0.40 acres) from residential single family (RS5) to industrial warehousing/distribution zoning (IWD), district property located at 1207 Baptist World Center Drive, approximately 180 feet west of Willis Street.

Existing Zoning
RS5 district

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

Proposed Zoning
IWD district

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

BORDEAUX/WHITES CREEK COMMUNITY PLAN POLICY

Industrial (IN)

IN areas are dominated by one or more activities that are industrial in character. Types of uses intended in IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses.

Policy Conflict

No. This property is currently split-zoned, with IWD on the front portion and RS5 on the rear. The rear portion (0.4 acres) is proposed to be rezoned to IWD, which is a zone district that is consistent with the IN policy of the Community Plan.

Given this parcel’s adjacency to a residential area on the north, upon development the applicant will be required to provide a class “D” landscape bufferyard on its northern side (30’ to 50’ in width). In addition, Public Works has studied the access at this location and



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has stated that **no access will be allowed from this parcel to alley #2006**. This restriction will protect the adjacent residential area from disturbances by heavy vehicles that might otherwise choose to enter and exit this property via the largely residential alley.

RECENT REZONINGS

None.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken.

Typical Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.4	7.42	3	29	3	4

Typical Uses in Proposed Zoning District: IWD

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.4	0.17	2,962	200	7	5

Maximum Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.4	7.42	3	29	3	4

Maximum Uses in Proposed Zoning District: IWD

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.4	0.80	13,939	402	21	14

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
--			+10,977	171	4	1

METRO SCHOOL BOARD REPORT

As this request is for an industrial (non-residential) use, no students would be generated with the rezoning.



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

Zone Change 2006Z-090U-10
138-82-U-10, Green Hills Office Park PUD
None
25 - Shulman
8 - Harkey
Waters Edge Limited Partnership, applicant/owner.

Staff Reviewer
Staff Recommendation

Pereira
Disapprove

APPLICANT REQUEST

Request to change 3.93 acres from office/residential zoning (OR20) to mixed use limited zoning (MUL) district property located at 2002 Richard Jones Road, approximately 575 feet east of Hillsboro Pike, (located within a Planned Unit Development district).

Existing Zoning
OR20 district

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

Proposed Zoning
MUL district

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

GREEN HILLS/MIDTOWN COMMUNITY PLAN POLICY

Regional Activity Center (RAC)

RAC policy is intended for concentrated mixed-use areas anchored by a regional mall. Other uses common in RAC policy are all types of retail activities, offices, public uses, and higher density residential areas. 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 to the intent of the policy.

Policy Conflict

The proposed MUL rezoning, combined with a request to cancel the Green Hills Office Park PUD, would not effectively implement the goals of the Regional Activity Center policy on this site. The straight rezoning, *without* a PUD, allows a range of commercial uses that would not be appropriate for an area that serves as a transition between shopping center commercial zoning along Hillsboro Road and residential areas to the east. The existing office park



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PUD and OR20 zoning allow for a more appropriate transition. Staff may be able to recommend approval of the requested MUL zoning if the existing PUD is amended to provide appropriate site design and a transition to the neighboring residential area.

RECENT REZONINGS

None.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken.

METRO SCHOOL BOARD REPORT

Projected student generation*

15 Elementary 11 Middle 13 High

Schools Over/Under Capacity

Students would attend Percy Priest Elementary School, Moore Middle School, or Hillsboro High School. All schools have been identified as having capacity by the Metro School Board. This information is based upon data from the school board last updated February 2006.

***School generation numbers are based on an assumption of a maximum 171 residential units at 1,000 square feet each.**



Project No.	Planned Unit Development 138-82-U-10
Project Name	Green Hills Office Park
Associated Case	2006Z-090U-10
Council Bill	None
Council District	25 – Shulman
School District	8 – Harkey
Requested By	Water’s Edge Limited Partnership, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST

Cancel PUD	A request to cancel a Commercial Planned Unit Development, located at 2002 Richard Jones Road.
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Existing Zoning

OR20 District	<u>Office/Residential</u> is intended for office and/or multi-family residential units at up to 20 dwelling units per acre.
---------------	---

