



**Project No.
Request**

**2007CP-03-04
Request to Amend the
Subarea 4 Plan: 1998 Update**

**Associated Cases
Council Bill
Council District
School Districts
Requested by**

None
None
9 - Forkum
3 - Vacant
Councilman Jim Forkum

**Staff Reviewer
Staff Recommendation**

Priest/Wood
Approve Detailed Land Use Plan with Special Policy

APPLICANT REQUEST

Amend the Subarea 4 Plan: 1998 Update to change the land use policies from Residential Low Density (RL) and Residential Medium Density (RM) to Mixed Housing in Corridor General (MH in CG), and Mixed Use in Mixed Use (MxU in MU), with Special Policies for approximately 27 acres located along Myatt Drive between Anderson Lane and State Route 45 and along Anderson Lane between May Drive and Rio Vista Drive.

**CURRENT POLICIES
Residential Low Density (RL)**

RL policy is intended to accommodate residential development within a density range of up to two dwelling units per acre. The predominant development type is single-family homes.

Residential Medium Density (RM)

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

PROPOSED STRUCTURE PLAN POLICIES

Corridor General (CG)

Corridor General is the Structure Plan classification for areas at the edge of a neighborhood that extend along a segment 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. Examples might include single family detached, single-family attached, or two-family houses; but multi-family development might work best on such busy corridors. Apartments, with the exception of smaller buildings with few units, are typically out of scale with lower density residential development, requiring larger lots. Multi-family housing should be located where better access and parking can be accommodated. Larger public benefit uses, such as large



Metro Planning Commission Meeting of 5/10/07

Mixed Use (MU)

churches and schools, are more appropriately located at edges of the neighborhood along these corridors to ensure access and space requirements are achieved. All CG areas are intended to be integral elements of planning neighborhoods.

MU is a policy category designed to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Land uses found in this category include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential uses will most likely be medium, medium-high, or high density. Other types of uses may be appropriate if they can be successfully integrated with other uses.

PROPOSED DETAILED LAND USE POLICIES

Mixed Housing (MH)

This category includes single family and multifamily housing that varies based on lot size and building placement on the lot. Housing units may be attached or detached, but are not encouraged to be placed at random. Generally, the character (mass, placement, height) should be compatible to the existing character of the majority of the street.

Mixed Use (MxU)

This category includes buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and/or residential above.

ANALYSIS

District Councilman Jim Forkum asked the Metro Planning Department to work with community members in the Myatt Drive/Anderson Lane area to create a neighborhood plan to provide updated guidance for anticipated zone change requests. The neighborhood plan would be an amendment to the *Subarea 4 Plan: 1998 Update*. There has been a history of zone change requests in the study area that have not conformed to the community plan. The most recent of these, 2006SP-162G-04 (Myatt Drive Thornton's), was deferred indefinitely in September 2006 at the request of the applicant in the face of a disapproval recommendation from staff. This history served as an indication that the policies in the area warranted review, especially in light of the widening of Myatt Drive that occurred several years ago and



Metro Planning Commission Meeting of 5/10/07

exacerbated traffic volumes in the area. Staff and area representatives found that there is merit to allowing businesses and a mix of housing that is suited to busy streets along Myatt Drive and Anderson Lane. The area has good access from several directions and is heavily traveled (TDOT 2007 traffic counts indicate an average of 18,599 cars per day on Myatt Drive in this location).

Staff held three community meetings in the area to discuss the plan amendment, on March 13 and 28 and April 18, 2007. Each meeting was attended by approximately 25-40 people. Participants were supportive of the concept of allowing businesses in the area subject to design guidance and some use restrictions. Of special concern were issues relating to traffic management and compatibility with area residences.

Planning staff has worked with the Councilman and area participants to develop the following Special Policy incorporating Detailed Land Use Policies and Design Guidelines to cover the amendment area. In future months, staff will continue to work with Councilman Forkum and area participants to develop a Specific Plan zoning district for the area that will implement this plan. Staff intends to bring the Specific Plan back to the Commission at the September 13, 2007 meeting for consideration.

