



Request

Associated Cases
Council Bill
Council Districts
School District
Requested by

**Request to Amend the Subarea 13 Plan:
2003 Update**

2006SP-079U-13
None
33 - Briley
6 - Awipi
Metropolitan Planning Department

Staff Reviewer
Staff Recommendation

Jones
Approve

APPLICANT REQUEST

A request to amend the Subarea 13 Plan: 2003 Update to go from Residential Medium High Density (RMH) policy to Community Center (CC) policy for approximately 17 acres of property located along Bell Road and Rice Road, requested by the Metropolitan Planning Department.

PUBLIC PARTICIPATION

Staff held a community meeting on April 13, 2006, which was attended by approximately 25 people. Some of those present at the meeting expressed some concern about the uses that may be encouraged by the proposed CC policy. Staff met again with the community on May 23rd to present an SP zoning to approximately 18 people that prescribed uses within the proposed CC policy area. Virtually all of the people present at the meeting expressed agreement with the amendment and uses allowed within the proposed SP area.

LAND USE POLICIES

Residential Medium High (RMH)

RMH policy is intended for existing and future residential areas characterized by densities of nine to twenty dwelling units per acre. A variety of multi-family housing types are appropriate, including attached townhouses and walk-up apartments.

Community Center (CC)

CC is intended for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods. Appropriate uses within CC areas include single- and multi-family residential, offices, commercial retail and services, and public benefit uses.



Metro Planning Commission Meeting of 6/22/06

ANALYSIS

Staff recommends approval of the proposed amendment as follows.

Policy categories are typically mirrored across a major corridor such as Bell Road. In this case, however, RMH policy has been applied to undeveloped property directly across the street from commercially-zoned and policed properties. While higher-density residential and commercial developments may be compatible across a major arterial, it makes more sense to allow similar uses and intensities along both sides of this portion of the corridor to achieve a cohesive and balanced development pattern.

The area in question is well suited for the mixture of uses encouraged by CC policy, with good access to the major street and freeway systems. The property is highly visible and lacks environmental constraints. The surrounding residential neighborhoods are healthy and diverse. The proposed SP provides a transition from mixed-use development along Bell Road to strictly residential development that is compatible with adjacent neighborhoods.



Request

Associated Cases
Council District
School District

**Request to Amend the
SubArea 9 Masterplan: 1997 Update**

None
19-Wallace
7-Kindall

Staff Reviewer
Staff Recommendation

Priest
Approve

APPLICANT REQUEST

Amend the Subarea 9 Masterplan: 1997 Update by adding language regarding street hierarchy, parking structure street frontage, maximum and minimum heights at the street, and maximum overall height in the portion of SubArea 9 bounded on the north and east by 11th Avenue South, Gleaves Street and the railroad lines, and bounded on the south and west by the alley between Broadway and McGavock Street and Interstates 40 and 65 – the area commonly referred to as The Gulch.

Existing Land Use Policies
Core Frame (CF)

The Core Frame zoning (CF) district is intended to implement the General Plan’s Central Business District land use policies for support services. The CF district is designed primarily for a diverse variety of business service functions along with retail trade and consumer service establishments and large parking structures that require locations in proximity to the central business district.

ANALYSIS

The Design Studio has completed a study to shape Metro’s policy on the appropriate form of development between the downtown railroad lines and the west interstate loop, the area known as “the Gulch.” The study area is bounded on the north and east by 11th Avenue South, Gleaves Street and the railroad lines, and bounded on the south and west the alley between Broadway and McGavock Street and Interstates 40 and 65 (See Figure 1). The study considered existing plans and policies, zoning entitlements, and physical conditions as well as recently-approved development and examples from other cities. Three development scenarios were produced to represent typical properties within the study area.



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The railroad gulch has long been a prominent fixture in Downtown Nashville's landscape. The low-lying area west of downtown was the center of transportation for a century. As the city became more auto-centric, the streets of the Gulch neighborhood have evolved into primary connections between Downtown and Midtown.

Several plans have envisioned the future of the Gulch, including the Subarea 9 Center City Plan (1997), the Gulch Redevelopment Plan (2003), and the Plan of Nashville (2005). All are in agreement that the Gulch is the link between Midtown and Downtown. The neighborhood is envisioned as a unique mid-rise, mixed-use and pedestrian-friendly neighborhood with an industrial and modern aesthetic. The Gulch Plan advises that "new buildings should not exceed five stories in height except at key locations." The Demonbreun Street corridor is identified as the major link between Downtown and Music Row. Also, 12th and 8th Avenues South connect Downtown to neighborhoods to the north and south. These documents also anticipate a return to rail travel, and expect the Gulch to be a vibrant neighborhood, once again centered on mass-transit.

The results of the Design Studio's study and the recommendations made by other formal and informal studies are the basis for the minor text amendment to the SubArea 9 Masterplan: Update 1997. In order to clarify the intention of the SubArea 9 Masterplan: 1997 Update, regarding the nature of development in this area, the new text establishes guidelines for activating streets, appropriate locations for higher structures at the street, neighborhood focal points, urban fabric buildings, and the character of potential development along the railroad lines for the portion of SubArea 9 bounded on the north and east by 11th Avenue South, Gleaves Street and the railroad lines, and bounded on the south and west by the alley between Broadway and McGavock Street and Interstates 40 and 65 – the area commonly referred to as The Gulch.

NOTE: A complete copy of the study is enclosed with the Commissioners' copies of this staff report.



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The proposed amendment consists of changing the *Subarea 9 Masterplan: 1997 Update* by adding the Gulch Study document – text, drawings and images – as an appendix.



The Gulch Study Area

Figure 1



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

Zone Change 2005SP-119U-10
None
Substitute Ordinance BL2006-1110
25 – Shulman
08 – Harkey
Councilman Shulman for various property owners
Deferred from the June 8, 2006, Commission meeting

Staff Reviewer
Staff Recommendation

Carlat
Approve.

APPLICANT REQUEST

A request to change approximately 51.66 acres from residential single-family and duplex (R15 and R20) and residential single-family (RS7.5) to Specific Plan (SP) district properties along the southeast side of Kirtland Avenue, both sides of Farrar Avenue and Hood Avenue, and both sides of Castleman Drive between Hillsboro Pike and Lone Oak Road. The Castleman SP would prohibit new duplexes, permit property owners with 45,000 sq. ft. lots or parcels at the time of adoption of the SP to subdivide and apply basic development standards as described below.

Existing 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.

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 percent duplex lots.

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 percent duplex lots.

Proposed Zoning
SP district (preliminary)

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

- The SP District is a base zoning district, not an overlay. It will be labeled on zoning maps as “SP.”



Metro Planning Commission Meeting of 6/22/06

- 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.
- 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.

SUBAREA 10 PLAN POLICY

Residential-Low Medium

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

Policy Conflict

No. The area encompassed by the Castleman SP has a *current* density of 1.68 dwelling units per acre, below the recommended residential density of two to four dwelling units per acre. The Castleman SP proposes that no new duplexes be permitted, but does allow for six existing properties to be subdivided. Even if all of these properties subdivide, in accordance with Metro Nashville Subdivision Regulations, the net effect of new single-family homes will not exceed the two to four dwelling units per acre recommended by RLM policy.

In addition to the RLM land use policy applied by the Green Hills/Midtown Community Plan, the Castleman neighborhood is also highlighted under Goal 2, "Preserve and protect established residential areas." The Castleman area is today primarily single-family in nature, a context that would be preserved with the Castleman SP since it proposes to prohibit future duplexes. The Castleman SP also proposes standards for setbacks, massing, and building materials. Each of



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Other Issues

these standards was drafted to preserve the existing character of the neighborhood.

Staff has received request from property owner(s) to remove their property from the request. The zoning application was filed by the district Councilmember, however, so as the applicant, only the Councilmember can remove properties from this zoning request.

PRELIMINARY PLAN DETAILS

Overview

The Castleman SP is intended to create a compromise between Castleman-area neighbors interested in downzoning to prohibit additional duplexes and other neighbors interested in retaining some development entitlements.

Land uses

Single-family residential use is permitted. All other uses shall be as permitted in RS15 zoning. No duplexes shall be permitted.

Subdividing Lots

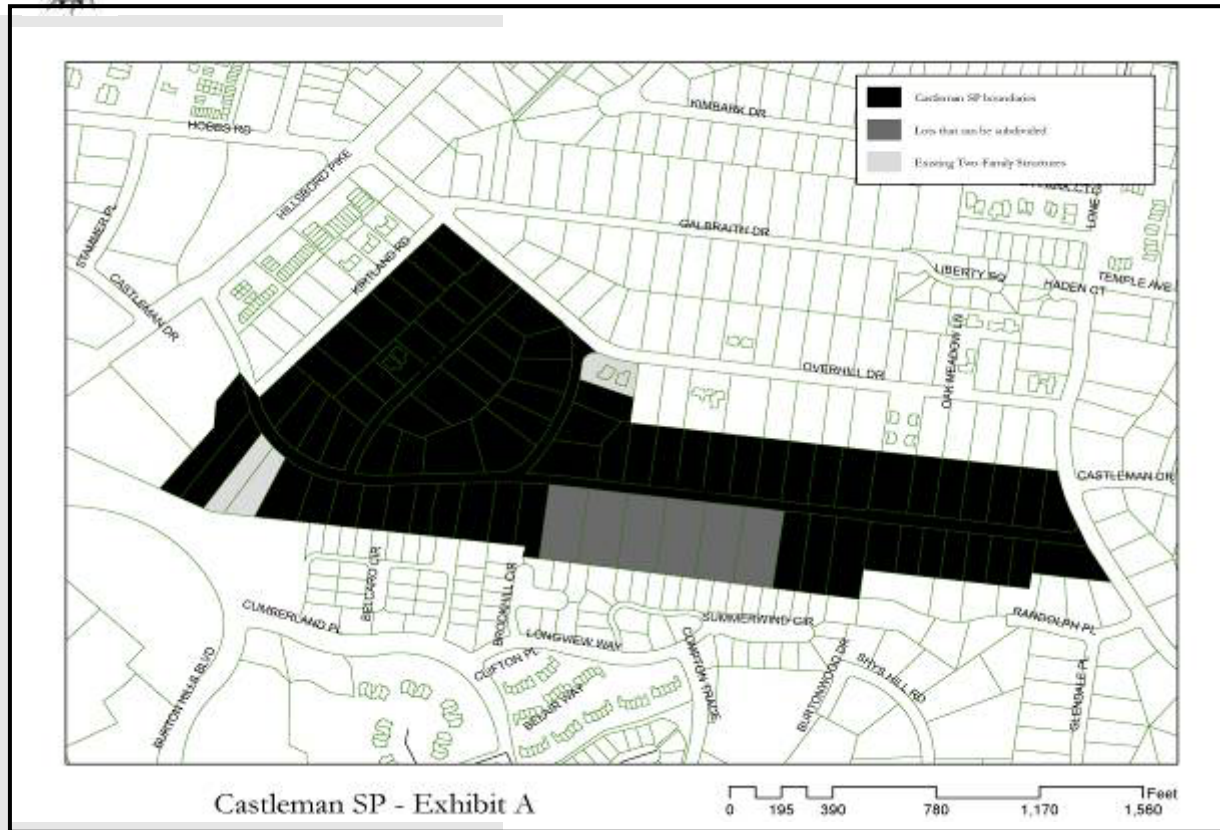
Only lots or parcels 45,000 sq. ft. or larger at the adoption of the original Castleman SP may be subdivided. Exhibit A of the Castleman SP indicates which lots are eligible to be subdivided.

