Item VII.



Request Council Bill Council District School District Requested by Deferral Staff Reviewer Staff Recommendation	Request to Amend the Donelson-Hermitage- Old Hickory Community Plan: 2003 Update N/A 14 - White and 15 – Loring 4 - Glover Planning Commission Deferred from the meeting of October 26, 2006 Wood Approve one of two recommended alternatives
APPLICANT REQUEST	A request to go from Corridor General to Office Transition, Residential Low-Medium Density, and Residential Medium Density policies for approximately 45 acres for property located along both sides of Donelson Pike in the vicinity of Lakeland Drive.
LAND USE POLICIES	
Corridor General (CG)	Corridor General is for areas at the edge of a neighborhood that extend along a segment of a major street and are predominantly residential in character. Corridor General areas are intended to contain a variety of residential development along with larger scale civic and public benefit activities.
Office Transition (OT)	OT is a Structure Plan category for small offices intended to be used in exceptional cases to serve as a transition between lower and higher intensity uses where there are no suitable natural features that can be used as buffers. Generally, transitional offices are used between residential and commercial areas.
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.
Residential Medium (RM)	Residential Medium Density is intended to accommodate residential development within a density range of about four to nine dwelling units per acre. A variety of housing types can be found in RM areas.



ANALYSIS

Metro Planning Commission Meeting of 11/14/06

This amendment is being requested in order to bring the land use policy into conformance with zoning decisions that have been made recently and to recognize the suitability of the location for small offices. Two alternative amendments are being presented for consideration. One would change the policies on the west side of Donelson Pike only and the other would change the policies on both sides. Both alternatives are supportable from a policy standpoint, since the scale and intensity of development would be compatible on both sides of Donelson Pike under either scenario. The alternatives are being presented because the district Councilmember for the east side of Donelson Pike and several of his constituents have expressed interest in retaining the Corridor General policy.

This area lies between two large commercial concentrations along a major arterial corridor. It is predominantly low-medium and medium density residential with some churches and nonresidential uses along Donelson Pike. Because the area is convenient to an interstate interchange, is along a busy four-lane arterial street, and is sandwiched between two large commercial concentrations, small office development may be considered an appropriate use along Donelson Pike. The remainder of the area that is oriented to the side streets is a stable residential area and should retain its residential designation. Most of this area is recommended to be designated as Residential Low-Medium Density in keeping with surrounding development, although there is a section of the area south of Lakeland Drive where Residential Medium Density infill makes more sense because access to the land would need to be gained through the potentially nonresidential frontage.

The graphics included with this report show the current policies and the two amendment alternatives.

Metro Planning	Commission	Meetina	of 11/14/06
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Project No. Council Bill	
Council Distric	t
School District	
Requested by	
Deferrals	

Project No. Council Bill Council District School District Requested by Deferrals	Zone Change 2006Z-030U-13 BL2006-1198 28 – Alexander 6 – Johnson James A. Rust and Mitchell Whitson, et ux., owners. This request was deferred from the October 26, 2006, Planning Commission agenda at the request of the applicant.
Staff Reviewer Staff Recommendation	Swaggart Disapprove
APPLICANT REQUEST	A request to change approximately 0.23 acres from Agricultural and Residential (AR2a) to Commercial Service (CS) on property located at the northeast corner of Una Antioch Pike and Goodwin Drive.
Existing Zoning AR2a District	<u>Agricultural/residential</u> requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. The AR2a district is intended to implement the natural conservation or interim nonurban land use policies of the general plan.
Proposed Zoning CS District	<u>Commercial Service</u> is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing, and small warehouse uses.
ANTIOCH/PRIEST LAKE COMMUNITY PLAN POLICY	
Neighborhood General (NG)	NG is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An accompanying Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.
Consistent with Policy?	No. The requested CS is not consistent with the area's NG policy. The requested CS district would allow numerous commercial activities that are not consistent with the residential uses supported by NG policy. Also,



a site plan such as a PUD or SP is required for developments within Neighborhood General policy areas.

PUBLIC WORKS RECOMMENDATION

Access Study may be required at development.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.23	0.5	1	10	1	2

Typical Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.23	0.188	1,884	63	8	81

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
			53	7	79

Maximum 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)	0.23	0.5	1	10	1	2

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Convenience Market (852)	0.23	0.10*	1,001	311	32	35

* adjusted as per use.

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

Land Use (ITE Code)	Acres		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
			301	31	33

Metro Planning C	Commission Meeting of 11/14/06	Item # 2
Project No. Associated Case Council Bill Council District School District Requested by	Zone Change 2004Z-011T and 2006Z-186T None BL2006-1259; BL2005-629; BL2004-624 Countywide n/a Councilmembers John Summers and Charlie Tygard	
Staff Reviewer Staff Recommendation	Regen Disapprove	
APPLICANT REQUEST	Amend Zoning Code to require that any p unit development (PUD), or phase of a PU inactive for six or more years be reviewed Planning Commission and Metro Council approval, amendment, or cancellation.	JD, that is I by the
ANALYSIS		
Background	BL2004-224: In 2004, Councilmember Jol introduced an ordinance requiring all modifi PUDs more than four years old be submitted Council for approval. That bill was deferred indefinitely by the Council so that PUD mod could be addressed more comprehensively. has been superseded by BL2005-629 (see be	ications to 1 to the 1 difications This bill
	BL2005-629 : In 2005, Councilmember Joh introduced a new ordinance, with the assista planning staff, that better addressed the vari- development situations. That bill was defer- indefinitely. It is now scheduled though for on December 6, 2006.	nce of ous PUD red
	BL2006-1259: Councilmember Tygard has a new ordinance that also addresses inactive situations. This bill is not as comprehensive BL2005-629. This bill is scheduled for the 2007 Council public hearing.	e PUD e as
Existing Law	The Zoning Code currently does not sunset PUDs. Any PUD overlay district regardless remains in effect indefinitely.	~



Proposed Text Change The proposed amendments establish a process and criteria by which a PUD would be evaluated in the future by the Planning Commission and Metro Council for inactivity. The proposals are similar in that they address PUD plans that have been inactive for six or more years. The bills differ in two respects: 1) When a PUD review would be initiated, and 2) how a PUD would be reviewed by staff, the commission and council. Staff has communicated with sponsors of the council bills and with spokesmen for PUD owners. There is general agreement on two issues: (1) old, undeveloped PUDs should be addressed, and (2) a balanced bill that draws broad consensus would be more straightforward than amending one of the existing council bills. There appears to be general agreement on the following principles which would be incorporated into a new bill to be drafted by planning staff. **Consensus Points** Old PUDs will be reviewed on an individual basis. A PUD will remain active until a review is initiated. The review of an old PUD can be initiated by a councilmember, the community, the planning department, the Planning Commission, or any Metro department/agency. • A review may be initiated of a PUD that has been inactive for 6 years or more from the date it was originally approved or the date last amended by Council. • A PUD revision does not reset the 6-year clock. Only an amendment restarts the clock. Once a PUD is determined "inactive", then any request to revise the PUD would be handled as an amendment to the PUD requiring Council approval. • Objective criteria for determining active vs. inactive PUD status will be established for staff, Planning Commission, and Metro Council review. The legislation would only become effective 270 days after enactment. **Public Notice** One-hundred forty six PUDs have been identified that were either vacant (61) or inactive for a period of six years or more (85). A public hearing notice was mailed to the owner of record listed in the tax assessor's database on October 31, 2006. That notice identified the bills under consideration with a brief explanation,



Analysis

Metro Planning Commission Meeting of 11/14/06

the date of the planning commission and council meetings, and a website address for more information.

PUDs are not intended for speculative development, but only by applicants with a firm intention to develop according to a master plan with a master development schedule. Undeveloped PUDs, and those that go inactive after partial development, lead to inaccurate perceptions about the development future of sites that appear vacant and in a natural state. These PUDs also are unreliable predictors of improvements needed in public services and infrastructure.

Disapprove. Neither of the two bills currently under consideration adequately balance the concerns of both PUD owners and community members. Staff recommends, instead, that a consensus-based bill be developed for the Planning Commission and Metro Council's consideration. The recommended timetable for considering the new bill would coincide with the Metro Council's March public hearing.

Staff Recommendation

Metro Planning C	commission Meeting of 11/14/06	Item # 3
Project No. Council Bill Council District School District Requested by	Zone Change 2006Z-173G-14 None 12 - Gotto 4 - Glover Councilmember Jim Gotto, applicant, for Bri Shannon Rodgers, owners.	an and
Staff Reviewer Staff Recommendation	Logan Approve	
APPLICANT REQUEST Existing Zoning RS15 District	A request to change from Single-Family R (RS15) to Agricultural/residential (AR2a) property located at Earhart Road, approx 530 feet north of John Hagar Road (3.03 a <u>RS15</u> requires a minimum 15,000 square foo intended for single-family dwellings at a den- dwelling units per acre.	zoning imately cres). t lot and is
Proposed Zoning AR2a District	<u>Agricultural/residential</u> requires a minimum 12 acres and intended for uses that generally o rural areas, including single-family, two-famimobile homes at a density of one dwelling ur acres. The AR2a district is intended to imple natural conservation or interim nonurban land policies of the general plan.	ccur in ily, and hit per 2 ment the
DONELSON/HERMITAGE COMMUNITY PLAN POLICY		
Residential Low Medium (RLM)	RLM policy is intended to accommodate residevelopment within a density range of two to dwelling units per acre. The predominant detype is single-family homes, although some tand other forms of attached housing may be appropriate.	four velopment
Consistent with Policy?	The AR2a district allows for one dwelling un acres and the RLM policy allows for two to f dwelling units per acre. Therefore, AR2a fail the density range intended by the Donelson/F Community Plan's RLM policy. This propose downzone the property to a zoning district co with the development pattern, however, and to of adjacent properties to the north.	our Is below Iermitage sal would nsistent



RECENT REZONINGS	On May 13, 2004, the Planning Commission recommended approval of a request to rezone property west of Earhart Road from agricultural/residential (AR2a) to single-family residential (RS15) and recommended approval with conditions of the Bridgewater Planned Unit Development, also west of Earhart Road.
	On July 8, 2004, the Planning Commission recommended approval of a request to rezone 5.03 acres from residential single-family (RS15) to agricultural/residential (AR2a) district located at John Hager Road (unnumbered).

PUBLIC WORKS RECOMMENDATION

No Exception Taken.

Typical Uses in Existing 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)	3.03	2.47	7	67	6	8

Typical Uses in Proposed Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	3.03	0.5	1	10	1	2

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
		-6	-57	-5	-6

METRO SCHOOL BOARD	
REPORT	No new students are generated by this request.



Project No. Associated Case Council Bill Council District School District Requested by	Zone Change 2006Z-174G-06 None None 35 – Tygard 9 – Warden McCrory Lane Partners, LLC, applicant, and owner.
Staff Reviewer Staff Recommendation	Swaggart Disapprove
APPLICANT REQUEST	Request to change approximately 30 acres from agricultural and residential (AR2a) to single-family and multi-family residential (RM6) on property located at 7848 McCrory Lane.
Existing Zoning AR2a District	<u>Agricultural/residential</u> requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. The AR2a district is intended to implement the natural conservation or interim nonurban land use policies of the general plan.
Proposed Zoning RM6 District	RM6 is intended for single-family, duplex, and multi- family dwellings at a density of 6 dwelling units per acre.
BELLEVUE COMMUNITY PLAN Impact (I)	Impact areas are intended for existing areas that are dominated by one or more activities that have, or can have, a significant adverse impact on the surrounding area. Appropriate uses include hazardous industrial operations, airports, correctional facilities, and other large institutions that are a safety risk, as well as large amusement and entertainment complexes. On sites for which there is no endorsed master plan, an Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in this policy area.
Special Policy Area	This area is within a special policy which specifically addresses the existing quarry, and past mining activities on the site. The policy allows for other secondary



quarry related activities provided they do not increase the degree of nuisance to adjoining residential properties, and that specific proposals be considered on their merits. No, the requested RM6, which allows for residential **Consistent with Policy?** development is not consistent with the area's Impact policy. While this request is not consistent with the Impact policy, a use other than mining and mining related activities would be more in keeping with surrounding residential properties. This request or a similar request will require a policy change. Also, because of the many hazards associated with the existing quarry, staff recommends that the Commission require a site plan, such as an SP or PUD. Any plan should adequately demonstrate how the hazards from the existing quarry will be mitigated. Because the requested RM6 district is not consistent with the area's Impact policy and does not address how hazards associated with the existing quarry will be mitigated, staff recommends that this request be disapproved.