Appendix A

Myatt Drive/Anderson Lane Development Principles

Overview. Because the Myatt Drive and Anderson Lane corridors provide important connections for the Madison Community and represent such a unique mixed use development opportunity, the Land Use Policy Plan includes a special policy to establish more detailed plans for future development of the area. Special Policy Area # 4 calls for development within the Myatt Drive/Anderson Lane area to be guided by a detailed land use plan and development principles related to the access and site design, as well as the size, height, placement and use of buildings.

Concept. The Detailed Land Use Plan and the Development Principles presented below are based on the following development concept for the area.

The overall intent for this area is to accommodate a compatible mixture of businesses and residences that are designed to coexist with, and take advantage of, two busy streets – Myatt Drive and Anderson Lane. Both vertically- and horizontally-mixed uses are envisioned within the area, which is expected to accommodate a wide range of businesses and housing types. Businesses in the area are expected to draw from both local and more distant markets, which will include foot traffic from area residences along with pass-through traffic, and thus the area needs to be designed to accommodate all modes of travel. Because these are such heavily traveled streets, access management is important to limit the number of locations where traffic will be slowed to allow autos to enter. By limiting the access, and adding improvements to the streetscape such as the addition of sidewalks, street trees, and on-street parking, the streets will also become increasingly pedestrian friendly.



Metro Planning Commission Meeting of 5/10/07

The Myatt Drive and Anderson Lane area is envisioned to develop into four subdistricts, each with its own distinct character of development. In the future, individual property owners or the entire Myatt Drive/Anderson Lane area could use the Specific Plan zoning district to implement the plan. These subdistricts are identified on Figure 1.

Include an explanation of the study area boundaries.

1. **Gateway Districts.** These are properties surrounding the two intersections that serve as the main gateways into the corridor: Myatt Drive at State Route 45 and Myatt Drive at Anderson Lane. The aesthetic quality of these sites is particularly important since they serve as entrances into the area. These sites may accommodate certain uses, such as service stations, that tend to function best on corner locations. Some form of special design treatment such as signage and landscaping is also recommended for these sites to enhance their function as gateways into what is intended to be a distinct neighborhood within the larger Madison community.
2. **Central Corners.** These are the properties surrounding the two intersections that are internal to the Myatt Drive corridor: Myatt Drive at Roosevelt Avenue and Myatt Drive at North Dupont Avenue. As secondary entrances into the study area, these corners are also highly visible making their aesthetic quality important.
3. **Corridor Segments.** These are the properties between the corners along both Anderson Lane and Myatt Drive. Uses along these segments will be of moderate scale and intensity.
4. **Anderson Lane Residential Transition.** This is the section of Anderson Lane between Myatt Drive and May Drive that is across from the Peterbilt plant. This area is intended to remain residential because of its relationship to the surrounding neighborhoods, but new mixed residential development that is designed for a busy street is appropriate. Access consolidation is as important here as in the other subdistricts because of traffic conditions and the need to create a pedestrian-friendly environment.

The detailed land use plan and development principles below are designed to achieve this development concept.

1. Myatt Drive/Anderson Lane Detailed Land Use Plan. The detailed land use plan (DLUP) presented in this section is a refinement of the Structure Plan policy category Mixed Use (MU) that applies along Myatt Drive and Anderson Lane. It is supplemented by the Development Principles found in Section 2. Figure 1 illustrates the detailed land use plan for Myatt Drive/Anderson Lane.

The detailed land use policy category used for Myatt Drive/Anderson Lane is ***Mixed Use (MxU)***. Mixed Use areas are intended for a mixture of residential uses and appropriately scaled office, commercial, civic and public benefit uses.

2. Myatt Drive/Anderson Lane Development Principles. The purpose of this section is to provide principles for guiding the character of development that occurs within Special Policy Area # 4. The goal is to create an area that is:

- 1) aesthetically attractive and pleasant to visit,
- 2) designed to be attractive for visitors from nearby neighborhoods, visitors traveling through the area and the residents and employees on these streets, and
- 3) pedestrian-friendly.

These general principles apply throughout the corridor, except where noted.

General Development Principles. Figures A-1 and A-2 illustrates of some of the development principles described in this section. These development principles apply within all four subdistricts except where noted.