Within the Castleman SP, lots or parcels may be subdivided subject to the Subdivision Regulations of Metropolitan Nashville/Davidson County and the following standards:

1. Lot area. Using a modified assessment of lot comparability from Section 3.5 of the Subdivision Regulations, 75 percent of the average lot area in the Castleman SP is found to be 19,163 sq. ft. This will be considered if exceptions to lot area comparability are requested with future subdivision applications.
2. Lot frontage. Using a modified assessment of lot comparability from Section 3.5 of the Subdivision Regulations, 90 percent of the average lot frontage in the Castleman SP is found to be 109 ft. This will be considered if exceptions to lot frontage comparability are requested with future subdivision applications.



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Castleman SP - Exhibit A

New streets

No new streets shall be created due to subdivision of lots.

Building types and related development standards - Single-family structures

Maximum height

The maximum height of homes shall be 24 feet from natural grade to the bottom of the eave measured at the property's front setback line; habitable space shall be permitted in an attic.

Maximum floor area

The maximum total floor area, including garage floor area, but excluding basements shall be 25 percent of the lot area or 6,500 sq. ft., whichever is less.

Setbacks, front

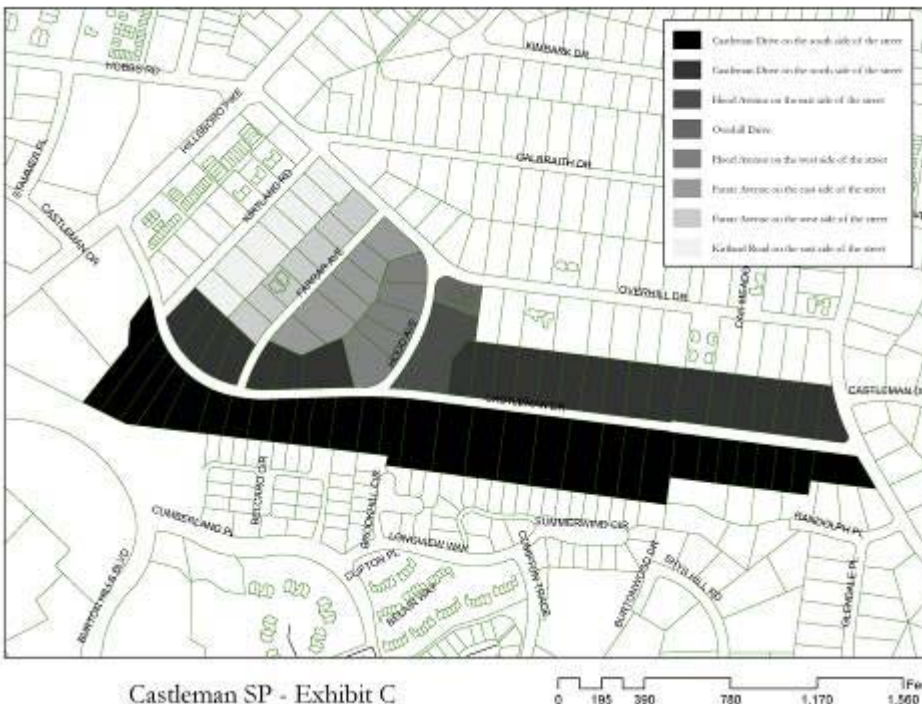
1. For lots fronting onto Castleman Drive on the south side of the street, the minimum front setback shall be the average of the street setback of the lots immediately abutting on either side of the lot or 100 ft., whichever is less, but in no case shall it be less than 85 ft.;
2. For lots fronting onto Castleman Drive on the north side of the street, the minimum front setback shall



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be the average of the street setback of the lots immediately abutting on either side of the lot or 75 ft., whichever is less, but in no case shall it be less than 70 ft.;

3. For lots fronting onto Kirtland Road on the east side of the street, the minimum front setback shall be 90 ft.;
4. For lots fronting onto Farrar Avenue on the east side of the street, the minimum front setback shall be 80 ft.;
5. For lots fronting onto Farrar Avenue on the west side of the street, the minimum front setback shall be 40 ft.;
6. For lots fronting onto Hood Avenue on the east side of the street, the minimum front setback shall be 90 ft.;
7. For lots fronting onto Hood Avenue on the west side of the street, the minimum front setback shall be 80 ft.;
8. For lots fronting onto Overhill Drive, the minimum front setback shall be 40 ft.



The exhibit to the left diagrams which properties front onto which streets to determine setback requirements.

Castleman SP - Exhibit C



Metro Planning Commission Meeting of 6/22/06

Setbacks, rear

The rear setback shall be 20 ft. Section 17.12.040.E.1 (Permitted Setback Obstructions, Accessory buildings) shall not apply.

Setbacks, side

The side setback shall be 10 ft.; Section 17.12.040.E.1 (Permitted Setback Obstructions, Accessory buildings) shall not apply;

Spacing between structures

If subdivision of a lot results in lots where structures are built in tandem (one behind the other), the minimum spacing between structures shall be 40 ft.

Home orientation

All homes shall be oriented to the street as required in Section 16.04.240 of Metropolitan Code.

Landscape preservation

Existing landscaping on a lot shall be preserved in its natural state insofar as practical by minimizing any grade changes, vegetation removal and soil removal, except as needed for stormwater regulation compliance. A landscape plan shall accompany the development plan per the provisions of Section 17.24.020 to fulfill the requirements of that chapter.

Building materials

No vinyl or aluminum siding shall be allowed.

Fences

Chain link fences shall only be permitted behind the rear most point of the principal structure.

Garages

If detached, the garage shall be placed behind the primary structure. If attached, any front-loading garage shall be recessed from the front façade of the primary structure by a minimum of 15 ft.; If attached, any rear- or side-loading garage may, at most, be flush with the front façade of the principle structure, excluding porches and stoops.

Driveways

When subdivision of parcels occurs and additional homes are added, shared driveways are encouraged to reduce curb cuts and impervious surface.

All other development standards

All other development standards not addressed in this SP district shall be as listed for the RS zoning district where the minimum lot size most closely resembles the lot size of the parcel to be developed.



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Building types and related development standards - Two-family structures

Two-family structures

A structure containing a legal two-family use within the Castleman SP district upon adoption of the original Castleman SP district (see Exhibit A) may be restored within one year of damage or destruction subject to the regulations listed under "Single-family homes" with the exception of maximum floor area regulations below; Where fifty (50) percent or more of the floor area of the building or structure is damaged or destroyed, then the restored or rebuilt structure shall conform to the regulations listed above under "Single-family homes" with the following exceptions:

Maximum floor area

The maximum total floor area for a two-family structure including garage floor area, but excluding basements shall be 8,000 sq. ft.;

Detached

The two-family structure shall be rebuilt as two detached dwelling units separated by at least ten feet, provided that the distance can be less than ten feet if the facing walls on both units are rated according to the Standard Building Code as adopted by the Metropolitan Government pursuant to Chapter 16.08 of the Metropolitan Code of Laws.

RECENT REZONINGS

Yes. The property at 4211-A Farrar Avenue (.45 acres) was rezoned from R15 to RS7.5 in January, 2006.

TRAFFIC

No Exceptions Taken

METRO SCHOOL BOARD REPORT

The creation of new students is negligible.



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

Zone Change 2006SP-079U-13
Rural Hill Road SP
2006CP-09-13
None
33 - Briley
6 - Awipi
Metro Planning Department
Deferred from the June 8, 2006, Commission meeting in order to properly notify the community.

Staff Reviewer
Staff Recommendation

Jones
Approve with conditions

NOTE: A copy of the proposed SP is enclosed with the Commissioners' copies of this staff report.

APPLICANT REQUEST

A request to change 33.25 acres from Residential (R15) to Specific Plan (SP) zoning, located within the property bounded by Bell Road, Rice Road, and Rural Hill Road, to the south of an existing strip commercial development along Murfreesboro Pike, to permit a maximum of 570 residential units and 430,000 square feet of office and commercial uses.

Existing Zoning
R15 district

R15 requires a minimum lot size of 15,000 square feet and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25% duplex lots. Under the existing zoning, a maximum of 102 units would be permitted.

Proposed Zoning
SP district (preliminary)

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

- The SP District is a 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.



Metro Planning Commission Meeting of 6/22/06

- 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

Residential Medium High (RMH)

RMH policy is intended for existing and future residential areas characterized by densities of nine to twenty dwelling units per acre. A variety of multi-family housing types are appropriate, including attached townhouses and walk-up apartments.

Policy Conflict

Yes. While the residential portion of this SP conforms to the existing policy, office and commercial uses that are in conflict with RMH are also proposed. Please see associated case 2006CP-09-13 for proposed plan amendment details.

PRELIMINARY PLAN DETAILS

Overall Site Plan

This SP is being placed on 21 individually-owned properties in the Antioch area. The plan has been designed with an understanding of existing parcel lines, but multiple parcels will likely need to be consolidated at a time in order to realize the vision established by the plan. The plan promotes incremental growth that results in coordinated and compatible design features, as if all of the properties were to develop under a single ownership.

Goals and Objectives

Staff met with the property owners at the request of the Councilman during the week of February 20th to determine their vision for the development of the area. Balancing the property owners' vision with an understanding of the existing policy and conditions in the area, staff developed Goals and Objectives that guided the development of the Illustrative Concept Plan.

Illustrative Concept Plan

The Illustrative Concept Plan illustrates the design intent of the SP. Development is intended to transition



Metro Planning Commission Meeting of 6/22/06

Streets and Access

from commercial/mixed-use along Bell Road, to a mixture of office and residential within the interior of the property, to all residential across from residential development along Rural Hill and Rice Roads. Staff will review all final SP submittals against the plan for adherence to this overall concept. Final submittals that vary from the design intent of the Illustrative Concept Plan must be approved by Metro Council.

Two new streets will be constructed with the development of this SP. One street will be the extension of Morris Gentry Blvd. from the signalized intersection at Bell Road, through the property, to the existing intersection of Rice Road and Rice Hill Road.

The second street will be constructed along the ridge that runs north and south through the middle of the property. This street will allow developers to take full advantage of the existing depth of properties within the SP boundary, and will provide maximum visibility and exposure for new development.

Street trees are required along all streets. Curb cuts will be kept to a minimum, and access points will be consolidated and shared. Alleys, service lanes, and consolidated parking areas will be located to the rears of buildings, allowing porches, awnings, and pedestrian entries along the streets.

Open Space and Stormwater

The proposed plan requires developers to dedicate 10% of the site area for residential development as useable common open space. Open space will be considered useable when fronted by buildings and made accessible to pedestrians. All parking, utilities, and mechanical equipment must be screened from public view. Standards are provided to require that detention and water quality areas are designed to provide for public use and aesthetic enjoyment rather than being unsightly and not useable.