PUBLIC WORKS RECOMMENDATION

Traffic study will be required at time of development

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	30	0.5	15	144	12	16

Typical Uses in Existing Zoning District: AR2a

Typical Uses in Proposed Zoning District: RM6

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/Townhome (230)	30	6	180	1,058	83	98

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
		+165	914	71	82



METRO SCHOOL BOARD REPO Projected student generation*	DRT <u>10</u> Elementary <u>7</u> Middle <u>7</u> High
Schools Over/Under Capacity	Students would attend Gower Elementary School, Hill Middle School, and Hillwood High School. All three schools have been identified as having capacity. This information is based upon data from the school board last updated August 2006.

Project No. Council Bill Council District School District Requested by	Zone Change 2006Z-175G-06 None 22 - Crafton 9 - Warden Thomas & Cherrie Teachout, owners.
Staff Reviewer Staff Recommendation	Logan Disapprove
APPLICANT REQUEST	A request to change 1.06 acres from Single-Family Residential (RS15) to Multi-Family Residential (RM20) zoning property located at 7312 and 7316 Highway 70 South, approximately 1,015 feet east of Cross Timbers Drive.
Existing Zoning RS15 District	<u>RS15</u> 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.
Proposed Zoning RM20 District	<u>RM20</u> is intended for single-family, duplex, and multi- family dwellings at a density of 20 dwelling units per acre.
BELLEVUE COMMUNITY PLAN POLICY	
Residential Low Medium (RLM)	RLM policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.
Consistent with Policy?	No. The RLM policy envisions no more than two to four dwelling units per acre and is predominately single -family in character. RM20 exceeds this limit by allowing 20 dwelling units per acre and is multi-family in character. It may be possible to achieve higher density in this location, but staff recommends that higher density only be approved by the Planning Commission if a comprehensive plan amendment is approved to address all six of the parcels along the northern side of Highway 70 in this location.
RECENT REZONINGS	None.



PUBLIC WORKS RECOMMENDATION

No Exception Taken.

Typical Uses in Existing 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)	1.06	2.47	3	29	3	4

Typical Uses in Proposed Zoning District: RM20

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/Townhome (230)	1.06	20	21	171	15	17

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
		+18	142	12	13

METRO SCHOOL BOARD REPORT

Projected student generation

Schools Over/Under Capacity

<u>1</u>Elementary <u>1</u>Middle <u>1</u>High

Students would attend Brookmeade Elementary School, Hill Middle School, or Hillwood 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 August 2006.

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Project No. Project Name Council Bill Council District School District Requested By	2006SP-178U-09 Signature Tower None 6 – Jameson 1 – Thompson Gresham Smith and Partners, applicant, for Signature Holdings LLC, owner.
Staff Reviewer Staff Recommendation	Withers Approve with conditions
APPLICANT REQUEST Preliminary SP	A request to change from CC to SP zoning on 1.23 acres located at the southwest corner of Church Street and 5th Avenue North and located in the Capital Mall Redevelopment District, to permit development of a 1,396,000 square foot building including 435 residential condos, 197 hotel rooms, and 17,000 square feet of restaurant and retail space.
Existing Zoning CC district	<u>Commercial Core</u> is intended for high intensity office, retail, restaurant, amusement, and multi-family uses.
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.



SUBAREA 9 COMMUNITY PLAN POLICY	
Central Business District (CBD)	CBD policy is intended specifically for the heart of the downtown area and the surrounding area that contains supporting uses. The CBD constitutes the single largest concentration of non-residential development in the city. Offices are the predominant type of development, also some retail, entertainment, community facilities, government services, and higher density residential.
Capital Mall Padavalanment Dian	
Capital Mall Redevelopment Plan (16) Tract 62A	<u>Intent:</u> To redevelop portions of this tract to provide for commercial/office, residential, arts/institutional, and/or retail space in new or rehabilitated structures.
	Principal Uses: Commercial office/retail, hotel, consumer services, and parking, and religious services related to the activities of two existing churches on the block. Where opportunities permit, residential use and public open space or institutional/arts uses should be encouraged. It is anticipated that uses connected with the churches such as day care or other services provided for the convenience of the public may be developed.
	<u>Design Objectives:</u> Judicious considerations should be given to the existence of church properties on the block and to the Downtown Presbyterian Church in providing for setbacks, height, bulk, and architectural detail of proposed developments on this block. Design and functional relationships of new facilities should consider impacts on churches located on the block. The design and development of any office facilities on Church Street should incorporate street level retail space where MDHA considers it feasible from design or long-term market perspectives.
Consistent with Policy?	Yes. The primary goal of the CBD is higher intensity development with a variety of activities in the central core. The project includes multifamily residential, hotel, restaurant and retail uses. The design has incorporated classical elements to echo the facades of



2 Martin	
	the surrounding downtown buildings such as the Ryman Auditorium, St. Cloud Corner and the Downtown Presbyterian Church and is consistent with the design objectives of the Capital Mall Redevelopment District.
RECENT REZONINGS	None.
PLAN DETAILS	The MDHA Design Review Committee approved the schematic plans for this project on May 10, 2006. This project is located in the Capitol Mall Redevelopment District.
	The Signature Tower is a 70 story building rising to a height of 1,057 feet and includes multifamily residential, hotel, restaurant and retail uses. There are eight levels below grade consisting of parking and service. In addition to the tower, there is a "base" element that is designed in a classical style to contrast the modern tower and echo the facades of the surrounding downtown buildings such as the Ryman Auditorium, St. Cloud Corner and the Downtown Presbyterian Church and will contain uses that create a active street level. The residential units and hotel room are located in the tower. The base contains a restaurant meeting rooms and ballrooms for the hotel, and an amenity pool deck and grill on the roof.
	Parking is provided on-site for all residential uses at a ratio of 1 space per bedroom. Additional off-site parking will be provided through a valet service for the hotel and restaurant uses.
Reason for SP	The current zoning of Central Core (CC) allows a maximum floor area ratio (FAR) of 15. This means that maximum square footage of the building can be 15 times the area of the site. The proposed FAR for this project is 20. A FAR of 19 is actually being proposed, but a maximum of 20 could be achieved on the site. Staff recommends approval of the proposed FAR as compatible with the core of the Central Business District.
	Following are review comments for the submitted



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Metro Planning Commission Meeting of 11/14/06

RECOMMENDATION	Signature Tower SP (2006SP-178U-09), received October 2, 2006. Public Works' comments are as follows:
	 Access study is required prior to any final approvals and permit issuance to address request for reversal of Alley No. 74. Loading docks shall be designed so that parked vehicles do not encroach into the public right-of-way. All Public Works' design standards shall be met prior to any final approvals and permit issuance. Final design and improvements may vary based on field conditions.

Typical Uses in Existing Zoning District: CC

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.22	5.75	305,573	3,153	459	422

Maximum Uses in Existing Zoning District: CC

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.22	15	797,148	6,598	988	972

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
High-Rise Apartment (222)	1.22	N/A	435	1,887	131	152
Typical Uses in I	Proposed Zoning	District: SP				
Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	1.22	N/A	154,000 (~200 rooms)	1,784	127	123

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
Restaurant/Retail (814)	1.22	N/A	17,000	765	21	63

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

Land Use (ITE Code)	Acres		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
	1.22		1,283	-180	-84



STORMWATER RECOMMENDATION	 Preliminary SP Returned for Corrections: Provide the following: Adequate Water Quality Concept. A Green Roof is ideal for this situation. However, a Green Roof is not an approved method for water quality. Add note stating that the green roof will only be utilized with a Variance from the Stormwater Committee or provide an approved method of treatment. Note: If a Variance is not received or denied, a major layout change may occur.
METRO SCHOOL BOARD REPOR	
Projected student generation*	<u>10</u> Elementary <u>7</u> Middle <u>7</u> High
Schools Over/Under Capacity	Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. Hillsboro High School has been identified as not having capacity, however there is capacity available at a high school in an adjacent cluster. This information is based upon data from the school board last updated August 2006.
CONDITIONS	 All Public Works conditions shall be bonded and/or completed as required by the Department of Public Works, as listed above.
	2. All Stormwater comments shall be addressed prior the final site plan approval.
	3. For any requirements not specifically addressed in this application, the CC- Commercial Core district shall apply.
	4. All elevations and materials shall be further developed and submitted for review with the final S application.



- 6. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Section of the Metropolitan Department of Public Works for all improvements within public rights of way.
- 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.
- 8. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.

This final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission. The revised plans must be received within 60 days of Metro Council's final approval.



Project No. Council Bill Council District School District Requested by	Zone Change 2006Z-179G-04 None 9 - Forkum 3 - Garrett Shannon Faley et al, owner
Staff Reviewer Staff Recommendation	Logan <i>Approve</i>
APPLICANT REQUEST	A request to change 7.2 acres from Single-Family Residential (RS5) and Commercial Service (CS) to Multi-Family Residential (RM15) zoning on property located at 610 Old Hickory Boulevard, approximately 290 feet east of Lena Belle Avenue.
Existing Zoning RS5 District	<u>RS5</u> requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre.
CS District	<u>Commercial Service</u> is intended for retail, consumer service, financial, restaurant, office, auto-repair, auto sales, self-storage, light manufacturing and small warehouse uses.
Proposed Zoning RM15 District	<u>RM15</u> is intended for single-family, duplex, and multi- family dwellings at a density of 15 dwelling units per acre.
EAST NASHVILLE 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. The most common types include attached townhomes and walk- up apartments.
Commercial Arterial Existing (CAE)	CAE policy is intended to recognize existing areas of "strip commercial" which is characterized by commercial uses that are situated in a linear pattern along arterial streets between major intersections. The intent of this policy is to stabilize the current condition, prevent additional expansion along the arterial, and



ultimately redevelop into more pedestrian-friendly areas.

Consistent with Policy? Yes. The proposed RM15 zoning falls within the range permitted in RMH policy. Additionally, CAE policy is intended not only to accommodate existing commercial areas but also to redevelop into more pedestrian-friendly areas. Therefore, multi-family uses are permitted in both RMH and CAE policy areas.

RECENT REZONINGS

None.

PUBLIC WORKS RECOMMENDATION

Traffic study may be required at time of development.

Typical Uses in Existing Zoning District: RS5 and CS

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	7.2	7.42	53	580	47	61

Typical Uses in Proposed Zoning District: RM15

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/Townhome (230)	7.2	15	108	686	55	65

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
		+55	106	8	4

METRO SCHOOL BOARD REPORT

Projected student generation Schools Over/Under Capacity

<u>12</u> Elementary <u>8</u> Middle <u>7</u> High

Students would attend Stratton Elementary School, Neely's Bend Middle School, or Hunters Lane High School. Both Stratton Elementary School and Hunters Lane High School have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated August 2006.



Project No. Project Name Council Bill Council District School Board District Requested By Staff Reviewer Staff Recommendation	Zone Change 2006SP-181G-12 Evergreen Hills None 32-Coleman 2 – Brannon Third Coast Design Studios, applicant for Turner Farms Development, owner. Swaggart <i>Approve with conditions</i> .
APPLICANT REQUEST Preliminary SP	A request to change from agricultural, single-family, and two-family (AR2a) to Specific Plan (SP) for property located north of Old Hickory Boulevard, which will allow for the development of 900 residential units.
Zoning District 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 new base zoning district, not an overlay. It will be labeled on zoning maps as "SP." The SP District is not subject to the traditional zoning districts' development standards. Instead, urban design elements are determined <u>for the specific development</u> and are written into the zone change ordinance, which becomes law. Use of SP <u>does not</u> relieve the applicant of responsibility for the regulations/guidelines in historic or redevelopment districts. The more stringent regulations or guidelines control. Use of SP <u>does not</u> relieve the applicant of responsibility for subdivision regulation and/or stormwater regulations.
SOUTHEAST COMMUNITY PLAN POLICY Neighborhood General (NG)	NG is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not



- And	
	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.
Transportation Plan	The Southeast Community Plan calls for various road improvements, including two collector streets, and a major roadway across these properties.
Consistent with Policy?	Yes, the proposed development is consistent with the intent of the NG policy as it provides a mixture of housing types that are coherently located in a way that creates neighborhood centers that are adequately connected. The plan also incorporates the two planned collector streets, as well as the planned "Southeast Parkway", that crosses the properties.
PLAN DETAILS Lots/Density	The plan calls for a total of 900 new residential units on approximately 173 acres, with an overall density of approximately 5.2 dwelling units per acre. While the total number of dwelling units proposed is 900, the plan calls for a variety of different housing choices with 200 town homes and 700 various size residential lots, including estate lots. The plan calls for four separate neighborhood centers. Higher residential densities are called for within the centers. Density levels decrease from the centers to the periphery.
Access	All town homes will be accessed from the rear by alleys. Alleys will also be utilized to provide rear access for a majority of the residential lots. Front loaded lots will also be utilized on larger lots. Access to the development will be provided from multiple locations. Because some of the developments that will provide access to this development have not been constructed all proposed access points are not currently available. Available access points will be Old Hickory Boulevard, Ram Stone Way, Lawson Drive. Future connections will be to Haskell Drive, Haskell Lane, Kotonka Court, and the Southeast Parkway, when it is constructed.
Connectivity	The plan provides for adequate automobile and pedestrian connectivity within the development by