Metro Planning Commission Meeting of 5/10/07

Buildings and Lots

- Encourage diversity and choice in the size and cost of housing to meet needs of residents in all stages of life such as people just entering the housing market, families with children, and “empty nesters” who would like to downsize, but remain within the neighborhood. For example, attached townhouses with small private yards or courtyards would cater to people who want the feel of a detached house without all of the maintenance.
- Articulate building facades (for example, with windows, recesses or projections) oriented toward public streets in order to avoid expanses of uninterrupted walls.
- Orient buildings toward the street. Means of orientation include, but are not limited to, placing primary entries, windows, porches, and balconies toward the street. Orient the primary pedestrian entrances to either the street or civic open space.
- Buildings should be constructed between ten and twenty feet from the right-of-way line in order to help create safer and more active streets.
- Building heights should be limited to a maximum of three stories.

Parking and Access

- Create well-defined sidewalks and pathways that permit pedestrians to move safely and comfortably from their vehicles into buildings and between individual developments on the street. At a minimum, this should include providing sidewalks and safe crossing areas across parking lots and between commercial structures through such means as markings, textured pavement, or other walkways.
- Develop shared parking agreements for properties characterized by differing peak user times or days in order to minimize the total requirements for off-street parking.
- Reduce the number of individual curb cuts along Myatt Drive and Anderson Lane and require cross access among adjacent parking lots in order to reduce turning movements from the streets, allowing vehicles to circulate between buildings without having to re-enter those streets and providing for a safer pedestrian environment by reducing auto-pedestrian conflicts.
- Limit the width of driveways to minimize the interruption to the sidewalk and bikeway networks.
- Locate parking to the rear of structures (most preferable) or to the sides of structures.
- Utilize local side streets for access to help consolidate access points and keep traffic moving on Myatt Drive and Anderson Lane.
- Because of the small parcels in the area and the intent to develop it into a compact, walkable pattern, avoid providing excess parking.

Landscaping and Buffering

- Soften the visual impact of new development and provide a greater level of comfort for pedestrians with appropriate landscaping and buffering.
- Protect existing trees to the greatest extent possible, and plant quality trees to at least compensate for trees that must be removed for development.
- Screen ground and rooftop utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.
- Provide a sidewalk and a planting strip between the sidewalk and street.
- Minimize the impervious surface ratio to alleviate stormwater management problems.
- On the west side of Myatt Drive, provide a landscape buffer between parking areas and existing homes to the west.
- On the east side of Myatt Drive, preserve open space between development on the east side of Myatt drive and neighboring homes to the east.

Architectural Standards

- Place buildings so that the primary pedestrian entrance is oriented to the street or civic open space. For buildings on corner lots, the primary pedestrian entrance may face either street; however, the higher order (arterial over collector or local, collector over local) street is preferred.



Metro Planning Commission Meeting of 5/10/07

- Building fronts should be appropriately articulated. Long, uninterrupted wall planes on public streets or paths should be avoided.
- Rhythm of ground floor architectural features should harmonize with rhythm of upper stories.
- Simple, attractive design in durable materials is preferred over elaborate design in less durable materials.
- Buildings should be constructed of durable building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.

Signage

- The purpose of on-premise business signs is to inform the public of the nature of the business that is on the premises. Other uses for on-premise signs can be deleterious to the public health, safety, and welfare by causing visual distraction and confusion along with poor aesthetics that can detract from the overall sustainability of a location as an environment for living and conducting business. Signs are intended to be as compact and unobtrusive as possible while still being readable at the expected speed of travel. As Myatt Drive and Anderson Lane are redeveloped under this plan, desired speed limit is to be 35 miles per hour.
- Related to these factors, on-premise signs for businesses need to advertise the primary business activity conducted on the premises. For example, if a gift store stocks 49% or less of its products defined as “adult” material, the sign should not advertise that material, but rather the 51% of the material that does comprise the majority of the business activity conducted on the premises.
- Promote the use of monument style signs that do not conflict with vehicular and pedestrian travel and that are consistent with the size and scale of the allowed commercial uses along the corridor.
- Encourage the minimal use of lighting and electronic displays while promoting low exterior lighting for signage to prevent light pollution on surrounding residential uses.
- Encourage signage that is in line with the landscaping and architectural character of the building, site, and surroundings and that is assembled with durable material that require little maintenance to demonstrate sustained quality and a sense of permanence.
- Encourage the use of multi-tenant signs to reduce sign clutter along the corridor.
- At Gateway Corners (Districts), promote the use of signature entrances that are in keeping with the architectural standards and character of the study area.