Signage

Standards have been created for signage within this SP that require signs to be appropriately scaled, placed, and illuminated for a pedestrian environment. Pole signs are not permitted, however, monument signs are allowed along Bell Road to guide motorists to commercial establishments.



Metro Planning Commission Meeting of 6/22/06

Building Regulating Plan

A Building Regulating Plan has been provided that establishes three sub-districts that create a transition from commercial/mixed-use along Bell Road, to a mixture of office and residential within the interior of the property, to all residential across from residential development along Rural Hill and Rice Roads. Permitted uses, building types, and intensities of development are all specified for individual sub-districts. The following provides a general description of each sub-district.

Sub-district 1

Uses: Commercial, Office, and Multi-family;
Minimum of 50% retail development;
Maximum establishment size of 20,000 sq. ft.

Building Types:
Mixed Use/Commercial,
Live/Work,
Stacked Flats, and
Courtyard Flats

Maximum Building Height: 3 stories

Sub-district 2

Uses: Office and Multi-family,
Minimum of 50% residential development

Building Types:
Mixed Use/Office,
Live/Work,
Stacked Flats, and
Courtyard Flats

Maximum Building Height: 3 stories

Sub-district 3

Uses: Multi-family and Single family,

Building Types:
Mansion House,
Townhouse Court,
Cottage Court, and
Townhouse

Maximum Building Height: 2 and ½ stories to 3 stories

Architectural Standards

Architectural Standards will be applied to all new development within the SP. The standards specify permitted materials for exterior walls, attachments (chimneys, porches, decks, etc.), roofs, doors, and windows, as well as configuration options and techniques for each of these elements.



Metro Planning Commission Meeting of 6/22/06

FIRE MARSHALL RECOMMENDATION

1. Fire hydrants should flow a minimum of 500 GPM's at 30-35 psi residual flow at the most remote hydrant. Depending upon side set backs, construction type and the square footage of the building water demands may be greater. Multi Family dwellings generally require 1250 GPM's.
2. Buildings over 3 Stories or 50 ft in height above grade and containing intermediate stories or balconies shall be equipped with a standpipe system installed in accordance with provisions of NFPA 1, 7-2, and NFPA 14.
3. Turning radius for roadways shall be 25 ft in and 50 ft out.

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. 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.

Traffic

In lieu of an approved phasing plan:

- The proposed collector street is to be constructed in entirety with the first phase of any construction.
- All improvements to Rice Road south of the proposed collector and all improvements to Bell Road are to be constructed with the first phase of development.
- The proposed residential street is to be constructed in entirety with the first residential phase of construction.
- All improvements north of the proposed collector, along Rice Road, and Rural Hill Road are to be constructed with the first phase of residential construction.
- Phasing of off-site improvements to be based upon an approved TIS and the Department of Public Works.



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Typical Uses in Existing Zoning District: R15

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	33.25	3.09*	102	1,059	81	110

*includes 25% duplex

Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res Condo/townhome (230)	33.25	n/a	570	2,819	208	251

Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	33.25	N/A	200,400	2,279	328	304

Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR	Total Square feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	33.25	N/A	232,600	11,756	260	1,093

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
--	33.25					

RECENT REZONINGS

None in the immediate area.

STORMWATER RECOMMENDATION

Approve

METRO SCHOOL BOARD REPORT

Projected student generation

42 Elementary 25 Middle 23 High

Schools Over/Under Capacity

Students would attend J. E. Moss Elementary School, Apollo Middle School, or Antioch High School. J. E. Moss Elementary School has been identified by the Metro School Board as not having capacity. The fiscal



Metro Planning Commission Meeting of 6/22/06

liability of 42 new elementary students is \$504,000 (42 students X \$12,000 per student). In addition, Antioch High School has been identified as not having capacity, but the adjacent cluster of Glenclyff does have capacity.

This information is based upon data from the school board last updated February 2006.

***The projected student generation is based upon a maximum residential unit count of 570.**

CONDITIONS

1. Any approval within public right of way is subject to Public Works' approval of the construction plans. All public 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.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL zoning district for Sub-district 1, the OR20 zoning district for Sub-district 2, and the RM15 zoning district for Sub-district 3.
3. All Fire Marshal requirements must be met prior to Final Site Plan approval. 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.



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

Subdivision 2006S-187G-06
Spring Valley, Section 2
None
22- Crafton
9 - Warden
Mizgeen Zebari, et ux, owners and Gregeory E. Daniels, surveyor.

Deferral

Deferred from the June 8, 2006, Commission meeting at the request of the applicant.

Staff Reviewer
Staff Recommendation

Leeman
Disapprove

APPLICANT REQUEST
Preliminary Plat

Subdivide 3.02 acres into two single-family lots on property located at 7719 Sawyer Brown Road, approximately 3,500 feet north of Hicks Road.

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 1.85 dwelling units per acre including 25% duplex lots.

BELLEVUE COMMUNITY PLAN POLICY

Residential Low Medium Policy

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.

SUBDIVISION DETAILS

This plat proposes to subdivide one parcel into two lots. There is currently one single-family house on the existing parcel.

The lots will have the following areas and frontages:

- Lot 1: 80,250 square feet, 50 feet
- Lot 2: 45,200 square feet, 113 feet

Lot Comparability

Section 2-4.7 of the prior Subdivision Regulations (this case was reviewed under the prior Subdivision Regulations since it was submitted before April 27, 2006), states that new lots in areas that are



Metro Planning Commission Meeting of 6/22/06

predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots. A lot comparability exception may be granted by the Commission if the lot fails the lot comparability analysis (is smaller in lot frontage and/or lot size) if the new lots are consistent with the General Plan. The Planning Commission is not required to grant the exception if they do not feel it is appropriate.

The lot comparability analysis yielded a minimum lot area of **26,381** square feet, and a minimum lot frontage of **117** feet.

The proposed plat meets the requirement for minimum lot area, but *fails* for the minimum lot frontage. While 117 feet of frontage is required, the plat proposes 50 feet and 113 feet of frontage for the two lots. Because there are numerous vacant parcels in this area along the west side of Sawyer Brown Road (6 other vacant parcels), staff recommends disapproval since it would set a precedent that is inconsistent with the surrounding lots in the area.

Flag Lot

This request was reviewed under the previous Subdivision Regulations, which state: "Flag lots generally shall not be permitted. In the event the Planning Commission finds that due to unusual topographic conditions, direct lot frontage on a street is precluded, it may waive the requirement." (Chapter 2-4.2 A). The proposed plat creates a flag shaped lot due, in large part, to the existing house on the parcel.

The applicant is proposing to create two lots since the existing parcel has enough square footage to subdivide it into two lots. Although it meets the Zoning Code requirements for square footage, it does not meet the requirement of the Subdivision Regulations prohibiting flag-shaped lots. There are no unusual topographic conditions on this site to warrant approval of a flag lot..

**PUBLIC WORKS
RECOMMENDATION**

No Exception Taken

**STORMWATER
RECOMMENDATION**

Approved



Project No.
Project Name

Subdivision 2006S-191U-08
North Nashville Real Estate Company,
Resubdivision of lots 418, 420, & 422

Council District
School Board District
Requested By

19 - Wallace
1 - Thompson
Alpha Development Co., owner, Campbell McRae & Associates Inc., surveyor.

Deferral

Deferred from the June 8, 2006, Planning Commission meeting

Staff Reviewer
Staff Recommendation

Pereira/Withers
Approve with conditions

APPLICANT REQUEST

Final Plat

Request to create three lots from one parcel on 0.43 acres, located at 1811 7th Avenue North, approximately 330 feet north of Buchanan Street (classified within the R6 district).

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.

PLAN DETAILS

Lot comparability

This subdivision proposes the creation of three lots from one parcel within the North Nashville Real Estate Company subdivision, on the south side of 7th Avenue North. Lot 1 has an existing single family dwelling, which will remain on the property, while lots 2 and 3 are proposed for either single family or duplex uses. According to the recorded plat, three lots once existed on this parcel. There is an existing sidewalk along 7th Ave. North. No other sidewalks are required to be constructed.

Section 3-5 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.

Lot comparability analysis was performed and yielded the following information:



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Lot Comparability Analysis		
Street:	Requirements:	
	Minimum lot size (sq.ft):	Minimum lot frontage (linear ft.):
7th Ave. N.	6,000	43.0

As proposed, the three new lots have the following areas and street frontages:

- Lot 1: 6,015.7 Sq. Ft., (0.14 Acres), with 39.31 ft. of frontage
- Lot 2: 6,048.95 Sq. Ft., (0.14 Acres), and 36.36 ft. of frontage
- Lot 3: 6,000 Sq. Ft., (0.14 Acres), and 37.44 ft. of frontage

All three lots **pass** the minimum lot area for 7th Avenue North, but **fail** the minimum lot frontage requirements by 3.7, 6.6, and 5.6 feet, respectively.

A lot comparability exception can be granted if the lot fails the lot comparability analysis (is smaller in lot frontage and/or size) if the new lots would be consistent with the General Plan. The Planning Commission has discretion whether or not to grant a lot comparability exception.

Though all three lots fail the lot comparability for 7th Avenue North, the proposed lots **do** meet **one** of the qualifying criteria of the exception to lot comparability. Specifically, the lots fall within a quarter mile (or 1,320 feet) of an area that is designated with a Mixed Use land use policy.

As the plat will result in one single family home on lot 1, and the potential for duplexes on both lots 2 and 3, on 0.43 acres, the density could range up to 5 units/0.43 acres \approx 11.6 units per acre (or 6.9 units/acre, if the other two lots are developed with single family homes). Either density arguably falls within the range as called for, however, this property is located in the Single Family Detached land use policy on the site. In order to comply with the land use policy, a note needs to be added to the plat specifying that the lots will be single-family only.

Lot Comparability Exception



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STAFF RECOMMENDATION

Staff recommends approval of this subdivision, based on one of the qualifying criteria for the lot comparability exception.

**PUBLIC WORKS
RECOMMENDATION**

No Exceptions Taken.

**STORMWATER
RECOMMENDATION**

Approved.

CONDITIONS

Prior to final plat recordation, the plat must specify each lot is for single-family.



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

Zone Change 2004SP-090G-12
Preston Estates
None
32 – Coleman
2 – Blue
E. Roberts Alley & Associates, Inc., applicant for
Martha S. Wisener, owner.

Staff Reviewer
Staff Recommendation

Harris
*Defer until Public Works approves access study and
technical review has been completed by Metro
Stormwater*

APPLICANT REQUEST

A request to change 41.44 acres from agricultural and residential (AR2a) to Specific Plan (SP) zoning property located at 5748 Pettus Road, on the west side of Preston Road, to permit 72 single-family lots.

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
SP district (preliminary)

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

- The SP District is a 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.
- 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.



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- Use of SP **does not** relieve the applicant of responsibility for Subdivision Regulation and/or stormwater regulations.

SOUTHEAST COMMUNITY PLAN

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.