Proposed Zoning

MUL District	<u>Mixed Use Limited</u> is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.
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GREEN HILLS/MIDTOWN COMMUNITY PLAN POLICY

Regional Activity Center (RAC)	RAC policy is intended for concentrated mixed-use areas anchored by a regional mall. Other uses common in RAC policy are all types of retail activities, offices, public uses, and higher density residential areas. 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.
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PLAN DETAILS

Original Plan/History	The original preliminary PUD overlay district plan was approved for a total of 101,097 square feet of general commercial (office use) in 1982, and consisted of four separate buildings. The final PUD overlay district plan was approved for a total of 106,041 square feet of general commercial (office use) in 1983. While the overall square footage of the final was slightly higher than what was approved on the preliminary, the layout and number of buildings was consistent with the
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Staff Concerns

preliminary plan. In 1987, the PUD was revised to include a child care center.

Without a PUD overlay, a straight MUL zoning district would allow for uses and site layout that may not be appropriate at this location. While the site is located near Hillsboro, a major commercial corridor, uses such as fast food that are appropriate along Hillsboro may not be appropriate for this location. Furthermore, the RAC policy requires that a site plan accompany any rezoning to ensure that the intent of the policy is achieved.

Staff Recommendation

Because the requested zoning allows for uses that may not be appropriate at this location, and the RAC policy requires a site plan, staff recommends that the request to cancel the PUD be disapproved, but that the PUD be amended. A PUD amendment and MUL zoning may be appropriate if the amendment provides appropriate site design and a transition to the neighboring residential areas.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

STORMWATER RECOMMENDATION

No Exceptions Taken



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

Subdivision 2006S-180U-14
Cloverwood Subdivision
14 – White
4 - Nevill
Luckey Development, owner, Cherry Land Surveying, surveyor.

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions, including a variance for maximum lot size and sidewalks

APPLICANT REQUEST
Final Plat

Request to subdivide 16.81 acres into four single-family lots located at the end of Cloverwood Drive.

ZONING
RS10 district

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

SUBDIVISION DETAILS

There are four lots proposed with access from the existing stub streets, Cloverwood Drive and Hickory Bend Drive. The building areas are proposed closer to the existing lots and are not proposed close to the floodway along McCrory Creek Road.

Floodplain/Floodway

This property is mostly covered by floodplain and floodway, is not suitable for intense development. McCrory Creek runs through the south side of the property along McCrory Creek Road. Because this is within floodplain, all four lots are critical lots.

Lot Size Variance

The Subdivision Regulations state that “the proposed lot area shall not exceed three times the minimum lot size required by the Zoning Regulations for the zone district within which the proposed subdivision is located.” Each lot proposed is more than three times the minimum 10,000 square feet required by zoning. Lot 1 is 64,042 sq. ft. Lot 2 is 318,411 sq. ft. Lot 3 is proposed at 230,392 sq. ft. and lot 4 is proposed at 142,918 square feet.

Staff recommends approval of the variance since most of the floodplain is preserved. There will be 53.9% of undisturbed floodplain to remain.



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Sidewalk Variance Request

Sidewalks are required along McCrory Creek Road and access points from existing streets. A variance request has been submitted and the stated hardship is the 98% of floodplain on the property.

Staff recommends approval of the sidewalk variance due to the physical constraints of the property. Since McCrory Creek Road is predominantly in a floodway area, it would require further manipulation of the floodplain and floodway.

Dedicated Conservation and Greenway Easement

A dedicated conservation and greenway easement is proposed along McCrory Creek. The plan currently shows a 25' easement labeled "25' Dedicated Conservation and Public Access Easement," and it should be labeled as "25' Dedicated Conservation Greenway Public Access Easement Area."

STORMWATER RECOMMENDATION

Approved except as noted.

1. Surveyor sign, stamp, and date plans.

PUBLIC WORKS RECOMMENDATION

Exception Taken.

1. Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions.
2. Submit roadway construction plans for the extension of Cloverwood Drive and Hickory Bend.
3. All roads to be one foot minimum above the 100 year floodplain.
4. For dead end streets greater than 150', construct circular turnaround per standard drawing ST-331. Show turnaround at terminus of Cloverwood Drive.