Uses

- A compatibly-scaled mixture of businesses and a variety of housing types is intended within the area, except that Subdistrict 4 is intended to contain solely residential development.
- Industrial uses should generally be avoided in order not to exacerbate the existing problems with semi truck traffic in the area. Possible exceptions include small non-nuisance craft type businesses such as custom cabinetry or furniture refinishing.
- Because of the intent for this area to draw a compatible mixture of small to moderately scaled businesses and residences to the area and to market it successfully as an appealing location for families to visit and reside in, there should be no future expansion of the Adult Entertainment Overlay District within this area.
- Gasoline service stations are intended only within Subdistrict 1.
- Automobile Repair or Convenience services are only appropriate between other businesses or between a side street and another business. All business activities for Automobile Repair services are to be conducted indoors.
- Bars or Nightclubs are not appropriate.
- Drive-through businesses are inappropriate because of the traffic problems that already exist in the area. Drive-up ATM kiosks are acceptable.
- There is to be no outdoor storage associated with any business.
- Retail, Office and Restaurant activities need to be limited to 5,000 square feet per structure.
- Operational hours of automotive businesses outside of Subdistricts 1 and 2 need to be confined to 8 AM to 8 PM.



Metro Planning Commission Meeting of 5/10/07

- Car Washes are not intended as free-standing uses, although they may be associated with gasoline service stations in Subdistrict 1.
 - Noise needs to be strictly controlled.
-



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

Subdivision 2007S-083G-14
Tulip Reserve
12 - Gotto
4 - Glover
George Dunn, owner, Dale & Associates, surveyor
Deferred from the April 26, 2007, Planning Commission Meeting.

Staff Reviewer
Staff Recommendation

Logan
Disapprove

APPLICANT REQUEST

Concept Plan

A request for concept plan approval to create 23 lots on property located at 667 Old Lebanon Dirt Road, at the northwest corner of Tulip Grove Road and Old Lebanon Dirt Road (9.93 acres), zoned Single-Family Residential (RS15).

This request was deferred from the April 26, 2007, Planning Commission meeting with a request for staff to further consult with the applicant. The concept plan proposed by the applicant has not changed. However, staff has an alternate proposal.

ZONING
RS15 District

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

PLAN DETAILS

The concept plan proposes 23 single-family lots ranging in size from 7,500 sq. ft. to 12,326 sq. ft. This application is proposing to use the cluster lot option, which allows lots to be reduced in size by two base zone districts. Since the zoning is RS15, 7,500 sq. ft. lots are appropriate if the plan meets all requirements of the cluster lot option policy.

Site Access

Access is proposed from Tulip Grove Road. The lots are arranged on a new road, which includes two cul-de-sacs and a stub street to the west to provide for a future connection. Sidewalks are proposed for all new streets and for the existing portion of Old Lebanon Dirt Road and Tulip Grove Road.

Open Space

There is 24% usable open space proposed, which meets the 15% requirement for cluster lot option policy. The Commission's cluster lot policy requires common open space to have "use and enjoyment" value to the residents including recreational value, scenic value, or passive use



Metro Planning Commission Meeting of 5/10/07

Double Frontage Lots

value. Residual land with no “use or enjoyment” value, including required buffers and stormwater facilities, has not been counted towards the open space requirements.

Section 3-4.3 of the Subdivision Regulations states that double frontage lots shall be avoided. An exception may be made **where necessary** in order to provide access from arterial or collector streets or to overcome topography. While both Tulip Grove Road and Old Lebanon Dirt Road are arterials, there are no constraints on this site that makes double frontage lots necessary. The applicant has not presented any information to indicate why the double frontage lots are necessary. Five lots have frontage onto both the new cul-de-sac and the existing streets. One of the lots also has frontage on the new access street for the subdivision.