Policy Conflict

No. The proposed SP district is consistent with the area's RLM and NCO policy.

Plan Details

The plan proposes 72 single-family homes with access proposed off of Preston Road and Pettus Road. Much of the floodplain and floodway areas are remaining undisturbed.

A cluster lot subdivision is proposed which requires additional open space to be provided for the use and enjoyment of the future homeowners. There is a condition stated on the plan that a playground area will be provided for children within the subdivision, however, it is not labeled on the plan where that open space will be provided. Another condition stated on the plan is that the applicant is to work with Metro Parks to extend the greenway along Mill Creek. This will also be counted as useable open space. Approval from Metro Parks will be required prior to final site plan approval.

There are double frontage lots proposed along Pettus and Preston Road. A 50' landscape buffer is proposed to buffer adjacent residential development along these roads. The buffer along Pettus Road must be labeled prior to final SP approval. The buffer is to keep the existing trees along Preston and Pettus Road.



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Infrastructure Deficiency Area

Eleven lots have some existing floodplain in proposed within the lot. These lots are not labeled as critical lots and would require a comprehensive grading plan to meet critical lot standards. These lots are to be labeled and the grading plans are to be approved by Metro Planning prior to final site plan approval.

A collector street is required by the Community Plan and is provided for future connectivity.

There is a condition stated on the plan regarding a cave in the vicinity of this property. Staff recommends that a geotechnical study be provided prior to final site plan approval.

This property is located within an infrastructure deficiency area for transportation established by the Planning Commission in the Southeast Community Plan. Therefore, staff recommends approval with the condition that the infrastructure deficiency area requirements be applied during the final SP stage.

This property is located within the RLM policy and would require 13 linear feet per acre of infrastructure improvements. The 41.44 acres are not all within RLM policy, but includes some NCO policy. The acreage that is within the RLM will need to be provided prior to final SP approval so that the required linear footage of roadway improvements required from the applicant can be determined.

RECENT REZONINGS

None.

METRO STORMWATER RECOMMENDATION

Returned for Corrections.

Provide information on the following: *40 acre drain observed at the southern portion of the site. Show buffer or delineate *Add C/D Note: Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15" CMP). *Be sure that all floodway and floodplain information is based on the 2006 flood study.



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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)	41.44	0.5	20	192	15	21

Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	41.44	1.73	72	769	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
--				577	45	59

An access study is required.

Public Works' design standards, including cross-sections, geometry, and off-site improvements, shall be met prior to approval of roadway or site construction plans. Final design and improvements may vary based on field conditions.

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. Installation of conduit for street lighting is required in the GSD.

Show and dimension right of way along Pettus Road. Label and dedicate right of way 30 feet from centerline to property boundary. Label and show 12' reserve strip for future right of way (42 feet from centerline to property boundary), consistent with the approved major street plan (U4 - 84' ROW).



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Sight distance appears inadequate at the Preston Road access intersection. Document adequate sight distance at project entrances.

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

Proposed subdivision appears to be located in Planning's IDA policy area.

METRO SCHOOL BOARD REPORT

Projected student generation

10 Elementary 7 Middle 7 High

Schools Over/Under Capacity

Students would attend Maxwell Elementary School, Antioch Middle School, or Antioch High School. All of these schools have been identified as being over capacity by the Metro School Board. There is capacity at another middle school within the cluster and capacity at an adjacent high school cluster (Glenciff). There is no capacity within the cluster for elementary students. This information is based upon data from the school board last updated February 2006.

Fiscal Liability

The Metro School Board reports that due to the overcrowded condition of the school(s) impacted by this proposed rezoning and the lack of capacity of other elementary schools within the cluster, approval of the rezoning and the development permitted by the rezoning will generate a capital need liability of approximately \$120,000 for additional school capacity in this cluster. This estimate is based on maintaining current school zone boundaries.

CONDITIONS (if approved)

1. Prior to final SP approval, revised preliminary plans are to be submitted that shows the following:
 - a. Label landscape buffer yard for double frontage lots along Pettus Road. Existing trees are to remain.
 - b. Label all critical lots proposed.
 - c. The plan is to show the amount of undisturbed floodplain, amount of open space, and amount of acreage within the RLM policy or amount that is being developed.
 - d. The name of the SP is to be changed due to same name as another proposal in this area.



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- e. The plan is show the amount of area within the RLM policy so that roadway improvements can be determined.
2. Prior to final site plan approval by the Planning Commission, the Metro Parks Department, or applicable agency, shall provide, in writing, the approval of the proposed greenway along Mill Creek.
3. Prior to any additional development applications for this property, the applicant shall provide the Planning Department with a final corrected copy of the SP plan for filing and recording with the Davidson County Register of Deeds.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RS10 zoning district, which must be shown on the plan.
5. All Fire Marshal requirements must be met prior to Final Site Plan approval. 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. A cave study/geotechnical study is to be completed by a Registered Engineer prior to Final Site Plan approval. The report should specifically address the low area near the main road and roundabout 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 site 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.



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

Zone Change 2006SP-007U-10
Glen Echo
None
None
25 - Shulman
8 - Harkey
Bob Haley, applicant for Cindy Lockhart, Delores Dennard, Jon Sheridan, Michelle Sheridan and C. Dennard, owners.

Staff Reviewer
Staff Recommendation

Leeman
Defer until technical review has been completed by Metro Stormwater

APPLICANT REQUEST

Request for final site plan approval for the Specific Plan district (SP) located on property at 1737, 1741, and 1745 Glen Echo Road, to permit 12 single-family lots on 3.07 acres.

Proposed Zoning
SP district

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

GREEN HILLS/MIDTOWN COMMUNITY PLAN POLICY

Residential Medium (RM)

RM is a category designed to accommodate residential development within a density range of about four to nine dwelling units per acre. A variety of housing types are appropriate in RM areas. The most common types include compact, single-family detached units; townhomes; and walk-up apartments.

Special Policy Area 11

1. Development within this area should be limited to one and two family structures and townhouse type structures that are on separate lots designed for individual ownership.
2. Any development within this area should create a sustainable and walkable neighborhood. Buildings shall form an appropriate street wall consistent with the width of the street. This is critical for scale and to provide a clear definition to the street. The streetscape elements (sidewalks, street trees, street furnishings, etc.) shall fully support the development form. The massing of buildings shall



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complement each other in quality of construction and materials, scale, height, massing, and rhythm of buildings, and pattern of solids to voids. Any redevelopment shall achieve sensitive transition to surrounding development.

3. Development at RM intensities should be implemented only through Planned Unit Development or Urban Design Overlay zoning together with the appropriate base zoning.

Plan Details

The proposed plan includes 12 single-family lots with a minimum front setback of 30 feet on Glen Echo Road. The two internal streets include setbacks of two to five feet. The smaller internal setbacks, with rear access to each lot, create a street wall as called for in the Subarea Plan. The internal setbacks will also create a calming effect along the street since it will make the street appear narrower. The streets are designed to Metro standards, however. The plan also includes sidewalks on both sides of all new streets, and along the frontage of Glen Echo Road, as called for in the Subarea Plan.

Street Design

A temporary hammerhead design is proposed on the western end of Glen West Drive. This design was used in place of the normal 100 foot diameter turnaround due to limited space, and because a temporary turnaround is required on any stub-street longer than 150 feet to meet Fire Code.

Building Elevations

The plan also includes architectural renderings (elevations) for the different building types within the development. Staff has reviewed the elevations and recommends that the Commission approve them as consistent with the preliminary plan approved by the Metro Council.

FIRE MARSHAL RECOMMENDATION

Approved

STORMWATER RECOMMENDATION

Plans have not passed sufficiency review or technical review.

PUBLIC WORKS RECOMMENDATION

Revise and resubmit.



Metro Planning Commission Meeting of 6/22/06

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

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 in the USD.

Plan proposes grass strip with tree plantings. Must meet the requirements of the Urban Forester. Adjust right of way accordingly.

Dimension right of way along Glen Echo. Dimension from centerline. Sidewalk to be located within right of way.

At temporary turnaround, extend right of way to property line.

CONDITIONS (if approved)

1. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter. A hammerhead design is acceptable if it has a 50 foot centerline and is 100 feet from one end to the other. It should also have a minimum width of 14 feet if one way traffic and 20 feet if two way traffic.
2. All traffic conditions for public roadway improvements, as recommended by Public Works, must be bonded or completed prior to the recordation of any final plat.
3. All comments from Metro Stormwater shall be addressed at the final plat stage.



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4. All public roadways and private access easements shall be constructed to the property lines to allow for future connection of streets to adjacent parcels.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission approval, the property shall be subject to the standards, regulations and requirements of the RS10 zoning district, which must be shown on the plan.



Project No.
Project Name

Zone Change 2006SP-010G-06
Plantation View final Specific Plan (formerly Brock Property)

Council Bill
Council District
School District
Requested by

None
35 - Tygard
9 - Warden
Gresham Smith & Partners, applicant, for Charles R. Brock, trustee.

Staff Reviewer
Staff Recommendation

Pereira/Swaggart
Defer until technical review has been completed by Metro Stormwater and fire marshal approval obtained

APPLICANT REQUEST

A request for final site plan approval to construct 16 cottages and 19 townhouses, located at 6949 Highway 70 South and Highway 70 South (unnumbered), approximately 2,300 feet east of Old Hickory Boulevard (19.8 acres).

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
SP district (final)

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

- The SP District is a 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.
- 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.



Metro Planning Commission Meeting of 6/22/06

FINAL PLAN DETAILS

The SP proposes a total of 35 multifamily units, including **16** three-bedroom cottages and **19** two-bedroom townhomes located on private drives, as approved in the preliminary plan. As the portion of the site that is developable (i.e. between 0-10 percent slope) is small, there is only minimal useable open space provided throughout the 5.33-acre area to be disturbed by development. Landscaping is also provided along parking areas and at the fronts of the units.

Vehicular Access

The site is accessed via one private driveway that crosses a stream and a small area of floodplain that runs parallel to the stream. A bridge is proposed across the stream, which must be approved by the Stormwater Division of Metro Water Services.

Landscaping Plan

Landscaping will be provided throughout the 5.33 acres that are being developed and is detailed on the plan. The remaining approximately 13 acres that will not be developed will be left in its natural state.

Pedestrian access

While the applicant did not initially agree to provide a sidewalk along Highway 70, the condition was adopted as part of the Council bill, and the applicant has complied by showing the sidewalk on the plans. An internal sidewalk network is also shown along the private drives, and will allow for adequate pedestrian movement.

The Council Bill also included a condition that a pedestrian trail be provided from this development to the adjacent developments to the east and west, and is shown on the plan.

Retaining walls

Because of grade difference throughout the site two retaining walls are shown on the plan. One of the walls runs along the north side of the private drive, and ranges from six to nine feet in height (and includes a pedestrian guardrail). The second retaining wall is to the rear the units on the southern side of the private drive, and ranges from seven to ten feet in height. In no way shall rip-rap rock be used to stabilize any slopes on the site.

RECENT REZONINGS

Yes. An SP zoning district was approved for this property by the Metro Council on third reading on March 21, 2006.