- And	
	utilizing a modified grid network of streets that include sidewalks, and pedestrian paths through some of the interior open spaces. A total of four stub streets, and two alley stubs are proposed, and will allow for adequate connectivity to adjacent properties. Three stub streets and one alley stub are proposed to the west, and one stub street and one alley stub are proposed to the east. The north and south are adequately connected by existing streets, or future streets within approved subdivisions.
Open Space	The plan calls for approximately 49 acres of open space, which is roughly 28 percent of the total site. Open space is utilized in a variety of ways that will provide for both active and passive use. Active open space is provided in the form of green squares, pocket parks, and court yards. Large linear areas of open space are also provided, and will provide for pedestrian walkways, that will provide an alternative pedestrian modal choice. These large linear park areas, also will help protect environmentally sensitive areas such as streams. Passive open space areas include buffer yards, and stormwater detention areas.
Landscape/Buffer Yards	As proposed street trees will be planted along all public streets. While no specific buffer yard is required with SP districts, the plan calls for a buffer yards along certain perimeter sections. A landscape plan has not been submitted, and will be required with the final development plan application.
Phasing	Development will be constructed in eleven separate phases. Access for several of the phases will be from streets that are not currently built. The proposed phasing plan could require excessive construction traffic through adjacent residential areas. The phasing plan must be revised to work north from Old Hickory Boulevard to lessen the impact on adjoining subdivisions or revised to route construction traffic to Old Hickory Boulevard.
Infrastructure Deficiency Area	This request is located in the Infrastructure Deficiency Area (IDA), and requires that improvements be made to roadway within the IDA. The applicant will be required to improve approximately 5,017 linear feet of roadway within the IDA. Roadway to be improved will be determined by Public Works' staff. This is in



THAT	
	addition to any other off site roadway improvements required by Public Works.
Staff Recommendation	Since this request implements the area's Neighborhood General policy, as well as providing for new roadways called out in the Southeast Subarea Plan, staff recommends that the request be approved with conditions.
PUBLIC WORKS	
RECOMMENDATION	
	The developer's construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions. All geometry to support SU- 30 design vehicle turning movements.
	Re-evaluate phasing plan to minimize construction traffic thru adjacent developments.
	Transitions into and out of divided boulevards to meet MUTCD / AASHTO design guidelines.
	In accordance with the recommendations of the traffic impact study, the following improvements, as a minimum, will be required for the Evergreen Hills development:
	1. The site access at Old Hickory Boulevard shall be designed to include one lane for entering traffic and two lanes for exiting traffic. The exiting lanes shall be designed to include 75 feet of storage.
	 An eastbound left turn lane shall be constructed on Old Hickory Boulevard at the project access with 100 ft of storage and transitions per AASHTO/MUTCD standards.
	3. A westbound right turn lane shall be constructed on Old Hickory Boulevard at the project access with 75 ft of storage and transitions per AASHTO/MUTCD standards.
	 In addition, the following conditions shall apply: 4. Along the property frontage, Old Hickory Boulevard shall be improved to provide a collector cross section as approved by Metro Public Works.



- 5. At the intersection of Old Hickory Boulevard and Burkitt Road, the developer shall conduct a periodic signal warrant analyses as determined by Public Works. If warranted and approved by Public Works, a traffic signal shall be designed and installed by the developer. Applicable road widening (left turn lanes) shall be completed by the developer at this time as well.
- 6. In keeping with the Planning Department's IDA policy, other infrastructure improvements will be required by this development. The length of these improvements are to be as established by the Planning Department staff. The design is to be by the developer's engineer and approved by the Public Works Department.

PM Peak Hour

95

I ypical Uses in E	Lxisting Zoning L	District: AR2a				
Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	
Single-family detached	173.90	0.5	87	915	71	

Typical Uses in Proposed Zoning District: SP

(210)

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	173.9	N/A	700	6,230	500	618

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)	173.9	N/A	200	1,157	90	107

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

Land Use (ITE Code)	Acres		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
		+813	6,472	519	630



STORMWATER RECOMMEDATION	Approved with the following comment:1. A variance will be required for all buffer disturbances.
METRO SCHOOL BOARD REPORT Projected student generation*	RT <u>135</u> Elementary <u>81</u> Middle <u>81</u> High
Schools Over/Under Capacity	Students would attend Maxwell Elementary School, Antioch Middle School, and Antioch High School. All three schools have been identified as over capacity. There is capacity at another middle school in the cluster, and at a high school in an adjacent cluster. This information is based upon data from the school board last updated August 2006.
Fiscal Liability	The fiscal liability of 135 new elementary students is \$1,620,000 (135 X \$12,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.
School Site Dedication	Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for middle schools with a capacity of 800 students.
	This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Educatio and shall be within the Antioch High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shal be approved until a school site has been dedicated to th Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final plat consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.



CONDITIONS	
	1. No final plat or development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of the requirement for dedication of a school site in compliance with the standards of Section 17.16.040 for middle schools with a capacity of 800 students.
	2. A landscape plan shall be submitted with the final development plan, and must be approved by Plannin Staff prior to approval of the final development plan
	3. The phasing plan must be revised to work north from Old Hickory Boulevard to lessen the impact on adjoining subdivisions or revised to route construction traffic to Old Hickory Boulevard.
	4. Prior to the final development plan being approved, the proposed crossing must be approved by the Stormwater Management Committee. If approvals can not be obtained, then the layout must be modifie
	5. The site access at Old Hickory Boulevard shall be designed to include one lane for entering traffic and two lanes for exiting traffic. The exiting lanes shall be designed to include 75 feet of storage.
	 An eastbound left turn lane shall be constructed on Old Hickory Boulevard at the project access with 10 ft of storage and transitions per AASHTO/MUTCD standards.
	 A westbound right turn lane shall be constructed on Old Hickory Boulevard at the project access with 75 ft of storage and transitions per AASHTO/MUTCD standards.
	8. Along the property frontage, Old Hickory Boulevard shall be improved to provide a collector cross section as approved by Metro Public Works.
	 At the intersection of Old Hickory Boulevard and Burkitt Road, the developer shall conduct a periodic signal warrant analyses as determined by Public Works. If warranted and approved by Public Works



a traffic signal shall be designed and installed by the developer. Applicable road widening (left turn lanes) shall be completed by the developer at this time as well.

- 10. This request is located in the Infrastructure Deficiency Area (IDA), and requires that improvements be made to roadway within the IDA. The applicant will be required to improve approximately 5,017 linear feet of roadway. Roadway to be improved will be determined by Public Works' staff prior to the recording of the first final plat.
- 11. 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.
- 12. 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.
- 13. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Section of the Metropolitan Department of Public Works for all improvements in public right of way.
- 14. All signage must be approved by the Planning Commission prior to final Specific Plan approval.
- 15. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
- 16. Prior to the filing of 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.



Project No. Project Name Council Bill Council District School Board District Requested By	 Specific Plan 2006SP-182U-07 Sunrise at West Meade Park None 23 - Evans 9 - Warden Littlejohn Engineering Associates, Inc., applicant, for Frances B. Eatherly, owner.
Staff Reviewer Staff Recommendation	Leeman Approve with conditions
APPLICANT REQUEST Preliminary SP	A request to change 6.86 acres from residential single-family (RS40) to specific plan (SP) zoning property located at Brookmont Terrace (unnumbered) and Highway 70 (unnumbered) to permit a 78-unit assisted living facility.
Existing Zoning RS40 district	<u>RS40</u> requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of 0.93 dwelling units per acre.
Proposed Zoning SP district	 <u>Specific Plan</u> is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. The SP District is a 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 <u>for the</u> <u>specific development</u> and are written into the zone change ordinance, which becomes law.
	• Use of SP <u>does not</u> relieve the applicant of responsibility for the regulations/guidelines in historic or redevelopment districts. The more stringent regulations or guidelines control.
	 Use of SP <u>does not</u> relieve the applicant of responsibility for subdivision regulation and/or stormwater regulations.



RL policy is intended to conserve large areas of established, low density (one to two dwelling units per acre) residential development. The predominate development type is single-family homes.
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. The most common types include attached townhomes and walk- up apartments.
Area 3A is within the RL policy area calling for one to two dwelling units per acre. This site falls within an area designated as a sensitive location area that should be given careful attention in conjunction with any development and/or rezoning.
The subarea plan for this area says: "The interface along Brookmont Terrace: since the adoption of the original plan, Brookmont Terrace has been interpreted by the Planning Commission to be the boundary between Area 3A and the RMH policy area 6D. Future development between U.S. 70S [Harding Pike] and Brookmont Terrace should be designated in a manner that is sensitive to the established low density development in Area 3A on the west side of this boundary."
The Planning Commission decided in 1997, that RMH policy could apply to this site given its location along Harding Pike. Since the adopted policy is RL, however, the Planning Commission can also decide to allow only densities consistent with the RL policy.
In 1995, the Planning Commission disapproved a request for townhomes on this property at 12 units per acre (82 units). In 1997, the Planning Commission approved a PUD for a 115 unit assisted-living facility on this property. This bill was not approved by Council. The Planning Commission determined that 7.3 units per acre within this PUD was appropriate on



Access

Sidewalks

Geotechnical Report

PLAN DETAILS

Metro Planning Commission Meeting of 11/14/06

this property given the site's orientation to Harding Pike and since this was in a transition area.
 The proposed plan includes a 3-story, 65,000 square foot assisted-living facility, which includes 78 units. The Zoning Code counts every 3 assisted-living units as 1 dwelling unit for the purposes of calculating density. Under this definition, this SP plan has 3.8 dwelling units per acre. The main access point for this property is directly onto Harding Pike. Staff has confirmed with the Public Works Department that this access point meets all of the traffic engineering requirements in terms of safety. The plan also proposes the corner of the site to be reserved for the future realignment of Brookmont Terrace. Currently, Brookmont Terrace accesses Harding Pike at an angle that is not 90 degrees, as is currently encouraged.

Under a standard multi-family zoning district, the Zoning Code requires sidewalks along Harding Pike and Brookmont Terrace since this property falls within the Urban Services district. Because this is an SP proposal, sidewalk requirements can be specifically tailored for the conditions of the site. Staff recommends that a sidewalk be constructed only along Harding Pike, or the applicant can use the payment inlieu option for that frontage. There is approximately 1,160 feet of frontage along Harding Pike. Since there is an existing guardrail along most of the frontage of Harding Pike, staff is also working with the applicant and Public Works to determine if an alternative pathway could substitute for a standard sidewalk. Staff will update the Commission at the meeting if an alternative path is agreed upon.

A geotechnical report, dated August 2, 2006, was completed for this site by Stephen R. Bryant, who is a registered engineer in Tennessee. The report identifies subsurface conditions, including "extensive zones of fill materials above residual clays and the limestone bedrock. The fill consisted of boulders, metal, plastic bags, tree stumps, random trash, brick, wood, cinders, asphalt, rubber, concrete and typical household and building construction debris." The report also indicates that poor fill material was identified on the site. It



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	further states, "We do not recommend relying on fill placed for building support. The building should be supported on a deep foundation system tied into the limestone bedrock surface with a structural slab bridging over the existing poor fill materials. We recommend budgeting two feet of shotrock fill to bridge the existing poor fill materials in the parking areas." The report provides recommendations for building specifications on this site. Staff recommends that those recommendations are followed during construction.
STORMWATER RECOMMENDATION	Approved as noted. Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities on this site.
PUBLIC WORKS RECOMMENDATION	All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.
	Developer must improve the intersection of Brookmont Terrace at Harding Pike. Identify concept layout for the intersection realignment of Brookmont Terrace. Right of way dedication to accommodate proposed realignment.
FIRE MARSHAL RECOMMENDATION	Approved
CONDITIONS:	 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. Prior to or in conjunction with the submittal of any
	2. Frict to of in conjunction with the submittal of any Final SP development plan, the developer must submit plans to be reviewed and approved by Public Works and the Planning Commission to improve the intersection of Brookmont Terrace at Harding Pike. The plan must identify a layout for the intersection realignment of Brookmont Terrace.



Right of way dedication to accommodate proposed realignment is required.