Landscape Buffer Yards

Section 17.12.090 of the Metro Zoning Ordinance states that double frontage lots oriented towards an internal street can only be reduced one zoning district with a standard C landscape buffer yard, shown on the plan as 20 feet. The proposed plan indicates that the lots drop two zoning districts, which requires a standard D landscape buffer yard. If the Commission determines that double frontage lots are necessary, the applicant must either increase the lots sizes to 10,000 square feet (with the C buffer yard) or add a standard D landscape buffer yard if the lot sizes remain as proposed. The standard D buffer yard ranges from 30 to 50 feet. Because the lots as proposed are just above 7500 square feet with a 20’ buffer, staff has determined that the plan likely must be reduced by one lot in order to comply with the Zoning Ordinance buffer requirements.

Staff Proposal

At the request of the Commission, staff asked the applicant to work with staff to attempt to reconfigure the lots in order to eliminate the double frontage lots. The applicant initially informed staff he was unable to redesign the plan to eliminate the double frontage lots. Staff in the Department’s Design Studio, however, has prepared a reconfigured plan for this property that demonstrates double frontage lots are not necessary to provide appropriate access or overcome topography. The applicant is reviewing these plans and intends to work with the reconfigured plans and the original application prior to the Commission meeting.



Metro Planning Commission Meeting of 5/10/07

Staff Recommendation

Section 17.12.090 of the Metro Code states that perimeter lots must be at least 90% of the minimum lot size of the base zoning, unless the Planning Commission determines that the lots on the opposite side of the street have developed with smaller lot sizes. The lots across the street from the approved plan are 10,890 square feet and 16,500 square feet. Therefore, staff's proposal shows the lots as 90% of the minimum lot size of the base zoning as required by the Zoning Ordinance (around 13,500 square feet) and includes 21 lots.

Staff recommends disapproval of the applicant's submitted concept plan because it includes double frontage lots that are not necessary. If the Commission chooses to approve this subdivision, staff recommends that the lots be reconfigured to eliminate any double frontage lots.

PUBLIC WORKS RECOMMENDATION

Exception Taken

1. 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.
2. Submit geotechnical report evaluating proposed roadway location, with the submittal of construction plan.
3. Along Tulip Grove Road, label and show 12' reserve strip for future right of way (42 feet from centerline to property boundary), consistent with the approved major street plan (U4- 84' ROW).
4. Along Old Lebanon Dirt Road, label and dedicate 5' of right of way (30 feet from centerline), consistent with the approved major street plan (U2- 60' ROW).

Traffic Comment

5. Construct the proposed connection to Tulip Grove with one entering and two exiting lanes (LT and RT) with a minimum of 75 ft of storage and transitions per AASHTO/MUTCD standards.

STORMWATER RECOMMENDATION

Approved



Metro Planning Commission Meeting of 5/10/07

CONDITIONS

(if approved)

1. The requirements of the Metropolitan Fire Marshal's Office for adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
2. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, if this application receives conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to any application for a final plat, and in no event more than 30 days after the effective date of the Commission's conditional approval vote.
3. Change temporary dead end sign to read "Temporary Dead End Street, Street to be extended by the authority of the Metro Government of Nashville and Davidson County."
4. Reconfigure lots to eliminate double frontage lots along Tulip Grove Road and Old Lebanon Dirt Road. If the Commission determines that double frontage lots are necessary, comply with all requirements of the Metro Code, including providing landscape buffer yards as required by the Zoning Ordinance.
5. Comply with all Public Works recommendations and requirements.



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

Staff Reviewer
Staff Recommendation

2007SP-053G-12
Innsbrooke Crossing
 None
 31 – Toler
 2 – Brannon
 Anderson, Delk, Epps and Associates, Inc., applicant for Link Investment Company, owner

Swaggart
Disapprove

APPLICANT REQUEST

Existing Zoning
 AR2a District

Proposed Zoning
 SP District

A request to change approximately 80 acres from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning, properties located at 14775 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 2,150 feet south of Bell Road (80.66 acres), to permit the development of a 323 unit multi-family complex.