CONDITIONS

1. Prior to recordation, all Public Works and Stormwater comments and conditions must be met for public infrastructure and/or public right of way.
2. Final plat is to be recorded within 180 days from this meeting date, unless deferred.



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-
3. Prior to recordation, the Dedicated Conservation easement is to be labeled as such, "25' Dedicated Conservation Greenway Public Access Easement Area."



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
None
None
31 – Toler
2 – Blue
Requested by Dale and Associates, applicant for Rajni Patel, owner.

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Revise Preliminary and Final PUD

A request to revise the preliminary plan and for final approval for a portion of the Commercial Planned Unit Development district located at 5813 Nolensville Pike, classified SCR (0.55 acres), to permit the redevelopment of an existing car wash into a 4,950 square foot medical office.

PLAN DETAILS

Site plan

As proposed, the plan calls for a 4,950 square foot medical office building.

Access

The site will be accessed by the existing drive from Brentwood East Drive, which provides connections to Old Hickory Boulevard and Nolensville Pike. The access drive from the site to Brentwood East Drive crosses the adjacent property within a 30 foot wide ingress egress easement. There is no direct access onto Nolensville Pike.

Parking

As proposed, a total of 25 parking spaces is required for medical office use ($4,950/200 = 24.7 \sim 25$). The plan identifies 26 parking spaces.

Preliminary Plan

The site is within a larger PUD that was approved for various commercial, retail and convenience uses. This specific site was approved for a self-service car wash with eight wash bays. While the proposed office use is a significant change from the originally approved use, it is compatible with other approved uses in the PUD, and is allowed in the base zoning district (SCR).



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The existing foot print for the car wash is approximately 2,860 square feet, and the while the request increases the area on this lot by more than ten percent, the request does not increase the overall area within the PUD by more than ten percent of what was originally approved. When a proposal increases the area by more than what was approved by Council, then the request is considered major and requires Council approval. Since the request does not increase the last Council – approved plan by more than ten percent, it is a minor revision and only requires Commission approval.

Staff Recommendation

Because the proposed medical office use is compatible with other uses in the PUD, and allowed within the property's SCR zoning district, staff recommends that the request be approved with conditions.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

STORMWATER RECOMMENDATION

1. Provide a copy of the detention maintenance agreement for the water quality unit.
2. What was used to determine HW/Rise on Figure 37 for DS Structure analysis.
3. Place a silt fence along south side of site.
4. Provide details for catch basins.
5. Provide inlet protection for catch basins and provide detail.
6. Provide detail for french drain.
7. Place inlet protection in form of check dam in front of headwall conveying stormwater along south side of site.
8. Add note on plans indicating that erosion control measures will be left in place and maintained until final stabilization is reached.
9. Provide FEMA floodplain information including community map number, panel number and date of the most current published flood map. Also state if site is within floodplain.
10. Indicate on map what offsite DA1 and offsite DA2 represent. Statement of size of DA1 doesn't match calculation for DA1.



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11. Easement must include WQ device, ingress/egress to unit from public ROW, and pipes conveying offsite water through site.
12. Provide structure table on plans detailing pipes, sizes, lengths, inverts, and flow rates.
13. WQ calculations state unit treats 1.19 acres. Unit appears to treat much less.
14. Show stream centerline, top of bank, and 25' buffer along stream. It appears that the rip-rap pad may be within buffer.

CONDITIONS

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



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



Project No.
Project Name
Council District
School District
Requested By

Planned Unit Development 53-84-U-12
Hickory Heights (Rose Monte)
31 – Toler
2 - Blue
Wamble and Associates, for Jim McLean of J2K Builders, LLC, owner.

Staff Reviewer
Staff Recommendation

Pereira
Approve with conditions, including the alternate condominium

APPLICANT REQUEST
Revision to Preliminary PUD

Request to revise a portion of the preliminary plan for the Residential Planned Unit Development district, located along the west side of Zermatt Avenue, classified RM15, (27.27 acres), to permit 211 townhomes and 90 condominiums, replacing 63 single-family lots on this portion of the plan.