- 3. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Section of the Metropolitan Department of Public Works for all improvements within public rights of way.
- 4. All signage must be consistent with the sign specifications included in the SP district, or approved by the Metro Planning Commission with the final development plan.
- 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.
- 6. 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.
- All recommendations from the Geotechnical Report pertaining to construction techniques shall be followed and identified on the final site development plan.
- 8. The developer shall construct a sidewalk along the property frontage of Harding Pike, make a payment in-lieu of sidewalks, or propose an alternative pathway acceptable to Public Works (if in the public right of way) and Planning Department staff. If an alternative pathway is constructed, the design must be approved by the Planning Commission at the final development plan stage.



DATA	
Project No. Project Name Council Bill Council District School District Requested By	 2006SP-183U-09 Westin Nashville Hotel and Condominiums None 6 – Jameson 1 – Thompson Gresham, Smith & Partners, applicant, for Mayesco, 119 Second Avenue LLC, Charles E. Tillman, Norma Tillman, Richard D. Piliponis, J. S. Higgins, and M. Donald Himmelberg, owners.
Staff Reviewer Staff Recommendation	Withers <i>Disapprove due to inconsistency with the general plan.</i>
APPLICANT REQUEST Preliminary SP	A request to change from CF to SP zoning property located at 203, 205, 207, 209, 215, 217, and 221 Broadway, 109, 110, 113, 116, and 119 2nd Avenue South, bounded by Broadway, 2nd Avenue South, 3rd Avenue South, and the Shelby Street Bridge (1.23 acres), and lying within the MDHA Capital Hill Redevelopment District, to permit a 450 unit hotel and 75 condominiums with associated retail and restaurant uses.
Existing Zoning CF district	<u>Core Frame</u> is intended to implement the central business district's land use policies for support services. The 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.
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 <u>for the specific development</u> and are written into the zone



	change ordinance, which becomes law.
	 Use of SP <u>does not</u> relieve the applicant of responsibility for the regulations/guidelines in historic or redevelopment districts. The more stringent regulations or guidelines control.
	 Use of SP <u>does not</u> relieve the applicant of responsibility for subdivision regulation and/or stormwater regulations.
	 The SP <u>must follow the goals and objectives of</u> <u>the General Plan.</u>
SUBAREA 9 COMMUNITY PLAN POLICY	
Central Business District (CBD)	CBD policy is intended specifically for the heart of the downtown area and the surrounding area that contains supporting uses. The CBD constitutes the single largest concentration of non-residential development in the city. Offices are the predominant type of development, also some retail, entertainment, community facilities, government services, and higher density residential.
Historic Value (p. 87-90)	Nashville's legacy of historic buildings are concentrated in Downtown and as the Subarea 9 plan states, these buildings are the image of Nashville and keep us from being, "Any City, USA." In the Subarea 9 Plan these buildings have been listed in 3 groups:
	• Properties listed on the National Register of Historic Places
	• Properties considered eligible to be listed on the National Register
	• Properties that do not meet National Register criteria but are worthy of conservation because of their historic or architectural value in the subarea context.
	All three of these categories denoting historic value in the subarea context are present on the development site. The properties on the corner (parcels 41 and 42) are in the National Register District and are proposed to be



Concept 2010: A General Plan for Nashville and Davidson County as restated in the Subarea 9 Plan (p. 20)

Capital Mall Redevelopment Plan (36) Tract 102 (Amendment No.4 Ord #097-755)

Principal Use:

Design Objectives:

incorporated into the project. The other buildings are proposed for demolition.

Goals and Objectives

- 4. Preserve and enhance the unique and historic features which make downtown distinct from other commercial areas.
 - Encourage the preservation and reuse of architecturally or historically significant buildings.
 - Promote new development which is compatible with and respectful of historic buildings.
 - Provide the flexibility to make the use of historic buildings economically feasible while preserving their architectural integrity.

Intent:

To provide adequate and suitable space in appropriate locations for high intensity residential uses mixed with a wide range of compatible non-residential uses. Living areas are integrated with working and shopping areas to encourage the reduction of travel needs and parking requirements. Strong pedestrian linkages are encouraged. The preservation of existing buildings that contribute the historical or architectural character of the district is also encouraged.

High intensity residential mixed use with compatible nonresidential use, including office, retail shops, entertainment, restaurants, and other eating and drinking establishments, but not drive-in facilities; and personal services businesses such as barber or hairdressing shops, shoe repair, watch and jewelry repair, dry cleaning and pressing shops, etc.

Façade guidelines of the Market Design Study for Broadway will be the basis for design review on parcels in the Broadway National Register Historic District. New construction on Broadway will be compatible with the earlier buildings in materials, size, scale, height, proportion, orientation, color and texture. Contemporary design must be compatible with the character of the Broadway Historic District but any new structures should not imitate past architectural styles.



1 MAR	
Consistent with Policy?	 The CBD is more complex than to simply require an analysis of uses or to only examine the project in two dimensions. In terms of the uses proposed in this application, this project is consistent with the CBD policy defined simply above. The CBD is the core of our city and is probably the most fundamental element of our identity. The Downtown skyline is what is shown when Nashville is on the national news, and Downtown is visited by tourists from all over the world. This core should intensify over time, but some elements must remain intact to be recognizable as uniquely Nashville. Among these are Downtown's historically significant sites and areas, which range from individual landmarks such as the State Capitol to National Register Districts such as Second and Broadway. Developments that demolish or significantly alter the historic fabric and scale of Broadway are not in keeping with the goals of the Subarea 9 Plan, or the Concept 2010 General Plan, both of which seek to preserve the character and function of the critically important Lower Broadway, along with Second Avenue, forms the historical and cultural identity of Nashville at the local, regional, and even international levels. An important goal of plans for this area is the preservation and adaptive reuse of these historic buildings. They form a distinctive corridor that cannot be replicated and must retain its prized authentic qualities. The importance of this area to Nashville's identity and economy cannot be overemphasized. Lower Broadway's many historic low- to mid-rise buildings range in height from two to eight stories, a height range that should not be overwhelmed by development that adjoins the corridor.
RECENT REZONINGS	None.
PLAN DETAILS	This proposal includes all but 2 properties in the block encompassed by Broadway, 2nd Avenue South, 3rd Avenue South, and the Shelby Street Bridge The plan includes a 450-unit hotel and 75 condominiums with associated retail and restaurant uses in a base with two towers. The retail and restaurant are intended to be oriented to the pedestrian activity of Broadway. The historic structures at the corner of Third Avenue and Broadway will be retained and are

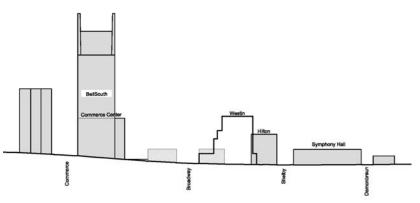


DALLA .	
	proposed for retail on the first floor and affordable housing above on the second floor. The hotel and luxury condominiums are proposed in the new construction.
	Parking is provided at 1.5 stalls per luxury condominiums, 0.85 stalls per hotel room and no parking is being provided for affordable housing units.
Reason for SP	This application is requesting the SP district because they do not meet the requirements of the Zoning Ordinance in two respects:
	1. The proposal is not consistent with the height plane requirement for the Third Avenue South Side. The allowable height is 65 feet at the property line, and then for every foot back from the property line, the height may rise an additional foot and a half.
	2. The proposal is not consistent with the maximum Floor Area Ratio of 5.0 allowed in the Core Frame District. Floor Area Ratio is the total building floor area divided by the total horizontal area of the lot.
Redevelopment District	The properties along Broadway are located in the Metropolitan Development and Housing Agency Capital Mall Redevelopment District and the Broadway National Register Historic District. The MDHA Design Review Committee approved the schematic plans for this project on October 17, 2006.
	Looking back at the design objectives listed below from the Capital Mall Redevelopment District Plan:
	Façade guidelines of the Market Design Study for Broadway will be the basis for design review on parcels in the Broadway National Register Historic District. New construction on Broadway will be compatible with the earlier buildings in <u>materials, size, scale, height,</u> <u>proportion, orientation, color and texture</u> . Contemporary design must be compatible with the character of the Broadway Historic District but any new structures should not imitate past architectural styles.
Massing	The buildings on Broadway have historically been human-scaled, ranging from 2 to 5 stories. The Westin proposes a 3-story street frontage rising quickly to 13



and 19 story towers, which is unlike anything on the south side of Broadway. Currently, the tallest building is 75 feet. The Westin, in contrast, will rise to 200 feet (19 stories).

The Planning Commission staff has done a comparison with the Hilton Hotel to put this in perspective. The Hilton is located on the south side of Broadway in the block between Fourth and Fifth. The Hilton sits <u>225</u> <u>feet</u> from Broadway and is <u>125 feet</u> tall at its highest point. The lower tower of The Westin will sit <u>64 feet</u> from Broadway and rise to <u>144 feet</u>; the higher tower, <u>200 feet</u> tall, is <u>108 feet</u> from Broadway.



North - South Section

Precedent for new construction adjacent to Broadway show: Building Height Distance from Percentage (ht./dist.)

Dunung	neight	Distance nom	i ciccinage (int./uist.
-	-	Broadway	
Bell South	617'	260'	237%
Bell South	617'	300'	206%
Commerce			
Center	175'	220'	78%
Hilton Hotel	125'	225'	56%

The submitted drawings for the Westin Hotel show: Building Height Distance from Percentage (ht /dist)

Dunung	neigiii	Distance from	reicentage (III./uist.)
-	-	Broadway	- , , ,
Westin Hotel	45'	On Broadway	
Westin Hotel	144'	64'	225%
Westin Hotel	200'	108'	185%

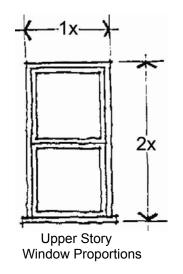
The architecture elements for the proposed Westin are not consistent with the existing architecture found along Lower Broadway. Compatible design for new structures and additions is important in historic districts such as Lower Broadway. New buildings within

Proportion and Rhythm



historic districts should reflect the architecture of their time. Therefore, new construction should not attempt to imitate or copy old architecture, however, new buildings should relate to the existing buildings on Lower Broadway in terms of height, mass, ratio of solids to voids and materials. The proposed Westin project is not consistent with the existing buildings found along Lower Broadway in terms of height, mass, ratio of solids to voids and materials. The materials used on the proposed Westin are not appropriate and are not similar to those used historically in the architecture of Lower Broadway and the materials do not convey a sense of scale similar to those seen in the Lower Broadway Historic District. The terra cotta wall material proposed for the Westin is not compatible with the Lower Broadway Historic District. Masonry is the traditional building material found in Lower Broadway with brick being the most common masonry used, although there are some examples of stone masonry along Broadway. Materials used on new construction should be similar in appearance, color, scale and texture to those used historically. The windows on the existing structures create a pattern and rhythm along Lower Broadway with the repetition of evenly-spaced, similarly-sized, upper story windows. These windows help give Lower Broadway a sense of human scale. Using window sizes and proportions that are familiar to the pedestrian helps them to relate to the overall size of a building. The alignment and similar scale of windows reflect a common historic pattern that should be continued along Lower Broadway. Currently, the proposed 45' buildings for the Westin that face directly onto Lower Broadway do not create the same rhythm and repetition with their windows as what historically exists along Lower Broadway. Upper story windows on Broadway buildings historically have a vertical emphasis with a typical upper-story window being twice as tall as it is wide. Upper-story windows in new construction should relate to the window proportions seen historically. For example, upper story windows do not typically exceed 6 feet in height and 3 feet in width.



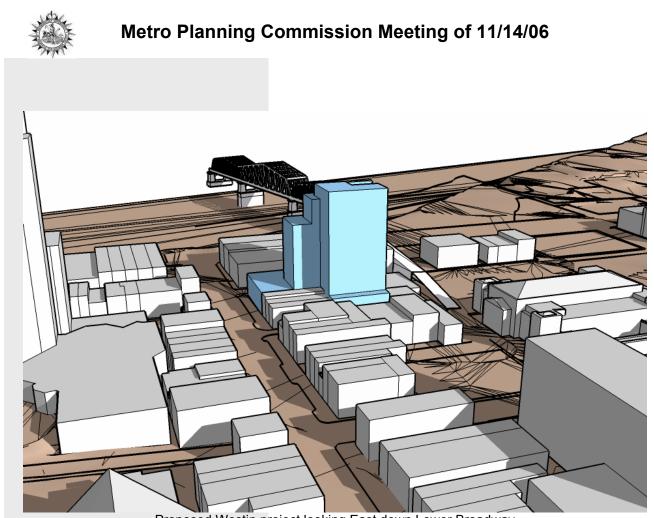


Windows should align with others in a block similarly to the historic structures along Lower Broadway. Windows, lintels, and window trim elements should align with the historic buildings on the block, and the current Westin submittal does not. The current Westin submittal has translucent panels and glass curtain walls and these are not window configurations or materials historically seen along Lower Broadway.