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

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 **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.



Metro Planning Commission Meeting of 5/10/07

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

**SOUTHEAST
COMMUNITY PLAN**
Residential Low Medium (RLM)

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

Street Plan

The Community Plan's Street Plan that was adopted with the 2004 Southeast Community Plan Update identifies several needed road connections in this area with two crossing on these properties proposed for development.

Greenway

The Community Plan's Greenway Plan that was adopted with the 2004 Southeast Community Plan Update identifies a future greenway along a stream across these properties adjacent Old Hickory Boulevard.

Consistent with Policy?

No. While the proposed density of approximately 4 units per acre is within the Residential Low Medium Policy's density range (2-4 units per acre), the proposed single building type and design is not appropriate for this property because of the presence of steep slopes. The Land Use Policy Application (LUPA) document does not provide specific design guidelines for RLM policy, but states that approval of developments within the policy should be based on their merits. Since the property is encumbered with such steep topography, as well as streams, the appropriate density should be at the low end of the RLM density range. In addition, the plan does not provide for diversity in housing types, any of the street connections, or the greenway as identified on the Southeast Community Plan's Street and Greenway Plans.

PLAN DETAILS

Site Plan

The plan calls for 323 town homes on approximately 80 acres with an overall density of approximately 4 units per acre. Units are dispersed within a concentrated area with 41 individual pods.

Elevations

Elevations have been submitted with application.



Metro Planning Commission Meeting of 5/10/07

Access/Parking

Units will be accessed by private drives with a single entrance onto Old Hickory Boulevard. A total of 701 parking spaces are proposed, which is sufficient for this type of development.

Street Connectivity

As proposed, no street connectivity is being provided to adjacent properties, which is called for in the long range street plan. The community plan calls for a connection to the Cedar Woods Estates Subdivision to the west, and a connection to the east which would provide an additional connection from Old Hickory Boulevard to Barnes Road. Also, since the proposed roadways are private, future connections are limited, if not impossible.

Infrastructure Deficiency Area

This request is located in the Infrastructure Deficiency Area (IDA) and requires that improvements be made to roadway within the IDA. If the proposal is approved by the Metro Council, the applicant will be required to improve approximately 1,040 linear feet of roadway within the IDA. Specific locations of roadway to be improved will be determined by Public Works. This is in addition to any other off site roadway improvements required by Public Works.

Environmental

The properties proposed for development are encumbered with steep hillsides as well as two streams. As with most development on land with steep slopes, significant grading will be required with this development. The entrance drive will cross a stream and will require approval from the Stormwater Management Committee.

Staff Recommendation

Staff recommends disapproval due to several issues with the proposed development. Due to the presence of steep hill sides and other environmentally sensitive lands on this site, any development should be low in intensity. While the proposed density of approximately 4 units per acre is within the upper density range specified in the area's community plan, site conditions cannot support density at the high end of the policy allotment. Additionally, the proposed development does not provide for housing diversity or incorporate any of the street connections called for in the community plan. The proposal consists of 323 units accessed by a single drive that accesses Old Hickory Boulevard. With the proposed use of private streets, future street connections to this development are not feasible. Finally, the plan does not identify a greenway which is called for in the community plan and should be provided.



Metro Planning Commission Meeting of 5/10/07

Since this plan is not consistent with the area's community plan, staff recommends disapproval.

PUBLIC WORKS RECOMMENDATION

1. Construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. Include section in master deed that documents association's obligations for solid waste collection and disposal.

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)	80.66	1 du/2 acres	40	448	38	47

Maximum 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
Residential Condo/Townhouse (230)	80.66	n/a	323	1,739	132	158

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
--				1,291	94	111

STORMWATER RECOMMENDATION

Approve with the following conditions:

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



Metro Planning Commission Meeting of 5/10/07

FIRE MARSHAL RECOMMENDATION

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

METRO SCHOOL BOARD REPORT

Projected student generation

32 Elementary 23 Middle 16 High

Schools Over/Under Capacity

Students would attend Maxwell Elementary School, Antioch Middle School, and Antioch High School. All three schools are identified as overcrowded by the Metro School Board. There is capacity within the adjacent cluster for middle school students but there is no capacity for elementary or high school students in the adjacent cluster.