PLAN DETAILS

History

The original Hickory Heights Villas preliminary PUD was approved by the Metro Council in 1985 for 1,464 total residential units. The PUD was later revised several times, including parcel 093, which was approved for single-family lots and apartment units. The final PUD for phase 1 (of parcel 093), located at the end of Swiss Avenue, was recently approved and constructed, for 36 condominium units.

The current revision to the preliminary PUD increases the density of development on this portion of the PUD (parcel 093), but it falls short of the original density of 1,464 residential units, and therefore can be considered a revision to the preliminary PUD. In addition, the proposed multi-family development on this phase of the PUD will attempt to employ a degree of sensitivity regarding difficult grades on this site, replacing previous revisions that included a large number of critical (single-family) lots.

Site Layout, Access, & Parking

The submitted PUD plan proposes 211 townhome units, which front on several private drives that connect to Zermatt Avenue. An additional 90 condominium units are located on the western side of this phase, all of which front on the main drive. Surface parking is located to the rear of all of the units, and sidewalks line all of the drives on both sides. All townhomes and



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Topography

condo units have two bedrooms, and 638 surface parking spaces are provided. There are three open space “park” areas provided throughout the development.

There is a large portion of the site that has slopes between 10 and 20 percent, and a substantial area that has grades between 20-25 percent and some over 25 percent. The revised preliminary on this parcel was approved both for single family lots and apartment units, so a significant amount of grading would have resulted, if built-out in accordance with the previously-approved revision. The proposed new layout attempts to avoid such grading on a mass scale.

Design and slopes

The development will include a townhouse product that is constructed into the hillside, as each set of units will gradually “step up/down” the hills, with rear parking areas that will not require retaining walls.

An alternate design for the condominiums was submitted that shows the buildings appearing as one-story in height from the street, and four stories to the rear. The buildings will be constructed into the hill, to make up the large grade difference along the western edge of the site. The only retaining wall will be located to the rear of the parking area for the condos. Given that this rear retaining wall will range from 3’ up to 20’ in height in certain areas, pedestrian access to the adjacent Woodlands subdivision, if provided, shall be limited to areas in which the grade difference is minimal.

No rip-rap rock shall be used to stabilize any slope.

STORMWATER RECOMMENDATION

Approved 5/05/06.

PUBLIC WORKS RECOMMENDATION

1. Traffic Impact Study for Hickory Heights shall be updated to address the development of this property.
2. All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval



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of the construction plans. Final design and improvements may vary based on field conditions.

3. Identify location of retaining walls, including top and base of wall elevations. Submit geotechnical report with specific design parameters for retaining wall, prior to submittal of construction plans.
4. Typical condominium section detail indicates 10' - 20' retaining walls adjacent to roadways, and 3' - 30' adjacent to rear parking.
5. Provide plans for solid waste collection and disposal. Must be approved by the Public Works Solid Waste Division.
6. Within residential developments 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. Street lighting is required on *public* streets in the Urban Service District. Plan now proposed private streets.
7. Show and dimension right of way along Zermatt Avenue. Dimension existing pavement width.

FIRE MARSHAL RECOMMENDATION

Not Approved

1. Fire hydrants should flow at least 1,250 GPM's at 40 psi residual.
2. There were no fire hydrants shown on the plan.
3. No part of any building shall be more than 500 feet from a fire hydrant via an approved hard surface road. Metro Ordinance 095-1541 Sec: 1568.020 B
4. All roadways with one way traffic shall be at least 14 feet in width (driveway entrances and exits).

CONDITIONS

1. This approval includes the alternate condominium section as the design for the condominium buildings.



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2. Prior to final PUD approval, all conditions of the revised Traffic Impact Study shall be met for off-site improvements and for public streets.
3. No rip-rap rock shall be used to stabilize any slope.
4. If pedestrian access is provided to the adjacent Woodlands subdivision to the west, it shall be limited to areas in which the grade difference is minimal.
5. Prior to final PUD approval, all Fire Marshal's Office conditions listed above shall be met.
6. 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.
7. 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.
8. Approvals within public right of way are subject to Public Works' review and approval of construction plans.