The repetition of recessed building entries occurring along the street in the Lower Broadway historic district provides a rhythm of shadows along the street, which helps establish a sense of scale and invites pedestrians to enter buildings. This trend should be continued in the Westin's new construction and building entrances from Broadway should appear similar to those used historically. The Lower Broadway Historic District should continue to develop as a pedestrian-oriented environment of ground floor storefronts. Buildings should relate to pedestrians by using materials and a human scale compatible with local historic patterns.







Proposed Westin project looking East down Lower Broadway

Design Guidelines

Staff evaluated the proposal against the MDHA and Metro Historical Commission adopted guidelines found in *A Market and Design Study for the Broadway National Register Historic District* and found many areas in which the design was not consistent with the guidelines:

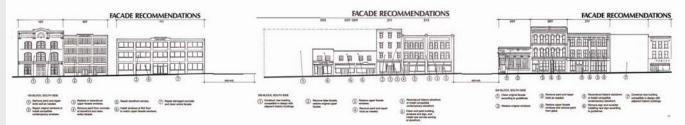
Masonry cladding should be consistent with masonry materials found in the district. Brick is the most common masonry material used in the district. The proposed terracotta tile curtain wall system material is not compatible with the lower Broadway historic district.

A bulkhead (or kickplate) is a key defining architectural feature on most commercial buildings and should be added to be consistent with the district. The proposed storefronts need bulkheads (kickplates). Additionally, the glass guardrails shown at the balconies are not consistent with historic architectural precedents.



Like the existing historic structures, upper story windows should align with others in a block. Upper story windows should have a vertical emphasis. The upper story windows on the tower are almost square. The glass curtain wall system is not consistent with historic architectural precedents.

Signage should relate to the design of the façade. A common characteristic of signs in this area is that they "fit into" their façade. The Westin has proposed an identification sign that sits on top on the 19-story tower and is not consistent with historic architectural precedents of Broadway.



Lower Broadway Elevation Study from A Market and Design Study for the Broadway National Register Historic District (the center block on the elevation is the Westin Property) See larger version for details

HISTORIC COMMISSION STAFF RECOMMENDATION

Impact on Historic Fabric

The Historical Commission recommends disapproval based on 1) inconsistency with guidelines, 2) the negative impact on historic buildings within the Broadway National Register Historic District and 3) the precedent of incompatibly-scaled development this would set.

The developers will demolish three historic buildings eligible for the National Register. One of those, Richards and Richards Storage, is a building type so endangered that the State Historic Preservation Office says it may be individually eligible for the Register.

The developers promise preservation of three storefronts on Broadway. Their plan calls for removing the inappropriate changes made to the Broadway facades. But the 19-story rear addition, the 13-story addition to the east side of the historic structure, and changes to the Third Avenue elevation will mean that



Land Use	Acres	FAR	Total	Daily Trips	AM Peak	PM Peak
Typical Uses in Existin	ng Zoning D	District: CF	study, develop spaces to mee spaces. (2) Any chang valet parking Traffic and Pa (3) All Public prior to any fi	commendations oment shall prov t the projected p ges to on-street p will require acti rking Commiss Works' design s nal approvals ar provements ma	vide 67 offsite parking deman parking, loadin on by the Met ion. standards shal nd permit issue	parking d of 254 ng zones, or ropolitan l be met ance. Final
PUBLIC WORK RECOMMENDA			Westin Hotel received Octo as follows:	review comme & Condominiur ber 2, 2006. Pu	ns (2006SP-1 Iblic Works' co	83U-09), comments are
			listing will be listing. This i be evident. To Register, the S	relopers say that affected only if s a highly visibl o preserve the in State Historic Pr ster listings regumeet criteria.	someone init le project; the ntegrity of the reservation Of	iates de- changes will National fice reviews
			because it will This will be th Register distri precedent. If	Il be removed fi I no longer cont the first reduction of in the city. A this is allowed, evelopment be o	ain any histor n in size of any and it sets a da on what basis	ic buildings. y National ingerous
			-	s no longer mee tributing buildin		gister
THE						

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peal Hour
General Office (710)	1.23	2.578	138,126	1,711	243	234

Maximum Uses in Existing Zoning District: CF

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.23	5.0	267,894	2,850	413	379



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
Hotel (310)	1.23	N/A	450 rooms	4,014	322	325

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 (232)	1.23	N/A	75	507	51	41

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
		+20	2,810	-40	-13

 Preliminary SP Returned for Corrections: Provide the following: Adequate Water Quality Concept. A Green Roof is ideal for this situation. However, a Green Roof is not an approved method for water quality. Add note stating that the green roof will only be utilized with a Variance from the Stormwater Committee or provide an approved method of treatment. Note: If a Variance is not received or is denied, a majo layout change may occur.
RT <u>11 Elementary 9 Middle 8 High</u>
Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. Hillsboro High School has been identified as not having capacity, however there is capacity available at a high school in an adjacent cluster. This information is based upon data from the school board last updated August 2006.



CONDITIONS (if approved):	1	
	1.	The plans presented with this application (dated October 16) if approved by the Planning Commission and Metro Council will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Deviation from these plans will require review by the Planning Commission and approval by the Metro Council.
	2.	In order to achieve more sustainable design, this development is required to achieve 26 points per Leadership in Environmental and Energy Design (LEED) which is a Basic certification. Certification must be achieved before the Use and Occupancy Permit can be issued.
	3.	All Public Works conditions shall be bonded and/or completed as required by the Department of Public Works, as listed above.
	4.	All Stormwater comments shall be addressed prior to the submittal of the final site plan.
	5.	Any development requirements that are not specifically addressed in this application will follow the Metro Zoning Ordinance for the Core Frame district.
	6.	This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
	7.	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.
	8.	Prior to the issuance of any permits, confirmation of final approval of this proposal shall be



forwarded to the Planning Commission by the Traffic Engineering Section of the Metropolitan Department of Public Works for all improvements within public rights of way.

- 9. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
- 10. This approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission. The revised plans must be received within 60 days of Metro Council's final approval.

Metro Planning C	ommission Meeting of 11/14/06
Project No. Council Bill Council District School District Requested by	Zone Change 2006Z-184U-08 None 21 – Whitmore 7 - Kindall Hayes Medical Condominium Centers, LLC, applicant/owner.
Staff Reviewer Staff Recommendation	Leeman Approve
APPLICANT REQUEST	Rezone 0.46 acres from residential single-family and duplex (R6) to office limited (OL) district property located at 2908, 2910, and 2912 Felicia Street.
Existing Zoning R6 district	<u>R6</u> requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.72 dwelling units per acre including 25% duplex lots.
Proposed Zoning OL district	Office Limited is intended for moderate intensity office uses.
NORTH NASHVILLE COMMUNITY PLAN POLICY Neighborhood General (NG) McKissack Park Detailed	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.
Neighborhood Design Plan Transition or Buffer in Neighborhood General	Transition or Buffer is intended to provide a transition from intense commercial activity to a more residential character. Uses should be residential in scale, character, and function, but may have a limited commercial or mixed-use component.
Consistent with Policy?	Yes. The proposed OL district is consistent with the Transition or Buffer in Neighborhood General Policy. The OL zoning will provide a transition away from the mixed housing pattern (Single-Family Attached and Detached Housing policy) to the north, and the mixed commercial and industrial pattern (Mixed Use and



Commercial policy) to the south of this block along Charlotte Avenue. In addition, there is OL zoning to the east of this property, at the corner of Felicia Street and 28th Avenue South.

RECENT REZONINGS

Parcels 200, 201, and 202 were changed to OL zoning in July 2003. Parcels 196-199 were rezoned in 2005.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken.

Typical Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.46	6.18	3	29	3	4

Typical Uses in Proposed Zoning District: OL

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Medical Office Low Rise (630)	0.46	0.165	3,306	104	17	18

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
			75	14	14

Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.46	6.18	3	29	3	4

Maximum Uses in Proposed Zoning District: OL

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Walk in Bank (912)	0.46	0.10*	2,004	494	25	92

*adjusted as per use

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

Land Use (ITE Code)	Acres		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
			465	22	88

Metro Planning C	Commission Meeting of 11/14/06 Item # 12
Project No. Associated Case Council Bill Council District School Board District Requested By Staff Reviewer Staff Reviewer	Zone Change 2006Z-185G-12 2005UD-003U-12 Carothers Crossing None 31 - Toler 2 - Brannon Wood Ridge Investments, LLC, applicant/owner. Leeman <i>Approve with conditions</i>
APPLICANT REQUEST	A request to change 87.07 acres from agricultural and residential (AR2a) to residential multi-family (RM9) property located at 7140 Carothers Road and Carothers Road (unnumbered).
Existing Zoning AR2a district	<u>Agricultural/residential</u> 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 RM9 district	<u>RM9</u> is intended for single-family, duplex, and multi- family dwellings at a density of 9 dwelling units per acre.
SOUTHEAST COMMUNITY	
PLAN POLICIES Neighborhood General	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.
Parks, Reserves and Other Open Space	PR is reserved for open space intended for active and passive recreation, as well as buildings that will support such open space.
Mixed Housing-	MH is intended for single family and multi-family housing that varies on the size of the lot and the placement of the building on the lot. Housing units may be attached or detached, but are not encouraged to



	be randomly placed. Generally, the character should be compatible to the existing character of the majority of the street.
Conflict with Policy?	No. The proposed RM9 zoning and the associated Carothers Crossing UDO is consistent with the Southeast Community Plan's Mixed Housing in Neighborhood General Policy.
PLAN DETAILS	
Associated UDO	The current request is to rezone and add 87.07 acres to the existing UDO district to allow for additional residential units and commercial square footage throughout the plan and within the areas being added to the plan. The additional units are not only included in the 87 acres being added, but within portion of the existing UDO, as well.

PUBLIC WORKS RECOMMENDATION

An updated traffic impact study is required.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	87.07	0.5	44	489	41	52

Typical Uses in Proposed Zoning District: RM9

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/townhome (230)	87.07	9	784	3,696	269	326

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
		+740	3,207	228	274

METRO SCHOOL BOARD REPORT

The school board report is based on the additional 700 units proposed in the Carothers Crossing UDO, not the overall number of units in the UDO since the conditions of the previous zone change are still in effect.



Projected student generation	<u>70 Elementary 49 Middle 35 High</u>
Schools Over/Under Capacity	Students would attend Maxwell Elementary School, Antioch Middle School, or Antioch High School. All three schools have been identified as being overcrowded by the Metro School Board. There is capacity at another middle school within the cluster and capacity at another high school in an adjacent cluster (Glencliff). This information is based upon data from the school board last updated July 2006.
Fiscal Liability	The fiscal liability of 70 new elementary students is $\$40,000$ (70 X $\$12,000$ per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.
CONDITION	 School Site Dedication Due to the potential impact of the overall UDO development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for high schools with a capacity of 2000 students (This is for the entire UDO, not just the 87 acres being added.) This land dedication requirement is proportional to the development's student generation potential. Such site shall be within Davidson County and in accordance with the site condition and location criteria of the Metropolitan Board of Education. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education to act prior to final plat consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.

Item # 13



Project Name Associated Case Council Bill Council District School Board District	Urban Design Overlay 200 Carothers Crossing 2006Z-185G-12 None 31 - Toler 2 - Brannon Wood Ridge Investments, LLC,	
	Leeman Approve with conditions	
	A request to amend the approv Overlay district at Kidd Road Road (unnumbered), 7140, 717 7244 Carothers Road, and Car (unnumbered), (599 total acres addition of 87.07 acres into the increase the number of residen to a maximum of 3,000 units an 150,000 square feet to 200,000 commercial space/mixed use sp	(unnumbered) Battle (6, 7107, 7211, and rothers Road (a), to permit the existing UDO and to atial units from 2,300 nd to increase from square feet of
	The current request is to rezone and add 87.07 acres into the existing UDO district to allow for additional residential units and commercial square footage throughout the plan, not just within the areas being added to the plan.	
	150,000 Sq. Ft. 10-20% 40-45% 35-40% The plan still includes four distir varying densities and housing typ	-



the Ridge Village, and the Hamlet. The villages are organized into neighborhood zones that establish the desired character of each village and ensure the mix of building type. They are the Town Center, Neighborhood Center, Neighborhood General, and Neighborhood Edge neighborhood zones. An elementary school is also proposed with this development.