Fiscal Liability

The fiscal liability of 32 new elementary students and 16 high school students is \$640,000. This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

CONDITIONS (if approved)

1. This request is located in the Infrastructure Deficiency Area (IDA), which requires that improvements be made to roadway within the IDA. The applicant will be required to improve approximately 1,040 linear feet of roadway. Roadway to be improved will be determined by Public Works prior to the recording of the first final plat.
2. A greenway, conservation and pedestrian access easement shall be provided along the stream in order to provide area for the greenway called for in the community plan.
3. The layout shall be revised to provide public streets and a stub street to the south so that future connectivity can be possible.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RM4 zoning district effective at the date of the building permit. This zoning district must be shown on the plan.



Metro Planning Commission Meeting of 5/10/07

5. The application, including attached materials, plans, and reports submitted by the applicant and all adopted conditions of approval shall constitute the plans and regulations as required for the Specific Plan rezoning until a Final Plan is filed per the requirement listed below. Except as otherwise noted herein, the application, supplemental information and conditions of approval shall be used by the planning department and department of codes administration to determine compliance, both in the review of final site plans and issuance of permits for construction and field inspection. Deviation from these plans will require review by the Planning Commission and approval by the Metropolitan Council.
6. 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.
7. 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 Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
8. 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.
9. Minor adjustments to the site plan may be approved by the planning commission or its designee based upon final architectural, engineering or site design and actual site conditions. All adjustments shall be consistent with the principles and further the objectives of the approved plan. Adjustments shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or intensity, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



Metro Planning Commission Meeting of 5/10/07

10. Within 120 days of Planning Commission approval of this preliminary SP plan, and in any event prior to any additional development applications for this property, including submission of a final SP site plan, the applicant shall provide the Planning Department with a final corrected copy of the preliminary SP plan for filing and recording with the Davidson County Register of Deeds. Failure to submit a final corrected copy of the preliminary SP plan within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.



Project No.	2007SP-065U-10
Project Name	Sharondale Drive SP
Council Bill	None
Council District	25 - Shulman
School District	8 - Fox
Requested By	Councilmember Jim Shulman, applicant, for various property owners.
Staff Reviewer	Withers
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Preliminary SP

A request to change from One and Two-Family Residential (R10) to Specific Plan (SP) zoning, various properties located along Sharondale Drive between Hillsboro Pike and Woodlawn Drive on Sharon Hill Circle and Sharondale Court (29.44 acres), to limit to 33% the number of duplex units permitted on each street, limit each duplex unit to 6,000 square feet, limit new single-family homes to 4,500 square feet, limit to 30 feet the maximum height of each residential unit, and limit the maximum lot coverage to 40%.

Existing Zoning

R10 District

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

Proposed Zoning

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.



Metro Planning Commission Meeting of 5/10/07

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

GREEN HILLS - MIDTOWN COMMUNITY PLAN

Residential Low Medium (RLM)

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

Consistent with Policy?

Yes. The density of the neighborhood sought to be rezoned is currently at 3.8 dwelling units per acre, which is near the high end of the RLM policy. Limits on future to conversions to duplex would be consistent with the RLM policy.

PLAN DETAILS

The purpose of this SP is to:

- limit to 33% the number of duplex units permitted on each street,
- limit each duplex unit to 6,000 square feet,
- limit new single-family homes to 4,500 square feet,
- limit to 30 feet the maximum height of each residential unit, and limit the maximum lot coverage to 40%.

Limit to 33% the number of duplex units permitted on each street. From current property records and site visits, staff has ascertained the current ratio of duplexes in the area by street. The property address as listed in the Property Assessor's data was used to determine which street the property was categorized under. For purposes of the count, the 4 zero-lot line properties were counted as 2 lots.

The results are as follows.

Street	# of lots	#of duplexes	%
Sharondale Drive	45	21	46%
Sharondale Court	25	2	8%
Sharon Hill Circle	9	5	55%
Total	79	28	52%

No new duplexes would be allowed on Sharondale Drive or Sharon Hill Circle. A total of 6 new duplexes could be possible for Sharondale Court.