Project No.
Project Name
Council District
School District
Requested by

Planned Unit Development 99-85-P-14
Briley Corners, Phase 2, Lot 3
15 - Loring
4 - Nevill
Littlejohn Engineering, engineer for Boyle Craigmeade L.P., owner

Staff Reviewer
Staff Recommendation

Withers
Approve with conditions

APPLICANT REQUEST
Revise Preliminary & Final Plan

A request to revise a portion of the preliminary plan and for final approval for a Commercial Planned Unit Development district located along the south side of Lebanon Pike, west of Briley Parkway, classified OL, (11.64 acres), to permit a 24,003 square foot office building.

PLAN DETAILS

Plan Details

The last approved preliminary plan for the entire Briley Corners PUD allowed 360,000 square feet of office. Currently, Phase I is constructed with a 67,516 square foot building that houses a business school. This proposal includes a final PUD approval for lot 3, which is a one-story, 24,003 square foot office building located in the rear of the PUD. Access will be through the existing driveway to Craigmeade Drive. An existing vegetative buffer and 6' high wooden fence will remain along the western property line adjacent to residential development.

With this revision to the preliminary approval, there is a 3 story office building proposed for lot 2 which is 75,000 square feet in size. This brings the overall square footage in the PUD down to 166,520 square feet.

STORMWATER RECOMMENDATION

Construction plans are approved.

WATER SERVICES RECOMMENDATION

Conditional Approval. Comments have been returned to applicant and must be complied with in order to receive final plat approval.



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PUBLIC WORKS RECOMMENDATION

No exceptions taken.

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. 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.



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

Planned Unit Development 89P-018G-12
Gillespie Meadows
None
None
31 – Toler
2 – Blue
Civil Resource Consultants, Inc., applicant for Fox Oil and Gas, owner

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Revise Preliminary and Final PUD

A request to revise a portion of a commercial Planned Unit Development located on the southwest corner of Nolensville Pike and Bradford Hills Drive, to permit a 3,400 square foot convenience market and gas station with six fuel pumps.

PLAN DETAILS

The request proposes a 3,400 square foot convenience market and automobile fueling center with six fuel pumps. The layout is typical of most convenience/fuel centers with the building being located towards the rear of the lot and parking and fuel pumps being located in front closer to Nolensville Pike and Bradford Hills Road.

Access

As proposed, access will be provided form Nolensville Pike and Bradford Hills Road.

Buffer Yards

The site is adjacent to residentially zoned property to the south and west. Landscape buffer yards are required along both the south and west property lines, and are shown on the plan. A “C-3” landscape buffer yard is shown along the southern property line, and a “C-1” landscape buffer yard is shown along the western property line.

Preliminary Plan

As proposed, the overall concept of this plan is consistent with the approved preliminary plan. The approved preliminary plan identified a larger building with gas pumps on the north and south side of the building. This plan calls for a smaller building with the pumps located in front of the building.



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Applicants have given numerous reasons for the change in this plan from the approved preliminary plan. The lot is small (1.19 ac) and there are numerous constraints, including landscape buffer yards and easements, on site detention, setbacks and parking requirements.

PUBLIC WORKS RECOMMENDATION

Label and show reserve strip for future right of way, 54 feet from centerline to property boundary along Nolensville Pike, consistent with the approved major street plan (U6 - 108' ROW).

STORMWATER RECOMMENDATION

1. Provide a copy of the NPDES NOC letter and a note on the plan set stating that the NOI has been submitted.
2. Provide a copy of the stormwater detention maintenance agreement.
3. Provide a copy and show on the plans the easement for the pond, water quality structure, and access easement for maintenance. Easement for pond and WQ structure shown on plan, but easement will need to be recorded or be platted. Be sure to include ingress/egress easement.
4. Include 3 copies of the final plan set.
5. Provide a Drainage Area Map showing the area draining to each structure as well as an overall pre- and post- drainage map corresponding to calculations with areas, Tc's, C/CN. Tab on last page of calculations indicates drainage map, but none were provided.
6. Provide information on the next two downstream drainage structures including pipe size, invert information, actual flow and pipe capacity.

CONDITIONS

1. Any sign must be monument type, no taller than 4.5 feet in height.
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.