The design of this community follows traditional neighborhood development principles. The community is compact, walkable, and contains a variety of building types—all of which meet the intent of the Urban Design Overlay designation. A design of this nature requires that all of the components of the neighborhood work in concert with one another. For example, in the more urban areas of the neighborhood, buildings are taller and closer to the street. Streets include curbs, wide sidewalks, consistently spaced street trees and formal on-street parking, open spaces are hardscaped or highly manicured. In the more rural areas of the neighborhood, buildings are lower and set farther from the street, streets include swales, narrower sidewalks, and more random plantings, open spaces are more natural. The buildings, streets, and open spaces make up the context for the neighborhood and each is dependent on the other.

The Town Center zone includes the most urban and dense building types. The Neighborhood Center zone is less intense and smaller. It is usually located within neighborhoods to satisfy some of the daily needs of the residents without leaving the neighborhood. The Neighborhood General zone makes up much of the community and is generally residential with a variety of medium density building types. The Neighborhood Edge zone is the least intense, almost rural, area of the community and consists of larger homes on larger lots. Three to four of these context zones are used in varying amounts to establish the desired character of each village.

The following building types are proposed as part of the UDO plan:

Building Types



Town Center (Within MUL district):

- 1. Mixed use- Ground floor retail, office, or residential uses
- 2. Live/work units-Single-family attached housing with ground floor storefront for residential, office, and retail store
- **3.** Rowhouses/Cloister Houses-Single-family attached housing facing the street with rear access from an alley. The Cloister House type permits rowhouses arranged around a courtyard.

<u>Neighborhood Center</u> (Within MUL district):

- 1. Live/work units
- 2. Rowhouses

Neighborhood General (Within RM9 district):

- 1. Rowhouses,
- 2. Cottage/Bungalow Court- Smallest singlefamily detached housing on 38-50 foot wide lots with rear alley access. The Bungalow Court type permits cottages arranged around a courtyard. Garage access is from an alley.
- **3.** Two-unit townhouses- Attached housing on 60-foot wide lots with two units per lot. Garage access is from an alley.
- 4. Mansion/Villa- Large single-family detached houses with 60-150 foot wide lots with garages accessed from an alley or the street. The Villa type is a multi-unit version of the Mansion.

Neighborhood Edge (Within RM9 district):

- 1. Two-unit townhouses
- 2. Medium/Large House- Medium singlefamily detached houses on 54-150 foot wide lots with garages accessed from an alley or the facing street. The Ridge House type falls into this category as a small footprint house. The intent of this specific type is to minimize disturbance where development on steeper slopes is permitted.

3. Mansion/Villa

Access is proposed off of Battle Road and Carothers Road. The street network involves 9 proposed street and alley cross-sections. These fall into three

Access



- ANJAN	categories: local streets, intra-neighborhood connectors, and inter-neighborhood routes and networks. Local streets provide access to individual lots in each village/neighborhood. Intra-neighborhood connectors are streets or roads that provide primary connections between the villages. Inter-neighborhood
	routes and networks connect Carothers Crossing to the regional network.
Carothers Road	This UDO plan retains Carothers Road as a local street within a more comprehensive network system. The proposed interconnected system includes two east-west connections across the site with a total of 11 external connections. Staff previously recommended approval of the Major Street Plan amendment.
Environmental / Open Space	This site is encumbered by some hillsides and creeks. These areas have been avoided through design and creation of open spaces totaling over 55%. There are some slopes over 25% on the southeastern portion of the property that are included within the proposed open space. In addition to the conservation of some of the site's natural features, the master plan includes formal open spaces in the form of plazas, squares, and greens. The various types of formal open space are appropriately placed according to context. For example, squares are located within more urban areas such as the Town Center zone and greens are located within more sub-urban or rural areas such as Neighborhood General and Neighborhood Edge zones. These spaces are typically fronted by buildings and serve as communal gathering spaces for the public.
PUBLIC WORKS RECOMMENDATION	Traffic Impact Study is still under review.
FIRE MARSHAL RECOMMENDATION	Approved
	All roads with one-way traffic shall be at least 14 feet wide with no parking.
	All roads with two-way traffic shall be at least 20 feet wide with no parking.



CONDITIONS	
COMDITIONS	1. Prior to final UDO approval, the applicant shall work with the Fire Marshal to meet access requirements or present alternative solutions that meet the intent of the Urban Design Overlay as well as objectives established by the Fire Marshal.
	2. Prior to 3 rd Reading at Council, any recommended conditions from the Traffic Impact Study should be amended into the Council Bill.
	3. The final approved street cross-sections shall be as outlined in Section 3 below and based on the street cross-section that most closely achieves the intent of the UDO. In determining the intent of the UDO, the Department of Public Works shall, at a minimum, consult with the Planning Department and evaluate the Project Concepts and Planning Principles, the Master Plan and Village explanations, the Street Network plan, the Street Types plan, and other relevant components of the UDO in determining the street cross-section that most appropriately achieves the community development goals of the UDO.
	 4. All approved street cross-sections shall be either: a. Approved Metro Department of Public Works cross-sections; b. Cross-sections as described in the "Street Type" section of the UDO plan; or c. Any other street cross-section developed in accordance with AASHTO guidelines as set forth in the latest edition of "A Policy on Geometric Design of Highways and Streets" and certified by an appropriately licensed engineer.
	5. Where specific street cross-sections, roadway and network design are in variance with currently adopted Metro code, rules, policies, and guidelines, the applicant shall seek all necessary approvals from the Planning Commission, Traffic and Parking Commission any other Metro boards and Commissions and if necessary amendments to the Metro Code to permit the implementation of the UDO as designed. All final street and roadway cross-sections are to be certified by an appropriately



licensed engineer as in compliance with the guidelines and standards as set forth in the latest edition of "A Policy on Geometric Design of Highways and Streets" to achieve the roadway design speed and appropriate community context.

6. Focused TIS reports may be required in conjunction with development of individual project phases to identify specific intersection requirements to achieve the planning and mobility concepts of the approved UDO.

Metro Planning Commission Meeting of 11/14/06		
Project No. Project Name Council District School District Requested By	Subdivision 2006S-330G-02 Liberty Place (Formerly Bell Grimes Subdivision) 3- Hunt 3- Pam Garrett Dale and Associates, surveyor, for Umbrella Corporation, owner.	
Staff Reviewer Staff Recommendation	Leeman Approve with conditions	
APPLICANT REQUEST Concept Plan	Subdivide 23.29 acres into 42 single-family lots along north side of Bell Grimes Lane and the east side of Brick Church Pike, where 39 lots were previously approved.	
ZONING RS20 District	<u>RS20</u> district, requiring a minimum lot size of 20,000 square feet and intended for single-family dwellings at an overall density of 1.85 dwelling units per acre.	
CLUSTER LOT OPTION	The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification of RS20 (minimum 20,000 sq. ft. lots) to RS10 size lots (minimum 10,000 sq. ft. lots). The applicant is <u>not</u> allowed to increase the number of lots, however.	
	Pursuant to Section 17.12.080(D) of the Metr Ordinance, cluster lot subdivisions require a r of 15% open space per phase. The plan prop- acres of open space (34%), which complies w provision.	minimum oses 7.99
SUBDIVISION DETAILS	The proposed plan adds three lots to a previously approved plat, with one new lot along Brick Church Pike and two new lots along the new interior street. The final survey of this property indicated more acreage than what was shown on the preliminary plat. With this survey the acreage changed from 20.99 acres to 23.29 acres. The additional acreage enables the applicant to request additional lots that will be in compliance with the Zoning Ordinance.	
Site Access	The subdivision, which is currently under constill includes the primary access for the subdi	



- And	
	be from a new road with access onto Bell Grimes Lane, with two stub-streets to adjacent properties to the north and south. The newly proposed lot on Brick Church Pike includes the relocation of a driveway on one existing lot and a joint access driveway with the newly created lot. This new driveway location does provide adequate site distance and Public Works has approved the site visibility line and plan that was provided by the applicant.
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.
	Dimension temporary turnaround. Construct temporary turnaround per the Department of Public Works standards.
	In accordance with the Access study, construct one (1) entering lane and two (2) exit lanes for separate left and right turns with 50 feet of storage at the access drive / Bell Grimes intersection.
FIRE MARSHALL RECOMMENDATION	Approved
STORMWATER RECOMMENDATION	 The map number is incorrect. Specifically, change, '04037CO119F' to, "47037CO119F." Delete the parenthetical text following the map number, as the property is not associated with panel 0228 F.
CONDITIONS	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.

Item # 15



Project No. Project Name Council District School District Requested by Staff Reviewer Staff Recommendation	Subdivision 2004S-104G-13 The Preserve at Old Hickory, Phase Two 32 - Coleman 6 - Johnson Ole South Properties, owner, and MEC, Inc, engineer. Withers <i>Approve</i>
APPLICANT REQUEST Preliminary Plat Extension	A request to extend for one additional year, the previous approval of preliminary plat for 157 lots located on the west margin of Old Hickory Boulevard, approximately 900 feet north of Logistics Way (50.99), classified within the RS10 districts, requested by Ole South Properties, owner, and MEC, Inc, engineer.
	Section 3-3.5 of the Subdivision Regulations (below), stipulates the effective period of preliminary plat approval. According to Section 3-3.5, the preliminary plat is effective for two years, but may be extended by the Planning Commission prior to its expiration, if the Commission finds that significant progress has been made in developing the subdivision.
	The Preserve at Old Hickory was originally submitted as one application for 306 lots on 94.51 acres. During the review, issues were raised about the Southeast Arterial which bisects this property. The Southeast Arterial was originally envisioned as a limited access highway. At the time this application was submitted, the planned roadway was contemplated to be downgraded to a limited access parkway. In order to work with staff, the developer broke the subdivision into 2 phases. This allowed them to begin working on the first half of the subdivision that was not in the path of the Southeast Arterial. Several months later, when consensus was reached on the dedication for the Southeast Arterial, Phase 2 was approved.
	The Preserve at Old Hickory, Phase One (159 lots) was approved 5/13/2004 and final plats have been recorded. The Preserve at Old Hickory, Phase Two (157 lots) was approved 11/11/2004 and expires on 11/11/2006. The Planning Commission Meeting was originally set for



NAME OF THE OWNER OF	
	11/09/2006 so staff has considered this as a request to extend the preliminary plat approval for one addition year as allowed in the regulations, rather than a variance to "revive" an expired plat.
	Phase Two requires the completion of Phase One roads and infrastructure. Although the subdivision was approved in two phases, it is essentially one subdivision and final plats have been recorded to "vest" the development rights of the subdivision. Staff recommends that the approval of 11/11/2004 be extended for one additional year.
APPLICABLE SUBDIVISION REGULATION	<u>3-3.5 Effective Period of Preliminary Approval –</u> "The approval of a preliminary plat shall be effective for a period of two (2) years. Prior to the expiration of the preliminary approval, such plat approval may be extended for one (1) additional year upon request and if the Planning Commission deems such appropriate
	based upon progress made in developing the subdivision. For the purpose of this section, progress shall mean installation of sufficient streets, water mains, and sewer mains and associated facilities to serve a minimum of ten percent (10%) of the lots proposed within the subdivision.
PREVIOUS CONDITIONS	

OF APPROVAL (11/11/2004)

Resolution No. RS2004-396

"BE IT RESOLVED by The Metropolitan Planning Commission that 2004S-104G-13 is **APPROVED WITH CONDITIONS. (9-0)**

Conditions of Approval:

- 1. Preserve Boulevard right-of-way south of roads L and K shall be abandoned when the Southeast Arterial is constructed.
- 2. Intersection of Preserve Boulevard with Roads K and L and the intersection of Road S and N do not appear to be aligned at ninety degrees. When construction plans are submitted, these intersections may be allowed to intersect at no less than 75 degrees if an obstacle prevents a standard alignment.
- 3. The center line of Road N does not appear to conform to AASHTO geometric design requirements for a 30 mph design speed.
- 4. Since Preserve Blvd. will not connect to Phase 1 (due to the southeast arterial), this segment of Preserve Blvd. should have a different name.
- 5. The proposed Ashford Trace shall be revised to intersect with the proposed southeast arterial at a 90-degree angle."