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PUBLIC WORKS RECOMMENDATION

Previous comments remain:

1. 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.
2. Construct right turn deceleration lane on Highway 70 with 50 feet of storage and transition per AASHTO standards.
3. Submit construction plans for roadway improvement to Highway 70 S. Design per AASHTO/MUTCD standards. Curb & gutter to be located at back of paved shoulder.
4. Provide proof of adequate sight distance at project entrance.
5. Private street per Public Works standards.
6. Parking appears inadequate. Provide parking table.

STORMWATER RECOMMENDATION

Plans insufficient as of 5/24/06.

FIRE MARSHAL RECOMMENDATION

Not Approved.

Fire hydrants should flow at least 1,250 GPM's at 40 psi at the most remote hydrant.

CONDITIONS (if approved)

1. No rip-rap rock shall be used to stabilize any slope.
2. Prior to final SP approval, the 12 foot turn lane along Highway 70 South and the frontage of this Specific Plan must be clearly distinguished on the plan from the required sidewalk that is to be constructed.
3. Prior to final SP approval, a parking table must be provided on the plans, showing compliance with the 84 required parking spaces, as approved on the preliminary SP.



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4. Prior to final SP approval, the 13.64-acre area to the rear (south) of the area that is to be disturbed for development must be explicitly labeled as “open space area: vegetation and slopes to be preserved in their natural state.”
5. All off-site traffic conditions, as recommended by Public Works, must be bonded or completed prior to the recordation of the final plat. All other Public Works conditions, as indicated above, with the exception of #5, must be addressed prior to the recordation of the final plat.
6. All Stormwater conditions as indicated above must be adequately addressed prior to, or with the final SP approval.
7. All Fire Marshal’s Office conditions must be met prior to, or with, this final SP approval.
8. Prior to any additional development applications for this property, the applicant shall provide the Planning Department with a final corrected copy of the SP plan for filing and recording with the Davidson County Register of Deeds.
9. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission approval, the property shall be subject to the standards, regulations and requirements of the **RM4** zoning district, which must be shown on the plan.



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

2006SP-070G-13
Brookridge Hamlet
BL2006-1117
33 – Briley
6 – Awipi
Requested by MEC, Inc., applicant for Jack Williams Construction Company, owner

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST

A request to change approximately 9 acres from single-family and two-family residential (R15) to Specific Plan (SP) zoning, property located on the south side of Hamilton Church Road, approximately 900 feet east of Mt. View Road (unnumbered), to permit 26 single-family lots, 5 cottage lots, and 11 townhouse units.

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
SP district

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

- The SP District is a 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.
- 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.



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ANTIOCH/PRIEST LAKE COMMUNITY PLAN

Structure Plan Category
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 plan, which is detailed below, proposes a mixture of housing types that are arranged in a way that is consistent with the intent of the Neighborhood General Policy. As proposed this SP will also provide road connections that are in keeping with the areas transportation plan, as well as a greenway and conservation easement, which is proposed in the community plan.

PLAN DETAILS

The site plan calls for a mixture of housing types with a total of 42 units, and an overall density of approximately 4.3 units per acre. Housing types will consist of 26 house lots, 5 cottage lots, and 11 townhomes.

Access

While the property fronts Hamilton Church Road, no access to Hamilton Church is proposed, but will be provided from an adjacent subdivision, the Moss Property, to the west. Access is not being provided to Hamilton Church due to the location of Savage Creek, which runs under Hamilton Church and across the front of this property. Prior to final plat approval the adjacent property must be platted, which will allow for street access to this site.

House lots will have street access, while the townhomes and cottages will have access from the rear by a private alley. Some townhomes will have front access from shared driveways. Although the alley does not meet the east property line, an access easement is shown to allow for future access from the eastern adjacent property. The easement is being used in order to protect existing trees, but will also allow for connectivity if and when the adjacent property develops.



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Connectivity

As proposed this development will provide 4 connections, with 2 to the east and 2 to the west. The alley and easement will also allow for connectivity to the east (see above).

Bulk Standards

House Lots

- 5,000 Sq. Ft. minimum lots
- Front Setback: 10 Ft. minimum and 15 Ft. maximum and 5 Ft. minimum and 10 Ft. maximum setback from front walk when fronting open space.
- Side Setback: Zero except corner and end units which require 5 Ft. minimum.
- Rear Setback: 6 Ft. minimum except for units with rear garages on alleys, which require a minimum 17 Ft.
- Maximum Height: 3 at setback line

Cottage Lots

- 3,750 Sq. Ft. minimum lots
- Front Setback: 10 Ft. minimum and 15 Ft. maximum and 5 Ft. minimum and 10 Ft. maximum setback from front walk when fronting open space.
- Side Setback: Zero except corner and end units which require 5 Ft. minimum.
- Rear Setback: 6 Ft. minimum except for units with rear garages on alleys, which require a minimum 17 Ft.
- Maximum Height: 3 at setback line

Townhomes

- Front Setback: 10 Ft. minimum and 15 Ft. maximum, and 5 Ft. minimum and 10 Ft. maximum setback from front walk when fronting open space.
- Side Setback: Zero except corner and end units which require 5 Ft. minimum.
- Rear Setback: 6 Ft. minimum except for units with rear garages on alleys, which require a minimum 17 Ft.
- Maximum Height: 3 at setback line



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Environmental/Open Space/
Conservation Easement/Greenway

Additional Standards

- Minimum raised foundation: 1.5 Ft.
- Maximum units per building: 6.
- Minimum units per building: 3.

A total of 3.10 acres, 32 percent of the site will be open space. Small areas of open space will be along proposed roadways, and will allow for easy resident use. The majority of the open space will be along Hamilton Church Road along Savage Creek. The Antioch/Priest Lake Community Plan identifies a greenway along Savage Creek, and the plan identifies a greenway and conservation easement for any future greenway. An adequate pedestrian connection should be provided to the open space along Hamilton Church to allow for access to the open space, as well as any future greenway from within the development.

Landscape/Buffer Yards

The landscape plan shows numerous trees along the proposed streets. Prior to the final development plan being approved, a specific native tree or trees should be named on the final development plan. The spacing must also be stipulated on the final development plan. While a landscape buffer yard is not proposed along the western property line, the approved preliminary plan for the adjacent development has a 10 foot "C" buffer yard, and will provide the necessary buffer between the different lots. Also, because this area is in a Neighborhood General policy, it is likely that the adjacent properties will develop in a similar manner and therefore, buffer yards are not necessary.

Parking

The plan stipulates two parking spaces per unit. All parking will be located at the rear, and on corner lots the garage will be six feet from the property line.

Sidewalks

Sidewalks are shown along all proposed public streets.

Staff Recommendation

Staff has no major concerns with the proposed plan. Minor concerns deal with access to the greenway and conservation easement and open space along Hamilton Church Road, which can be addressed prior to the final development plan being approved.



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Because the proposed SP site plan is consistent with the intent of the area's Neighborhood General Policy, staff recommends that the request be approved with conditions.

PUBLIC WORKS RECOMMENDATION

1. Public Works' design standards, including cross-sections, geometry, and off-site improvements, shall be met prior to approval of roadway or site construction plans. Final design and improvements may vary based on field conditions.
2. Off-site improvements to be determined with construction plan review.
3. Proposed development plan does not appear to have public access. Final plat not to be recorded until public access is accepted, or bonded on either end of the proposed development.

STORMWATER RECOMMENDATION

Approved except as noted:

1. Add Access Note: Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities in this site.

FIRE MARSHAL RECOMMENDATION

The Fire Marshals' office must approve the final development plan.

METRO SCHOOL BOARD REPORT

Projected student generation*

7 Elementary 6 Middle 5 High

Schools Over/Under Capacity

Students would attend Edison Elementary School, Kennedy Middle School, and Antioch High School. All three schools have been identified as over capacity, but there is capacity in the adjacent Glencliff cluster. This information is based upon data from the school board last updated January 2006.

CONDITIONS

1. Prior to final plat approval and the issuance of any grading permits for this development, a final plat must be recorded on the adjacent property to the west dedicating public right-of-way for access to this property.



Metro Planning Commission Meeting of 6/22/06

2. Prior to the final development plan being approved, a specific native tree or trees must be named on the final document. The spacing must also be stipulated on the final.
3. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission approval, the standard Zoning Code requirements of the RM6 district shall apply.
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 for all Public Roadways.
5. Prior to any additional development applications for this property, the applicant shall provide the Planning Department with a final corrected copy of the SP plan for filing and recording with the Davidson County Register of Deeds.
6. All signage must be approved by the Planning Commission prior to final SP site plan approval.
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.



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

2006SP-077G-13
Rolling Hill Village
BL2006-1118
33 – Briley
6 – Awipi
Requested by MEC, Inc., applicant for Jack Williams Construction Company, owner

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST

A request to change approximately 11.93 acres from single-family and two family residential (R15) to Specific Plan (SP) zoning, property located 3485 Hamilton Church Road to permit the development of 27 single-family lots, 18 cottage lots, and 8 townhomes.

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
SP district

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

- The SP District is a 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.
- 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.



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ANTIOCH/PRIEST LAKE COMMUNITY PLAN

Structure Plan Category
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 to the intent of the policy.

Policy Conflict

No. The proposed SP plan, which is detailed below, proposes a mixture of housing types that are arranged in a way that is consistent with the intent of the Neighborhood General Policy. As proposed, this SP will also provide road connections that are in keeping with the areas transportation plan.

PLAN DETAILS

The site plan calls for a mixture of housing types with a total of 53 units, and an overall density of approximately 4.4 units per acre. Housing types will consist of 27 house lots, 18 cottage lots, and 8 townhomes. Some units will have street frontage, while others will front open space.

Access to the development will be provided from Hamilton Church Road. Access to units will be provided from new public streets, as well as private alleys.

This development will provide 7 connections, with 2 to the east, 2 to the west, 2 to the south and 1 to the north. A temporary turnaround is required at the east end of Road "A", and is shown on the plan.

Bulk Standards

House Lots

- 5,000 Sq. Ft. minimum lots
- Front Setback: 10 Ft. minimum and 15 Ft. maximum and 5 Ft. minimum and 10 Ft. maximum setback from front walk when fronting open space.
- Side Setback: Zero except corner and end units which require 5 Ft. minimum.



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- Rear Setback: 6 Ft. minimum except for units with rear garages on alleys, which require a minimum 17 Ft.
- Maximum Height: 3 at setback line

Cottage Lots

- 3,750 Sq. Ft. minimum lots
- Front Setback: 10 Ft. minimum and 15 Ft. maximum and 5 Ft. minimum and 10 Ft. maximum setback from front walk when fronting open space.
- Side Setback: Zero except corner and end units which require 5 Ft. minimum.
- Rear Setback: 6 Ft. minimum except for units with rear garages on alleys, which require a minimum 17 Ft.
- Maximum Height: 3 at setback line

Townhomes

- Front Setback: 10 Ft. minimum and 15 Ft. maximum, and 5 Ft. minimum and 10 Ft. maximum setback from front walk when fronting open space.
- Side Setback: Zero except corner and end units which require 5 Ft. minimum.
- Rear Setback: 6 Ft. minimum except for units with rear garages on alleys, which require a minimum 17 Ft.
- Maximum Height: 3 at setback line

Additional Standards

- Minimum raised foundation: 1.5 Ft.
- Maximum units per building: 6.
- Minimum units per building: 3.