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3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
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. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



Project No.
Project Name
Council District
School District
Requested By

Planned Unit Development 28-79-G-13
Cambridge Forest PUD, Phase 7

28 – Alexander
6 – Awipi

Batson and Associates, applicant for Danco Development, Inc., owner

Deferrals

This item was originally submitted for the September 22, 2005, Commission meeting but was deferred indefinitely until Stormwater concerns were addressed.

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Final PUD

A request for final approval for a phase of a Residential Planned Unit Development, (6.61 acres), for the development of 29 single-family cluster lots.

PLAN DETAILS

Final PUD

The proposal for Phase 7 consists of 29 single-family cluster lots. The plan is consistent with the approved preliminary.

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.

Access

Access to this section will be provided by the extension of Bridge Crest Drive.

PUBLIC WORKS
RECOMMENDATION

No Exceptions Taken.

STORMWATER
RECOMMENDATION

Approve with the following conditions:

1. Provide a copy of the NOC.
2. Grade a defined ditch along the rear lot line of lots 158, 159, and 160. Clearly show how this will tie into the ditch behind lots 155 and 156 (Phase 6).
3. Add a depth on the detail to the swale behind the retaining wall.



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4. The hydraulic grade line is coming out of the ground at structures 11 through 19, 22, 23A, 25, 26 and 27. Revise plan.

WATER SERVICES RECOMMENDATION

Conditional Approval. Comments have been returned to applicant and must be complied with in order to receive final plat approval.

CONDITIONS

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



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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 Planning Commission.



Project No.	2006Z-091T
Project Name	Subdivision Fees
Associated Case	2006Z-092T and 2006Z-094T
Council District	All
Requested By	Metro Planning Department
Staff Reviewer	Lawrence
Staff Recommendation	<i>Approve</i>

REQUEST

Request that the Commission increase the fees for subdivision related applications effective July 1, 2006.

DISCUSSION

In 2003 the Finance Department engaged Maximus, Inc. to conduct a review of Planning Department fees and the staff time devoted to processing applications. That study determined that Metro was subsidizing a significant portion of the actual full cost of processing the applications. In 2004 fees were increased as a result of the study, but not to the level that recovered the full cost. The basis of the department's budget proposal for Fiscal Year 2007 is to raise the fees to a level that does cover the full cost of the staff time to process the applications as determined in the study.

See fee table following the staff report for 2006Z-094T.

Staff recommends approval.



Project No.	2006Z-092T
Project Name	GIS Fees
Associated Case	2006Z-091T and 2006Z-094T
Council District	All
Requested By	Metro Planning Department
Staff Reviewer	Lawrence
Staff Recommendation	<i>Approve</i>

REQUEST

Request that the Commission increase the fees for GIS data effective July 1, 2006.

DISCUSSION

In 2003 the Finance Department engaged Maximus, Inc. to conduct a review of Planning Department fees and the staff time devoted to processing applications. That study determined that Metro was subsidizing a significant portion of the actual full cost of processing the applications. In 2004 fees were increased as a result of the study, but not to the level that recovered the full cost. The basis of the department's budget proposal for Fiscal Year 2007 is to raise the fees to a level that does cover the full cost of the staff time to process the applications as determined in the study.

This particular item actually creates a new method of charging the full cost fee for GIS data. This will create the ability to charge for individual layers of data instead of just charging a license fee for all the layers across the county.

See fee table following the staff report for 2006Z-094T.

Staff recommends approval.



Project No.	2006Z-094T
Project Name	Zoning Application Fees
Associated Case	2006Z-091T and 2006Z-092T
Council District	All
Requested By	Metro Planning Department
Staff Reviewer	Lawrence
Staff Recommendation	<i>Approve</i>

REQUEST

Request that the Commission increase the fees zoning related applications effective July 1, 2006.

DISCUSSION

In 2003 the Finance Department engaged Maximus, Inc. to conduct a review of Planning Department fees and the staff time devoted to processing applications. That study determined that Metro was subsidizing a significant portion of the actual full cost of processing the applications. In 2004 fees were increased as a result of the study, but not to the level that recovered the full cost. The basis of the department's budget proposal for Fiscal Year 2007 is to raise the fees to a level that does cover the full cost of the staff time to process the applications as determined in the study.

See fee table following this staff report.

Staff recommends approval.