Metro Planning	Commission Meeting of 11/14/06 Item # 1
Project No. Project Name Council District School Board District Requested By	Subdivision 2006S-180U-14 Cloverwood Subdivision 14 – White 4 - Glover Luckey Development, owner, Cherry Land Surveying, surveyor.
Staff Reviewer Staff Recommendation	Harris <i>Reapprove with conditions, including a variance for</i> <i>maximum lot size and sidewalks</i>
APPLICANT REQUEST Final Plat Re-Approval	Request to re-approve final plat request to subdivide 16.81 acres into four single-family lots located at the end of Cloverwood Drive. The final plat was approved by the Commission on May 25, 2006 and the approval will expire on November 25, 2006.
ZONING RS10 district	<u>RS10</u> requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre.
SUBDIVISION DETAILS	There are four lots proposed with access from the existing stub streets, Cloverwood Drive and Hickory Bend Drive. The building areas are proposed closer to the existing lots and are not proposed close to the floodway along McCrory Creek Road.
Floodplain/Floodway	This property is mostly covered by floodplain and floodway, is not suitable for intense development. McCrory Creek runs through the south side of the property along McCrory Creek Road. Because this is within floodplain, all four lots are critical lots.
Lot Size Variance	The Subdivision Regulations state that "the proposed lot area shall not exceed three times the minimum lot size required by the Zoning Regulations for the zone district within which the proposed subdivision is located." Each lot proposed is more than three times the minimum 10,000 square feet required by zoning. Lot 1 is 64,042 sq. ft. Lot 2 is 318,411 sq. ft. Lot 3 is proposed at 230,392 sq. ft. and lot 4 is proposed at 142,918 square feet.



	Staff recommends approval of the variance since most of the floodplain is preserved. There will be 53.9% of undisturbed floodplain to remain.
Sidewalk Variance Request	Sidewalks are required along McCrory Creek Road and access points from existing streets. A variance request has been submitted and the stated hardship is the 98% of floodplain on the property.
	Staff recommends approval of the sidewalk variance due to the physical constraints of the property. Since McCrory Creek Road is predominantly in a floodway area, it would require further manipulation of the floodplain and floodway.
Dedicated Conservation and Greenway Easement	A dedicated conservation and greenway easement is proposed and shown along McCrory Creek.
STORMWATER RECOMMENDATION	Approved except as noted. 1. Surveyor sign, stamp, and date plans.
PUBLIC WORKS RECOMMENDATION	Exception Taken.
	 Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions. Submit roadway construction plans for the extension of Cloverwood Drive and Hickory Bend. All roads to be one foot minimum above the 100 year floodplain. For dead end streets greater than 150', construct circular turnaround per standard drawing ST-331. Show turnaround at terminus of Cloverwood Drive.
CONDITIONS	 Prior to recordation, all Public Works and Stormwater comments and conditions must be met for public
	infrastructure and/or public right of way.2. Final plat is to be recorded within 180 days from this meeting date, unless deferred.
	 Prior to recordation, the Dedicated Conservation easement is to be labeled as such, "25' Dedicated

Metro Planning	Commission Meeting of 11/14/06 Item # 17
Project No. Project Name Council District School District Requested by	Subdivision 2006S-344U-09 SBER Ballpark Neighborhood 6 - Jameson 7 - Kindall Metro Government, owner, Gresham Smith & Partners, surveyor.
Staff Reviewer Staff Recommendation	Withers Approve with conditions
APPLICANT REQUEST Final Plat	A request for final plat approval to create 4 lots on 12.28 acres, property located at 110 and 310 First Avenue South, 301 Molloy Street, 82 Franklin Street, and Franklin Street (unnumbered) and Peabody Street, at the northeast corner of Gateway Boulevard and First Avenue South.
ZONING CF District	<u>Core Frame</u> is intended for a wide range of parking and commercial service support uses for the central business district.
PLAN DETAILS	The Nashville Sounds plan to build the 12,500-seat minor league baseball stadium on the old Nashville Thermal Transfer Plant site. Another developer will build commercial and residential properties on surrounding acreage
	The proposed plat creates 4 lots. Three of the lots front on First Avenue, one lot fronts on Gateway Boulevard. The platting of these lots will allow ownership to be transferred to the different entities involved in the development, and building plans can be finalized. This request is also a unified plat of subdivision, which will allow maximum floor area to be shared across the site instead of on a per lot basis.
	Lot 1 has frontage along the Cumberland River and a greenway dedication is required, and includes the floodway plus 75 feet. The plat does not show the required dedication. Before the plat can be recorded, written confirmation from the Greenways Staff of the Parks Department must be received that sets the parameters for the dedication. The arrangement will be noted on the face of the plat.



Greenways Subdivision Regulations Chapter 3-10.6.2.	In areas where the greenway is intended to protect the natural environment of and public access to the major waterways in Davidson County, and serve the multifunctional roles of recreation, transportation, and habitat protection, the greenway conservation easement shall include the floodway plus a corridor at least 75 feet in width, measured from the outer edge of the floodway.
PUBLIC WORKS RECOMMENDATION	Following are review comments for the submitted SBER Ballpark Neighborhood final plat (2006S-344U-09), received October 20, 2006. Public Works' comments are as follows: Show and dimension right of way along Gateway Boulevard and First Avenue South at property corners.
STORMWATER RECOMMENDATION	Approve
CONDITIONS	 Prior to the recording of the final plat: Written confirmation from the Greenways Staff of the Parks Department must be received that sets the parameters for the dedication. The arrangement will be noted on the face of the plat. Show and dimension right of way along Gateway Boulevard and First Avenue South at property corners. Final plat is to be recorded within 180 days from this meeting date, unless deferred.

Metro Planning Commission Meeting of 11/14/06	
Project No. Project Name Council District School Board District Requested By	 Subdivision 2006S-353U-07 CC Vernon's Farm Resubdivision, Lot 7 24 – Summers 9- Warden Kelly and Elizabeth Bosch, owners, Campbell, McRae & Associates, surveyor.
Staff Reviewer Staff Recommendation	Harris <i>Approve with conditions.</i>
APPLICANT REQUEST Final Plat ZONING R6 district	Request to subdivide 0.46 acres into 2 single-family lots located at 204 Bellmore Avenue, at the northeast corner of Burgess Avenue and Bellmore Avenue. <u>R6</u> 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	 As proposed the request will create 2 new lots along the northeast corner of Burgess Avenue and Bellmore Avenue with the following area(s), and street frontage(s): Lot 1: 10,808 Sq. Ft., (0.25 Acres), and 110 Ft. of frontage along Bellmore and 104.5 Ft. of frontage along Burgess; Lot 2: 6,141 Sq. Ft., (0.03 Acres), and 71.31 Ft. of frontage;
Lot Comparability	Section 2-4.7 of the Subdivision Regulations states that new lots in areas that are predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots. A lot comparability waiver can be granted if the lot fails the lot comparability analysis (is smaller in lot frontage and/or size) if the new lots would be consistent with the General Plan. The Planning Commission does not have to grant the waiver if they do not feel it is appropriate.
	The lot comparability analysis yielded a minimum lot area of 10,999 sq. ft. along Bellmore and 9,148 sq. ft. along Burgess Avenue, and a minimum lot frontage of 71.7 linear feet along Bellmore and 49.50 along Burgess Avenue. Both lots fail for area and pass for minimum frontage.



Staff Recommendation	Staff recommends approval of a lot comparability exception. The land use policy for the area is Residential Medium. The Land Use Policy Application (LUPA) recommends a density of four to nine dwelling units per acre for this RM policy. The request is consistent with the RM policy. An exception should be granted because the proposed lots are not significantly out of character with other lots in the area, and the proposal meets the intent of the RM policy.
STORMWATER RECOMMENDATION	Approved.
PUBLIC WORKS RECOMMENDATION	No Exception Taken.
CONDITIONS	 Final plat is to be recorded within 180 days from this meeting date, unless deferred. Prior to recordation, add parcel numbers. Final plat is to be recorded within 180 days from this meeting date, unless deferred.

Item # 19

Metro Planning Commission Meeting of 11/14/06	
Project No. Project Name Associated Cases Council District School District Requested By	Subdivision 2006S-366U-13 Armstrong's Ezell Road Subdivision None 28 – Alexander 6 – Johnson Cambell, McRae and Associates, applicants for Gary Armstrong, owner
Staff Reviewer Staff Recommendation	Logan <i>Approve with conditions, including an exception to lot</i> <i>comparability for frontage.</i>
APPLICANT REQUEST Final Plat Zoning R10 district	Request for final plat approval to create five new lots on 2.63 acres, located on the east side of Bakertown Road, south of Ezell road. <u>R10</u> requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25% duplex lots.
SUBDIVISION DETAILS	 As proposed, five new lots will be created out of two existing parcels containing approximately 2.63 acres. New lots will contain the following areas and frontages: Lot 1: 20,497 sq. ft. (.47 ac.), 40 ft. of frontage; Lot 1A: 22,945 sq. ft. (.53 ac), 268 ft. of frontage; Lot 2: 15,676 sq. ft. (.36 ac.), 63 ft. of frontage; Lot 3: 21,522 sq. ft. (.49 ac.), 63 ft. of frontage; Lot 4: 34,165 sq. ft. (.78 ac.), 63 ft. of frontage.
Lot Comparability	 Although all lots meet the R10 minimum lot area requirement of 10,000 square feet, the lot comparability provisions in Section 2-4.7 of the Subdivision Regulations require that new lots in areas that are predominantly developed must be "generally in keeping with the lot frontage and lot size of the existing surrounding lots." An exception can be granted if the lot fails the lot comparability analysis (is smaller in lot frontage and size) if the new lots would be consistent with the General Plan. Lot comparability analysis for this area indicated that the minimum required lot area is 10,840 square feet, and the minimum lot frontage is 74.6 linear feet. All



TAR	
	lots pass for area while only one of the lots passes for frontage.
	The land use policy for the area is Residential Low Medium (RLM). The Land Use Policy Application (LUPA) recommends a density of two to four homes per acre for RLM policy. This proposal is consistent with the RLM policy. Under 17.16.030 D. of the Metro Code, only 25% of the new lots, or one lot, can include a two family home. The maximum number of dwelling units for this property, therefore, would be ten, which is well within the two to four units per acre called for under RLM policy. For this reason, staff recommends approval of a lot comparability exception for the frontage for all four lots.
	This plat was approved by the Planning Commission on December 8, 2005. Lot 1A has been added to the approved plat in order to remove the reserve status and combine it with the remainder created by the four lot subdivision. A house has been on Lot 1A for 42 years.
Sidewalks	The request is located in the Urban Services District and sidewalks are required. Sidewalks are shown on the plat.
PUBLIC WORKS RECOMMENDATION	Construction plans for sidewalk must be reviewed and approved by Public Works prior to recordation.
CONDITIONS	1. Construction plans for sidewalks must be reviewed and approved by Public Works prior to recordation.
	 Correct Vicinity Map to reflect the addition of Lot 1A.
	3. Final plat is to be recorded within 180 days from this meeting date, unless deferred.

Metro Planning Commission Meeting of 11/14/06	
Project No. Project Name Council District School Board District Requested By	Planned Unit Development 155-74-G-14 Larchwood Commercial PUD 14 - White 4 - Glover PBJ Engineering Design, LLC, applicant for Atul Gordhan and Shababhai Patel, owners.
Staff Reviewer Staff Recommendation	Swaggart Approve with conditions
APPLICANT REQUEST Revision to Preliminary PUD and Approval of Final PUD	A request to revise the preliminary plan, and for final approval for a portion of a commercial Planned Unit Development district located at 3431 Percy Priest Drive, classified CL (1.2 acres), to permit the development of a 39,360 sq. ft. hotel.
PLAN DETAILS	The plan calls for a 39,360 square foot hotel to include 75 rooms, with associated parking. Access will be provided from a private drive to Percy Priest Drive.
Preliminary Plan	From the most recent information that can be found regarding this PUD the original preliminary was approved in 1974 for 400,990 square feet of various commercial and retail uses, and for 6,300 square feet for this property. This PUD has been amended and revised numerous times since its original approval. It is unclear what was approved for this property, but the requested use is compatible with existing uses in the PUD, as well as it is allowed under the CL base zone district. While the requested square footage exceeds what records indicate were approved for this property, a majority of the PUD is unbuilt, and therefore, will not increase the overall development over the area approved on the preliminary plan.
Staff Recommendation	Since the request is compatible with other uses in the PUD, is allowed with the base zone district, and will not push the overall existing PUD over what was originally approved, staff recommends that the request be approved.
PUBLIC WORKS RECOMMENDATION	Approve with the following condition:



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

STORMWATER RECOMMENDATION	Approved
CONDITIONS	 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.
	2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
	 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.
	 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.
	 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. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications



will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.

wietro Planning	Commission Meeting of 11/14/06
Project No. Project Name Council District School Board District Requested By	Planned Unit Development 153-79-G-06 Galleries at Bellevue 22 - Crafton 9 - Warden Civil Site Design, LLC applicant for Montclair Investment Corporation, owner
Staff Reviewer Staff Recommendation	Swaggart Approve as a revision to the preliminary and final including conditions.
APPLICANT REQUEST Final PUD	A request for final approval for a portion of a commercial Planned Unit Development district located at 7661 Highway 70S, classified SCR (1.49 acres), to permit the development of a 12,000 sq. ft. retail building.
PLAN DETAILS	The plan calls for a 12,000 square foot retail building, with associated parking. Access will be provided from private drives within the development to Highway 70S.
Preliminary Plan	This PUD was originally approved in 1979 for 225,000 square feet of various commercial/retail uses. The original PUD plan was never built, and the plan has been revised several times through the years. The last revision to the PUD was in 2000 and was for 229,039 square feet, which included 10,633 square feet identified for this property.
Staff Recommendation	While this plan will not bring the overall development over the originally approved square footage, it does exceed the most recent revision for this property. Since this request will bring the total approved area to 230,406 square feet, which does not exceed the originally approved preliminary plan, staff recommends that the request be approved as a revision to the preliminary and final.
PUBLIC WORKS RECOMMENDATION	All Public Works' design standards shall be met prior to any final approvals and permits issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.