Environmental/Open Space/

A total of 2.68 acres, 22 percent of the total site will be open space. A majority of the open space is along proposed public streets and will be easily accessible for resident use.

Landscape/Buffer Yards

Landscape buffer yards are not proposed, and because this is an SP they are not required. Since this area is in a Neighborhood General policy, it is likely that the adjacent properties will develop in a similar manner and therefore, buffer yards are not being required.



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Parking

The plan stipulates 2 parking spaces per unit. All parking will be located at the rear, and on corner lots the garage will be 6 ft. from the property line.

Sidewalks

Sidewalks are shown along all proposed public streets.

Staff Recommendation

Because the proposed SP site plan is consistent with the intent of the areas Neighborhood General Policy, staff recommends that the request be approved with conditions.

PUBLIC WORKS RECOMMENDATION

1. Public Works' design standards, including cross-sections, geometry, and off-site improvements, shall be met prior to approval of roadway or site construction plans. Final design and improvements may vary based on field conditions.
2. Off-site improvements to be determined with construction plan review.
3. Prior to submittal of construction plans, provide geotechnical report as to the suitability of roadway location in proximity to sinkholes. Identify any mitigation, if required. If the placement of fill material into sinkholes/depressions is required, the applicant must comply with the rules, regulations, and specifications of this department and other governmental agencies.

STORMWATER RECOMMENDATION

Approve except as noted:

1. Add Preliminary Note: This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.
2. Add C/D Note: Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15" CMP).

FIRE MARSHAL

The Fire Marshals' office must approve the final development plan.



Metro Planning Commission Meeting of 6/22/06

METRO SCHOOL BOARD REPORT

Projected student generation*

9 Elementary 8 Middle 7 High

Schools Over/Under Capacity

Students would attend Edison Elementary School, Kennedy Middle School, and Antioch High School. All three schools have been identified as over capacity, but there is capacity in the adjacent Glencliff cluster. This information is based upon data from the school board last updated January 2006.

CONDITIONS

1. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission approval, the standard Zoning Code requirements of the RM6 district shall apply.
2. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Sections of the Metropolitan Department of Public Works for all public roadways.
3. Prior to any additional development applications for this property, the applicant shall provide the Planning Department with a final corrected copy of the SP plan for filing and recording with the Davidson County Register of Deeds.
4. All signage must be approved by the Planning Commission prior to final SP site plan approval.
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.



Project No.
Associated Case
Council Bill
Council District
Requested by

Zoning Text Change 2006Z-084T
None
2006-1087
Countywide
Council member Jason Hart

Staff Reviewer
Staff Recommendation

Carlat
Disapprove and request re-referral.

Metro Council staff, at the request of the Council sponsor, provided an amended definition for the ordinance on June 15, which was too late for adequate review by staff before the June 22 agenda and staff report was published on June 16. Furthermore, a complete analysis of the proposed “mobile vendor” use cannot be undertaken until the ordinance states the zoning districts in which “mobile vendor” will be permitted and how it will be permitted (Permitted, Permitted with Conditions, etc.)

REQUEST

Amend Zoning Code section 17.04.060 “Definitions of general terms” to add a new definition, “Mobile vendor.”

Amend Zoning Code section 17.12.040 “District Bulk Regulations – Other setbacks” to add a new section establishing setback and spacing requirements for mobile vendors.

Amend Zoning Code section 17.20 “Parking, Loading and Access” by amending table 17.20.030 “Parking requirements established” to include parking requirements for mobile vendors and adding section 17.20.135, establishing additional parking requirements for mobile vendors.

ANALYSIS
Existing Law

Currently, Metro Zoning Code (Title 17) does not include a separate definition of the land use “mobile vendors,” nor does it provide any specific guidance on their placement or parking.

Mobile vendors on *public property* are regulated by Title 13 of Metro Code, “Streets, Sidewalks and Public Places.” Title 13 establishes the regulations surrounding a “street vendor’s permit” which can be



Metro Planning Commission Meeting of 6/22/06

issued to vendors to sell wares on “public ways” including alleys, roadways, sidewalks and streets. *Title 13 does not regulate the sale of wares on private property.*

Mobile vendors on *private property* are regulated in one of two ways.

1. Mobile *food* vendors are regulated indirectly through a use and occupancy permit that is granted by Metro Codes to a property owner to host the mobile food vendor on their property. Metro Codes may also issue a permit for water/sewer and electric to the mobile food vendor, if necessary for their operations. Then Metro Health Department regulates the mobile food vendor, primarily to ensure basic health and safety standards.
2. Mobile *non-food* vendors may seek a use and occupancy permit from Codes for their sales. Codes reports that not all mobile non-food vendors secure a Use and Occupancy permit and enforcement to ensure that mobile non-food vendors have a permit is difficult.

The proposed ordinance *does not* regulate mobile vendors on public rights of way. It deals solely with mobile vendors on private property and attempts to grandfather pre-existing, legal mobile vendors on private property.

PROPOSED TEXT

“Mobile Vendors” Definition

The ordinance amends Zoning Code Section 17.04.060 “Definitions of general terms” to add the definition for a new land use, “mobile vendors.” Metro Council office, at the request of the Council sponsor, provided an amended definition on June 15:

“Mobile vendor” means a person who peddles, vends, sells, displays or offers for sale goods, wares or merchandise out of a motor vehicle, cart, trailer, tent, table, or other temporary structure that is capable of being set up and taken down in one day and is readily moveable. Notwithstanding the foregoing, street vendors licensed pursuant to section 13.08.040 of the metropolitan code of laws shall not be considered “mobile vendors”.



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Setback Requirements

The ordinance amends Zoning Code Section 17.04.040 “District Bulk Regulations – Other setbacks” to apply the following setback requirements for “mobile vendors”:

1. All mobile vendor displays and/or activity shall maintain a minimum twenty (20) foot setback from the right-of-way, and not be located within a required landscape area or buffer yard.
2. No mobile vendor may be located within one hundred (100) feet of an intersection of two arterial streets or an intersection of an arterial and a collector street.
3. Mobile vendors shall not locate within one thousand five hundred (1,500) feet of another mobile vendor.
4. The foregoing provisions of this section shall not apply to mobile vendors in possession of a valid use and occupancy permit to conduct business as a vendor at a particular location at the time of the enactment of this ordinance.

The Commissioners will note that subsection (4) refers to mobile non-food vendors with a valid use and occupancy permit at the enactment of the ordinance, thereby “grandfathering” them.

Parking Requirements

The ordinance amends Zoning Code Section 17.20, “Parking, Loading and Access” to establish parking requirements and standards for “mobile vendors”:

1. Mobile vendors shall provide a minimum of six (6) parking spaces adjacent to the vending area for the exclusive use of the mobile vendor.
2. These mobile vendor spaces shall not occupy minimum required parking spaces for any other use on the site.
3. These requirements shall not apply to mobile vendors in possession of a valid use and occupancy permit to conduct business as a vendor at a particular location at the time of the enactment of this ordinance.

The Commissioners will note that subsection (3) refers to mobile non-food vendors with a valid use and occupancy permit at the enactment of the ordinance, thereby “grandfathering” them.



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Analysis

Metro Planning staff cannot adequately review this ordinance at this time, because the amended definition was received too late for sufficient review and because the ordinance does not indicate in which way the new land use “mobile vendors” will be permitted, nor does it indicate in which zoning districts the land use will be permitted.

In Metro Zoning Code, land uses can be Permitted, Permitted with Conditions (PC), etc. The ordinance proposes a new land use, mobile vendors, but does not indicate in which way it will be permitted.

More importantly, the ordinance does not indicate in which zoning districts the mobile vendor land use will be permitted.

Until the ordinance addresses the method of permitting the land use and the zoning districts in which it will be permitted, the staff cannot adequately review the ordinance.

Recommendation

Disapprove and request re-referral with inclusion of which zoning districts “mobile vendor” will be permitted in, and whether it will be Permitted, Permitted with Conditions, etc.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2006Z-098G-12
None
31 – Toler
2 – Blue
Doug and Dawn Schenkel, owners.

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions

APPLICANT REQUEST

A request to change 4.65 acres from agricultural and residential (AR2a) to residential single-family (RS15) zoning property located at 5945 Mt. Pisgah Road, approximately 1,250 feet east of Edmondson 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.

Proposed Zoning
RS15 district

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

SOUTHEAST COMMUNITY PLAN

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 RS15 district is consistent with the area’s RLM policy. It is also consistent with the existing zoning pattern in this area.

Infrastructure Deficiency Area

This property is located within an infrastructure deficiency area for transportation established by the Planning Commission in the Southeast Community Plan. Therefore, staff recommends approval with the condition that the infrastructure deficiency area requirements be applied during the preliminary and/or final platting stage.



Metro Planning Commission Meeting of 6/22/06

RECENT REZONINGS

None.

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)	4.65	0.5	2	20	2	3

Typical Uses in Proposed Zoning District: RS15

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	4.65	2.47	11	106	9	12

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	86	7	9

METRO SCHOOL BOARD REPORT

Projected student generation

1 Elementary 1 Middle 1 High

Schools Over/Under Capacity

Students would attend Shayne Elementary School, Oliver Middle School, or Overton High School. None of the schools has been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated February 2006.

CONDITION

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



Project No.
Project Name

Subdivision 2006S-200G-14
River Landing Subdivision (formerly
Windstar Estates Subdivision)

Council District
School Board District
Requested By

11 – Brown
4 - Nevill
Lakewood Partners LLC, owner, Barge Waggoner
Sumner and Cannon, engineer/surveyor.

Staff Reviewer
Staff Recommendation

Harris
Defer until the Fire Marshal’s Office recommends approval.

APPLICANT REQUEST
Concept Plan

Request to subdivide 76.52 acres into 85 single-family lots located on property located at 805 Swinging Bridge Road, and the intersection of Warren Avenue and Keeton Avenue (76.52 acres), zoned R10 and R15,

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.

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

The proposed preliminary plan proposes 85 single-family lots ranging in size from 7,400 sq. ft. to 16,000 sq. ft. There are two phases proposed. The applicant is proposing to use the cluster lot option.

Access is proposed from Warren Drive. Two lots are proposed along Swing Bridge Road.

Much of the property is within floodplain, however 64% of the floodplain is remaining undisturbed. This is over the 50% requirement of the Metro Zoning Ordinance.

The proposed plan is consistent with the preliminary plan that expired in December 2005. Since the expiration of the plan, the cluster lot option policy has been updated to require additional open space. Staff recommends that the applicant provide a trail system within the property to allow for the floodplain to be used



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as useable open space and for possible pedestrian access to the riverfront.

There is a note within the floodplain area that states “Reserved for Future Development.” Staff recommends that this note be removed from the plan and that any temporary cul-de-sacs to the open space be made permanent cul-de-sacs.

FIRE MARSHAL’S RECOMMENDATION

No part of any building shall be more than 500 ft from a fire hydrant via an approved hard surface road. *Metro Ordinance 095-1541 Sec: 1568.020 B*

Fire hydrants should flow a minimum of 500 GPM’s at 30-35 psi residual flow at the most remote hydrant. Depending upon side set backs, construction type and the square footage of the building water demands may be greater.

All dead end roads over 150 ft. in length requires a 100 ft. diameter turnaround, or other turning arrangements approved by the Fire Marshal’s Office. This includes temporary turnarounds, that last no more than one year.

STORMWATER RECOMMENDATION

Approved except as noted.

1. Add panel 0143 F to plat note #5. Panel 0143 F was published on 4/20/2001.
2. The buffer around the blue-line pond is not shown correctly. The buffer must be 25' from top of bank. Appropriate correction is required.

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.

CONDITIONS

1. Prior to final plat approval, a revised plan is to be submitted that shows a trail system that provides pedestrian access to the riverfront and possible access to the undevelopable floodplain area.
2. Prior to final plat approval, the “Reserved for Future Development” note is to be removed and the



Metro Planning Commission Meeting of 6/22/06

temporary cul-de-sacs proposed toward the open space area is to be permanent cul-de-sacs.

3. 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-206U-10
Seven Hills Subdivision
25 – Shulman
8 - Harkey
Camp Properties LLC, owner, PBJ Engineering Design
Development LLC, surveyor/engineer.

Staff Reviewer
Staff Recommendation

Harris
Disapprove

APPLICANT REQUEST
Concept Plan

Request to subdivide 1.21 acres into 2 lots located on a portion of property located at 4615 Shys Hills Road, approximately 210 feet south of Lone Oak Circle.

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.

SUBDIVISION DETAILS

As proposed the request will create 2 new lots along the east side of Shys Hill Road with the following area(s), and street frontage(s):

- Lot 61A: 24,986 Sq. Ft., (0.57 Acres), and 128.11 Ft. of frontage;
- Lot 61B: 24,871 Sq. Ft., (0.57Acres), and 128.11 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. An exception to lot comparability 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 has the discretion to approve or disapprove an exception to the lot comparability requirements.

The lot comparability analysis yielded a minimum lot area of 41,327.5 sq. ft., and a minimum lot frontage of 143 linear feet. Neither of the two lots passes for lot area or frontage.

1. Staff recommends that the Commission **not** approve an exception to the lot comparability requirements.



Metro Planning Commission Meeting of 6/22/06

The Subarea 10 plan calls for Residential Low (RL) land use policy, which is intended for residential development within a density range of one to two units/homes per acre. Staff recommends that the Commission not grant an exception for comparability, however, because the lots fail comparability by such a large amount. Lot 61A is 16,345.55 square feet smaller than the size required by lot comparability and lot 61B fails by 16,456.55 square feet. In addition both lots fail comparability analysis for lot frontage by 16 feet.

STORMWATER RECOMMENDATION

Approved except as noted.

1. Add the subdivision number, i.e., 2006S-209G-02, to the plat.

PUBLIC WORKS RECOMMENDATION

No Exception Taken.

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

CONDITIONS (if approved)

1. Add a note that states, "Sidewalks to be constructed with the issuance of any building permits" on the face of the plat and not within the general notes.
2. Add a note that states that "The existing 70' street setback will remain" on the face of the plat and not within the general notes. Remove the 40' M.B.S.L. notation off the plat.
3. 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
Staff Reviewer
Staff Recommendation

Subdivision 2006S-209G-02
Hidden Springs, Addition 1
4 – Craddock
3 - Garrett
Jesse B. Cobb, owner, Batson & Associates, owner.
Harris
Approve with conditions

APPLICANT REQUEST
Concept Plan

Request to subdivide 10 acres into 18 single-family lots located on a portion of property located at 4045 Dickerson Pike, at the north end of Curtis Drive.

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.

SUBDIVISION DETAILS

The plan proposes 18 single-family lots ranging in size from 11,000 sq. ft. to 15,000 sq. ft. The application is proposing to use the cluster lot option which allows lots to be reduced in size to two base zoning districts. Since the zoning is RS20, 10,000 sq. ft. lots are appropriate if the plan meets all requirements of the cluster lot option policy.

Access

Access is proposed from the existing Curtis Drive, with a permanent cul-de-sac at each end. The portion of Curtis Drive that access is proposed from for this subdivision has not been platted, but has preliminary approval. The final plat for this addition cannot be recorded until the final plat for Hidden Springs, Phase II has been recorded.

This subdivision does not propose any future connection for future development. Staff recommends that a stub street be provided to the other portion of the parcel to the west for future connectivity to Dickerson Pike.

Open Space

There is 37% open space proposed, which is over the 15% requirement for cluster lot option policy. The Commission’s cluster lot policy requires common open space to 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.



Metro Planning Commission Meeting of 6/22/06

The proposed subdivision proposes a walking trail to the rear of the lots. The access to the walking trail is on each end of the cul-de-sac. If a stub street is not approved, then additional open space shall be provided possibly between lots 7 and 8 for another point of access to the walking trail from Curtis Drive.

Landscape buffer yards (Standard "C"—20 feet) are required and proposed along the perimeter of the property since the lots are under the base zoning and the adjacent zoning is CS.

Critical Lots

There are two critical lots proposed with slopes under 20%. Staff recommends that a grading plan be submitted with the final plat to make sure that the proposed buildings conform to the slopes.

Lot 18

Lot 18 proposes to use area from an adjacent lot in Phase II of the Hidden Springs Subdivision. Lot 18 cannot be platted until Phase II has been recorded with the reconfigured buffer and lot 37 in that subdivision to correspond to this concept plan.

STORMWATER RECOMMENDATION

Returned for Correction.

1. Add the subdivision number, i.e., 2006S-209G-02, to the plat.
2. Add a bearings reference.
3. Correct the FEMA note. Specifically, the cited panels are incorrect. Cite panels 0136F and 0138F, and the associated publication date of April 20, 2001.
4. The boundaries of the plat are not clear. Appropriate correction is required.

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. Conduit is required for future street lighting.

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. Conduit required for street lighting in GSD.



Metro Planning Commission Meeting of 6/22/06

CONDITIONS

1. Prior to final plat recordation, Hidden Springs, Phase II must be recorded with reconfigured buffer for lot 37 of that subdivision (allowing for additional area of lot 18 of this subdivision).
2. Prior to final plat recordation, a stub street is to be provided to the west to connect with the other portion of the parcel for access to Dickerson Pike in the future.
3. 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.	Subdivision 2006S-202U-13
Project Name	Provincetown, Section 3-A
Associated Cases	None
Council District	32 - Coleman
School Board District	6 - Awipi
Requested By	Centex Homes, owner, Wamble and Associates, Surveyor.
Staff Reviewer	Leeman
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Final Plat

A request to subdivide 4.52 acres into 3 buildable lots and to dedicate public right-of-way and applicable easements on property located at the end of Monroe Crossing within the Provincetown PUD, south of Cedar Ash Crossing.

ZONING
RM15 District

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

SUBDIVISION DETAILS

This plat proposes to subdivide one parcel into three multi-family lots, while leaving a 5.02 acre remnant parcel. State Law allows a remnant to remain unplatted, as long as it is five acres or greater and public road frontage. This plat proposes to plat a portion of Phase 3, as approved on the final Planned Unit Development site plan on February 26, 2004. This portion of Phase 3 is consistent with the Final PUD, as approved.

The issues of concern include the amount of pavement shown on the plat at the end of Wellesley Lane. Although the applicant for Phase 3A (Centex Homes) included right-of-way leading from this phase to a future Phase 6, they did not include pavement all the way to the property line leading to Phase 6 (which is owned by Tierra Development). The pavement stops approximately 55 feet short of the property line. Centex indicated they would not build the pavement to the property line since there is a stream that runs along the phase line between Phase 3A and Phase 6. Building this road would require approval from Metro Stormwater Management to cross the stream, including the construction of a bridge.



Metro Planning Commission Meeting of 6/22/06

Wellesley Lane and the bridge are vital to the interconnectivity of the PUD. Staff recommends conditional approval including the requirement that Centex construct the road that leads to Phase 6, including a bridge over the stream. (As with any such infrastructure, the Planning Commission may accept a bond in lieu of construction.)

PUBLIC WORKS RECOMMENDATION

No Exception Taken

STORMWATER COMMENTS

Approved

CONDITIONS

All future development in this PUD should take place only upon condition of the bridge in question being completed (or bonded in lieu of construction). The owner of Phase 3A shall be responsible for the construction of the roadway and bridge over the stream at the phase line between Phase 3A and Phase 6, including the bonding for the construction of the road that leads to Phase 6 (Wellesley Lane), including a bridge over the stream.

This same condition should be placed on all other applicants under this PUD in order to ensure that the roads and bridge are built to maintain required connectivity.



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

Planned Unit Development 135-78-G-14
Sullivan Commercial Center, Sec. 4
None
12 – Gotto
4 - Nevill
John J. Kruse, applicant/owner.

Staff Reviewer
Staff Recommendation

Leeman
Approve with conditions provided Stormwater technical review comments have been addressed by the applicant prior to the Commission meeting.

APPLICANT REQUEST
Revise Preliminary & Final

Request to revise the preliminary PUD plan and for final PUD approval for the Sullivan Commercial Center PUD to allow for the development of two office buildings totaling 7,160 square feet, including medical office uses, located between Andrew Jackson Parkway (Chandler Road) and Andrew Jackson Way, approximately 550 feet north of Old Hickory Boulevard.

PLAN DETAILS
History

This PUD was originally approved by the Metro Council in 1978, as a Commercial PUD. The uses allowed under the Commercial PUD provisions in the prior Zoning Code are used as the allowable uses along with the current base zoning since uses are not clearly identified on the plans approved in 1978. This PUD has a base zoning of CL (Commercial Limited), which allows for the development of office and medical office uses. These uses were also allowed in a Commercial PUD at the time of the adoption of this PUD. Staff supports this application as a revision because the uses are allowed both under the current CL zoning and the Code at the time the PUD was approved.

Proposed Plan

The submitted plan proposes a 2,941 square foot office/medical office use and a 4,161 square foot medical office use. This PUD is located along Andrew Jackson Parkway (Chandler Road). Access to the site will be via a driveway on Chandler Road and another driveway on Andrew Jackson Parkway. The previously approved plan showed access on both roads.



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WATER SERVICES RECOMMENDATION

Water Services is completing the review of the project. Staff recommends approval, provided Water Services has approved the plans prior to the meeting.

PUBLIC WORKS RECOMMENDATION

All Public Works' design standards shall be met prior to any final approvals and permit issuance.

Joint access easement onto Andrew Jackson Parkway shall be provided for Proposed Lot 4B with parcel 204.

For Proposed Lot 4A, the existing cross access easement shall be realigned to match the proposed cross access shown in the plan.