STORMWATER RECOMMENDATION	Approve with the following conditions:
	 A Stormwater Detention Agreement is required to be recorded prior to final plan approval. Th agreement must be signed and notarized by th owner and submitted to MWS with original signatures. Please also submit a check, not cash, to cover the recording cost. The cost is \$5 per pag plus a \$2 recording fee <i>per document</i>. The check must be made out to Register of Deeds. A drainage easement will be required to be recorded for the water quality unit and the pipes that conversion offsite water through this property. Please size the drainage easement in accordance with Tables 6- and 6-2 of the Stormwater Management Manua Volume 1 and submit a completed Dedication on Easement Form. The grading plan cannot be approved until the easement is reviewed and approved by Ron Sweeny's office. Please also submit a check, not cash, to cover the recording cost. The cost is \$5 per page plus a \$2 recording fee <i>per document</i>. The check must be made out to Register of Deeds. Show the Notice of Coverage note on the grading plan and sign and date to certify that an NPDEst the storm of the sto
	 General Permit is not required. 4. The following EPSC Note is required to be shown on the grading and/or EPSC plan: Following is the note which should be on plans prior to plan approval.
	I,, Certified Erosion Control Specialist have reviewed the plan for sufficient onsite temporary erosion and sediment control provisions.
	Signature
	5. Please show a detail of the water quality unit on the detail sheet of the grading plan and include the product name, model number, and elevations. Submit water quality calculations including the month flow to be treated, the treatment capacity flow, the flow to be bypassed, and the bypass capacity flow.



	 6. The following As-Built note is required to be shown: As-builts are required for underground detention and water quality structures prior to issuance of the U&O Permit. Certification must include, at a minimum, the following information: Manufacturer and model number of unit. Sales receipt Attached shop drawings of installed unit. Date of field inspection by Engineer (before backfilling structure). Engineer stamp and date.
CONDITIONS	
	 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.
	2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
	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.
	 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. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.

Metro Planning C	Commission Meeting of 11/14/06 Item # 22
Project No. Project Name Council Bill Council District School District Requested by	Planned Unit Development 28-81-G-06 Hickory Hills Village Park None 22 - Crafton 9 - Warden Civil and Environmental Consultants, Inc, for Goodwill Industries of Middle Tennessee, owner.
Staff Reviewer Staff Recommendation	Logan Approve
APPLICANT REQUEST Cancel PUD	A request to cancel a portion of a Commercial Planned Unit Development district located at 247 Old Hickory Boulevard, along the west side of Old Hickory Boulevard, 450 feet north of Belle Forest Circle, zoned SCC, (0.97 acres), approved for a 2,603 square foot convenience market and a 615 square foot car wash, requested by Civil and Environmental Consultants, Inc, for Goodwill Industries of Middle Tennessee, owner.
EXISTING ZONING Shopping Center Community (SCC)	<u>Shopping Center Community</u> is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.
Commercial PUD	Hickory Hills Village Park PUD, Lot 5 received final PUD approval by the Planning Commission in1997. The plan included a 2,600 square foot convenience store, a separate carwash, six fuel pumps under a canopy, and one access point to Old Hickory Boulevard. This site has been vacant for over two years.
BELLEVUE COMMUNITY PLAN	
Community (RCC)	RCC policy is intended to accommodate concentrations of community scale retail. Community scale retail includes many forms of retail activity, including most types of retail shops, restaurants, entertainment, and consumer services but at a scale smaller than that of a regional mall.
Consistent with policy?	Yes. If the PUD is cancelled, the existing zoning is SCC, which is consistent with RCC policy. The PUD is being cancelled in order to allow a Goodwill



donation drop-off center. In SCC, Donation centers/drop-off are permitted with conditions that govern hours of operation, set limits on types of items that can be accepted and storage of those items, and where the centers can locate.

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PUBLIC WORKS RECOMMENDATION

No exceptions taken

Metro Planning C	Commission Meeting of 11/14/06 Item # 23
Project No. Project Name Council District School Board District Requested By	 Planned Unit Development 247-84-U-12 South Plaza Shopping Center (Lowe's) 32 - Coleman 2 - Brannon Perry Engineering, LLC, applicant for South Plaza Investments, LLC, owner.
Staff Reviewer Staff Recommendation	Swaggart Approve with conditions, including recommending that the BZA approve a variance for a reduction in parking, and a reduction from the Impervious Surface Ratio requirement.
APPLICANT REQUEST Final PUD	A request to revise the preliminary plan, and for final approval for a portion of a commercial Planned Unit Development district located at 5520 Nolensville Road, classified SCR (25 acres), to permit the development of a 158,808 sq. ft. building.
PLAN DETAILS Site Plan	The plan calls for a 158,808 square foot building to be used for a Lowe's home improvements store. The site was previously the location for Wal-Mart, and the plan calls for the existing 137,170 square foot building to be utilized, with the expansion of an additional 21,638 sq. ft. of area. Access will be provided at its existing locations onto Nolensville Pike, and Old Hickory Boulevard.
Variance Request	Metro Zoning Code requires that the Planning Commission review and make a recommendation to the Board of Zoning Appeals (BZA) for any variance request within a Planned Unit Development. Since this request is within a PUD, the Planning Commission must make a recommendation to the BZA on the two variances being requested for this development.
Parking (Table17.20.030)	For the proposed use, the Zoning Code requires that there be 730 parking spaces. The remainder of the uses within the PUD requires 942 parking spaces with a total of 1,672 parking spaces required within the PUD district.
	As proposed the total number of parking spaces that will be provided within the PUD will be 1,136, which is



536 short of the 1,672 spaces required under the Metro Zoning Code. The applicants have requested that the Board of Zoning Appeals (BZA) grant a variance to Table 17.20.030 of the Metro Zoning Code to allow for a reduction in the number of parking spaces required in the Metro Zoning Code.

Planning staff has reviewed the plan, as well as the variance request, and recommend that the BZA approve a variance to allow for the reduction in the total number of parking spaces required under the Metro Zoning Code. Staff's recommendation is based on the following (some information is based on research done by the applicant and confirmed by Planning Staff):

- Metro parking standards for such uses are excessive and require more parking than what is really needed. While there are certain times of the year, such as Christmas, where additional parking may be needed, the majority of the time it is not needed. Because of the kind of products that are sold at this type of development, it is unlikely that the requested reduction in parking will even have an impact during the Christmas holidays. Also, it is often found that reported "parking problems" are a lack of front row parking, rather than a lack of parking.
- Many cities around the country have reduced the number of required parking spaces for this type of development, as well as many other types of uses due to excessiveness. Also, the American Planning Association has endorsed the reduction of parking requirements for such uses.
- This proposal represents infill development at an existing underutilized site. Because the site is located within an existing shopping center, the proposal must deal with trying to fit their use into the existing site constraints and the needs of the other existing tenants. Allowing a variance to the Metro Parking requirements for this development will allow for a more viable development. Without a variance the development may move to a "greenfield" site. It is more beneficial to the citizens of Nashville



Impervious Surface Ration (ISR) (Table 17.12.020C) than forcing a store to leapfrog out to an undeveloped area or an adjacent county and leaving a site further into Nashville abandoned.

to reuse a vacant big box commercial site rather

Table 17.12.020C of the Metro Zoning Code requires a maximum .80 ISR for development within the SCR district, or 20% green space. The existing development contains 163,317 sq. ft. of green space (13.8%). With this proposal the green space will be increased to 193,302 sq. ft. (16.3%).

Planning staff has reviewed the plan, as well as the variance request, and recommend that the BZA approve a variance to allow for the reduction in open space requirements. Staff's recommendation is based on the following:

- While Planning Staff often times is not in favor of a reduction in green space requirements, this development represents an infill development reusing an existing commercial big box site, that will make an improvement to the existing green space, and landscape. Without a variance the development may move to a "greenfield" site.
- Requiring more open space will further reduce the total number of available parking spaces. While staff is recommending that a variance to the parking requirements be approved, further reductions may not be appropriate.

This PUD was original approved in 1984 for 315,425 sq. ft. of various commercial and retail uses. The plan has been revised a couple of times since it was approved, and the existing built area is 315,425 sq. ft. With the additional 21,638 sq. ft. of retail space proposed in this plan, the total floor area within the PUD will be 337,063 sq. ft.. Since the total area does not exceed the approved area by more than 10% (346,967 sq. ft.), then the request can be approved as a revision.

Preliminary Plan



Staff Recommendation	Staff recommends that the request to revise the PUD be approved with conditions. Planning Staff further recommends that the Planning Commission recommend that the BZA approve a variance for a reduction in parking, and a reduction from the Impervious Surface Ratio requirement.
PUBLIC WORKS RECOMMENDATION	All Public Works' design standards shall be met prior to any final approvals and permits issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.
STORMWATER RECOMMENDATION	Approve with the following conditions:
	 Submit three sets of new construction plans. Submit Maintenance Agreement. Submit Easement documents. Submit NOC from TDEC.
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.
	2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
	3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
	4. 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. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.

Metro Planning Commission Meeting of 11/14/06		Item # 24
Project No. Project Name Council District School Board District Requested By	Planned Unit Development 99P-004 Estes Glen 34 - Williams 8 - Fox Barge Cauthen, and Associate, applicants for Properties, Inc., owner	
Staff Reviewer Staff Recommendation	Swaggart Approve with conditions	
APPLICANT REQUEST Final PUD	A request for final approval for a resident Planned Unit Development located at 3806 Road, south of Elder Place, classified R10, acres), to permit 8 single-family lots.	Estes
PLAN DETAILS	The site plan proposes 8 single-family resider along a new dead end street. Lots range in si 7,147 square feet to 11,948 square feet. Acce each lot will be from the new street off of Est	ze from ess for
	The final PUD plan is consistent with the last preliminary plan. The last amendment to the preliminary plan was approved by the Planni Commission on July 13, 2006.	
	Staff recommends that the request be approve conditions since the final PUD plan is consist the last approve preliminary plan.	
PUBLIC WORKS RECOMMENDATION	 Approved as noted: Public Works' design standards, including sections, geometry, and off site improven be met prior to approval of roadway or site construction plans. Final design and impression way vary based on field conditions. 	nents shall te
STORMWATER RECOMMENDATION	 Approve with the following conditions: Provide a copy of the detention maintenanagreement. Provide construction entrance width on d Provide a note to provide stabilization for that are 3:1 or steeper. Hatch or shade are indicate specific method of stabilization. 	etail. slopes



	 Identify areas of disturbance on site plan. Are lots to be graded or cleared? Provide easement documentation for underground detention, control structure and water quality unit. Provide a copy of the NPDES NOC letter. Provide note to leave BMP's in place until site is stabilized. Provide civil details for headwall. Place note on Erosion Control Plan requiring contractor to provide an area for concrete wash down and equipment fueling in accordance with Metro CP-10 and CP-13, respectively. Contractor to coordinate exact location with NPDES department during pre-construction meeting. Provide capture capacity for inlets. Provide drainage areas for inlets 1 and 2. Provide pipe capacity for pipe 6-7. Provide pipe capacity for pipe 6-7. Provide outflow velocity for structures 5 and 7. Provide outflow velocity for structure 7. Orifice diameter given in detention calculations and orifice diameter given in detention calculations that matches contours of proposed conditions. Entire area does not drain to detention or WQ unit. Provide inverts of the next two downstream drainage structures. Provide percentage of site area to total drainage area, for next two downstream structures.
CONDITIONS	 The PUD name shall be changed and revised on all applicable sheets. "Approved Preliminary" shall be removed from title sheet and replaced with "Final". 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.



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



approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.