FIRE MARSHAL RECOMMENDATION

1. No part of any building shall be more than 500 feet from a fire hydrant via an approved hard surface road.

2. Fire hydrants should flow at least 1,000 GPM's @40 psi residual at the most remote hydrant.

STORMWATER RECOMMENDATION (Technical Review Comments)

1. The proposed flow pattern should be adjusted, no flow should go to the neighbor's property. Current plans show water from area A flows to the neighbor.

2. The plans are not consistent. Some plans show stormwater treatment unit; some do not.

3. The pipes should either cmp or rcp when they are located within ROW or crossing ROW.

4. All the water should be treated;

5. The time of concentration for pre-development seems to be too short. Please check roughness coefficient number and recalculate the Tc;

6. Provide drainage map showing sub-area for each structure;

7. Provide stage-area-discharge relationship for the routing calculations.

8. Submit the pond and treatment unit maintenance agreement and easement document;

9. NOC from TDEC.



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CONDITIONS (If Approved)

1. 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.
2. Prior to the issuance of any building permits, a final plat shall be recorded, including any required right-of-way dedications or reservations, any cross-access easements, and bonds shall be in place for public infrastructure improvements.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met before the issuance of any building permits.
4. 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.
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 reapproval by the Planning Commission.
6. Prior to any additional development applications for this property, the applicant shall provide the Planning Department with a final corrected copy of the plan for filing and recording with the Davidson County Register of Deeds.



Project No.	PUD 70-85-P-13
Project Name	Kensal Green, Phase 2
Council Bill	None
Council District	33 - Briley
School District	6 - Awipi
Requested by	Wamble and Associates for Jeffrey Meeks, owner.
Staff Reviewer	Leeman
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

A request to revise a portion of the preliminary plan for the Residential Planned Unit Development district located south of Mt. View Road, at the terminus of Park Royal Lane, to permit 42 single-family lots, on 16.9 acres.

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 2.47 dwelling units per acre including 25% duplex lots.

PLAN DETAILS

The proposed plan revises the street and lot layout of the preliminary plan approved in 1985, for 42 single-family lots. It maintains the same number of lots with approximately the same design and location of the lots on the site. However, the current plan includes more connectivity and the plan has been redesigned to keep the lots and streets out of sinkholes on the site.

This phase is the last phase of a much larger PUD that extends to the north side of Mt. View Road. Phase 1 of Kensal Green, on the south side of Mt. View Road, includes 27 lots and was platted and built in the early 1990's.

The proposed plan extends sidewalks on both sides of the main road (Park Royal Lane), and provides an additional stub street to the west.

Staff recommends approval of the proposed plan since it is consistent with the approved preliminary plan, and improves the connectivity and walkability within the area.



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FIRE MARSHAL'S RECOMMENDATION

The Fire Marshal's Office has indicated there are no issues with this plan.

STORMWATER RECOMMENDATION

No Exception Taken

PUBLIC WORKS RECOMMENDATION

Show Professional seal.

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

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 in the USD.

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



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turn-around, including trees. The required turnaround may be up to 100 feet diameter.

4. 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
Associated Case
Council District
School Board District
Requested By

Planned Unit Development 97P-027G-06
Woodbury Phase II
None
22 - Crafton
9 - Warden
Barge, Waggoner, Sumner and Cannon, Inc., applicant,
for Gallardia Properties, LLC and Vastland Realty
Group, owners

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Final PUD

A request for final approval for a portion of a residential Planned Unit Development located west of Old Hickory Boulevard, and north of Summit Oaks Court, classified R15 (7.95 acres), to permit the development of 11 single-family lots.

PLAN DETAILS

History

This residential PUD was originally adopted by the Metro Council in 1997 and allowed for the development of 115 multi-family units, and 11 single-family lots. The property remained undeveloped for years, and was revised in 2004 for the same number of units, but with a slightly different layout.

Site Design

This plan proposes 11 new lots on approximately 7.95 acres, and an overall density of 1.4 units per acre. As proposed the plan is consistent with the last approved preliminary plan.

The lots will be accessed by an extension of Summit Oak Court from the adjacent PUD, Summit Oaks from Old Hickory Boulevard. Due to steep topography, this phase will not connect to the multi-family phase along Old Hickory Boulevard.

The new extension of Summit Oak Court will stub to the west property line, which will allow for a future connection.

While the open space does not meet current policies, this is an older PUD that was approved under the previous policy. As proposed, 4.27 acres, 54% of the property will be in open space.



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PUBLIC WORKS RECOMMENDATION

Approve except as noted:

1. All work within the public right of way requires an Excavation Permit from the Department of Public Works.
2. Proof-rolling of ALL street sub-grades is required in the presence of the Public Works' Inspector. This request is to be made 24 hours in advance.
3. Within residential development all utilities are to be underground. (Reference Ordinance No. BL2005-628).
4. Prior to construction, submit underground utility plan as approved by respective utility. Conduit for street lighting is required in the GSD.

STORMWATER RECOMMENDATION

Approved except as noted:

1. Include a copy of the NPDES NOC letter and sign and date the NOI note on the plan set page C2.00.
2. No grading proposed for lots?
3. Provide some type of anti-clogging device for the 1" orifice in the permanent outlet control structure. A similar type of perforated riser (as the temporary) is recommended.
4. The note on sheet C2.00 just to the left of drainage structure 7 reference a detail on sheet 8.00. Where is this detail? I believe it is referring to a rip-rap pad.
5. Erosion control details should be included on the plan set instead of just referring to them in a note at the bottom right corner of sheet C2.00.
6. Callout the riprap at structure #7.
7. An area of 5.665 acres is shown draining to the water quality pond on the drainage area map, but an area of 9.10 acres is used in the water quality calculations. Please revise.
8. Provide a copy of the signed/notarized stormwater detention maintenance agreement.
9. Provide a copy of the easement and access easement for the water quality pond.
10. In the water quality calculations, the volume above the primary spillway should not be counted toward WQ volume.



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11. Provide back-up calcs showing that the detention designed as part of Phase I was sized to include the area and corresponding "C" values determined for Phase II.
12. Provide stage-volume-area calculations for pond.
13. Provide pond routing information for ponds used in Hydroflow model.
14. What is 4.6 acres referring to in Hydroflow model. What is modeling trying to accomplish? Drainage areas are different on maps, WQ calculations, and model.

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. 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. This approval includes conditions which require correction 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 plans have been submitted to and approved by staff of the Metropolitan Planning Commission.
4. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.



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

Planned Unit Development 2004P-028G-13
Old Hickory Commons PUD
None
32 - Coleman
6 - Awipi
Old Hickory Commons, LLC, owner and MEC, Inc., applicant.

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions

APPLICANT REQUEST
Final PUD

Request for final PUD approval to permit 343 multi-family units and 19 single-family lots located on the west side of Old Hickory Boulevard, 1,600 feet north of Logistics Way.

ZONING
RM6

RM6 is intended for single-family, duplex, and multi-family dwellings at a density of 6 dwelling units per acre.

PLAN DETAILS
Site Design

The plan proposes 343 multi-family units and 19 single-family lots proposed ranging in size from 3,300 square feet to 6,100 square feet.

Access is proposed from Old Hickory Boulevard with future connections proposed from Ashford Trace to the north and Sprucedale Drive to the west. Additional stub streets are provided to the north and south for future connections. There is a network of public streets and private drives throughout the proposed development. Rear access is proposed for the multi-family units and single-family lots that will be accessed by alleys.

A trail is provided to connect to the proposed 17.20 acre park dedication to the north.

The applicant is also proposing to dedicate 120' of right-of-way for the future southeast parkway.

The parking requirements for the multi-family units have been met. The proposed amount of parking spaces is 806 spaces and the required amount is 804 spaces.



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Staff Recommendation

There is a 10 foot front setback for the multi-family unit which is permitted within this PUD.

Staff recommends approval with conditions. The plan is consistent with the preliminary plan approved by Metro Council in March 2005. It also meets all requirements of the subdivision regulations and Metro Zoning Ordinance.

PUBLIC WORKS RECOMMENDATION

Public Works' design standards, including cross-sections, geometry, and off-site improvements, shall be met prior to approval of public roadway or site construction plans. Final design and improvements may vary based on field conditions.

STORMWATER RECOMMENDATION

Construction plans approved on May 9, 2006.

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. 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
Council Bill
Council District
School District
Associated Case
Requested By

Planned Unit Development 2005P-030G-14
Ravenwood, Ph. 1, Sect. 1 Final PUD
None
14 - White
4 - Nevill
None
Civil Site Design Group, applicant, for FWB Investments, owners.

Staff Reviewer
Staff Recommendation

Harris
Defer until technical review has been completed by Metro Stormwater

APPLICANT REQUEST
Final PUD

Request for final PUD approval to permit 55 single-family lots located on the north side of Stones River Road (unnumbered), approximately 590 feet northwest of Lebanon Pike.

ZONING
RS10

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.

PLAN DETAILS

Site Design

The plan proposes 55 single-family lots with minimum lot sizes from 5,000 square feet.

Access is proposed from the adjacent property to the east with pedestrian access (greenway easement) from Stones River Road. There was a condition with the preliminary approval that stated Metro Parks is to provide approval prior to final PUD approval. Metro Parks is in negotiation with the adjacent property (parcel 018) for future greenway and park activities. If right of way is acquired to connect with Lebanon Pike by the developer through the Parks property, a PUD amendment or revision may be required since a new point of access will be provided. A subarea plan amendment may also be required to change the status of the proposed road from a collector street to a local street.

Prior to final plat approval, documentation is to be provided from Metro Parks and the applicant regarding any right-of-way proposed to the property from the



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adjacent property. Also, the stone wall along the boundary of the property is to remain since it may have historical significance.

A revised plan is to be submitted that labels the "Dedicated Conservation Greenway Public Access Easement Area." The greenway is to also be relocated from the connection to the south to the west to parcel 018. There is also a greenway that is to be shown and labeled along the southern boundary of the property that should be bonded and/or constructed prior to final plat approval.

Six critical lots are proposed which will require a grading plan to be submitted with the final plat to show how those six lots will meet the critical lot standards.

There was a condition with the preliminary approval that a right-of-way dedication be provided for future connectivity based on the community plan. This right-of-way dedication has not been labeled, but must be shown on the plan.

PUBLIC WORKS RECOMMENDATION

Any approval is subject to Public Works' approval of the construction plans. Public Works' design standards, including cross-sections, geometry, and off-site improvements, shall be met prior to approval of roadway or site construction plans. Final design and improvements may vary based on field conditions.

STORMWATER RECOMMENDATION

Returned for Correction.

CONDITIONS

1. Prior to final plat approval, revised final PUD plans are to be submitted, labeling the following:
 1. Dedicated Conservation Greenway Public Access Easement Area
 2. 60' Right-of-way dedication required by the Community Plan.
 3. Site data table proposing the size of each lot.
 4. Label proposed greenway trails and stone wall is to be labeled as to remain.

2. Prior to final plat approval, proposed greenway trails are to be constructed or bonded.



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3. Prior to final plat approval, documentation is to be provided by the applicant and/or Metro Parks with the status of the right-of-way acquisition.
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. 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.
7. 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.