Metro Planning Commission Meeting of 5/10/07

Limit each duplex unit to 6,000 square feet

Limit new single-family homes to 4,500 square feet

Currently the Zoning Ordinance does not limit the amount of square footage on single or two family lots. In R10, the maximum lot coverage is 40%. Staff would recommend including the 40% maximum lot coverage in addition to the square footage limitations.

Staff has interpreted the 6,000 square foot limit requested in the application for duplex units to mean 6,000 square feet total, or for example 3,000 square feet per side.

Limit to 30 feet the maximum height of each residential unit, and limit the maximum lot coverage to 40%

The current limit in the R10 district is 3 stories and is not measured in feet. Neither the Code nor any applicable building codes enforced in Davidson County limit the height of each “story” of a residential building. The end result is that there is no absolute height limit on single-family and two-family residences.

The Zoning Code does not include any regulations on how the height of a building is to be measured. The Zoning Administrator, who is authorized to interpret provisions in the Zoning Code, has directed Codes Administration inspectors to determine the height of a building by measuring from an average of the four corners of the structure. In addition, the height of a house is measured to the peak of the roof, not the bottom of the eaves or any other portion of the structure.

The proposed 30-foot height limit will have the intended effect of preventing infill development from towering over existing residences, but it may also limit the architectural styles of homes that can be constructed on a specific lot. Staff recommends keeping the 3 story limitation as well as adding the height limit.

Staff Recommendation

The proposed SP will maintain the current status of the existing duplexes, without changing them to non-conforming as a zone change to RS10 would. Additionally, the maximum square footage limitations and height restrictions will require infill development to be more consistent with the existing dwellings in the area.

RECENT REZONINGS

Yes. On April 26, 2007, the Planning Commission disapproved 2007Z-054U-10, which was a request to change from R10 to RS10 along White Oak Drive and



Metro Planning Commission Meeting of 5/10/07

Compton Road. That zone change request is currently pending in the Metro Council (BL2007-1427).

PUBLIC WORKS RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

METRO SCHOOL BOARD REPORT

No additional students would be generated by this request.

CONDITIONS

1. The maximum building coverage on any lot in the SP is 40%.
2. The maximum height for any lot in the SP is 30-feet and 3 stories.
3. Duplexes are limited to a total of 6,000 square feet total (2 units = 6,000 square feet).
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RS10 zoning district effective at the date of the building permit. This zoning district must be shown on the plan.
5. The application, including attached materials, plans and reports submitted by the applicant and all adopted conditions of approval shall constitute the plans and regulations as required for the Specific Plan rezoning until a Final Plan is filed per the requirement listed below. Except as otherwise noted herein, the application, supplemental information and conditions of approval shall be used by the planning department and department of codes administration to determine compliance, both in the review of final site plans and issuance of permits for construction and field inspection. Deviation from these plans will require review by the Planning Commission and approval by the Metropolitan Council.
6. All Public Works and Stormwater conditions shall be addressed and a revised copy of the preliminary SP



Metro Planning Commission Meeting of 5/10/07

shall be submitted to the Planning Commission within 30 days of the Planning Commission' action.

7. All stormwater management requirements and conditions of the Department of Water Services shall be approved prior to approval of the final site plan. Prior to the issuance of any permits, confirmation of compliance with the final approval of this proposal shall be forwarded to the Planning Department by the Stormwater Management division of Water Services.
8. 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 Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
9. Subsequent to enactment of this Specific Plan district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owner's signatures, to the Planning Commission staff for review.
10. 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.
11. Adjustments: Minor adjustments to the site plan may be approved by the planning commission or its designee based upon final architectural, engineering or site design and actual site conditions. All adjustments shall be consistent with the principles and further the objectives of the approved plan. Adjustments shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or intensity, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add



Metro Planning Commission Meeting of 5/10/07

vehicular access points not currently present or approved.

12. Within 120 days of Planning Commission approval of this preliminary SP plan, and in any event prior to any additional development applications for this property, including submission of a final SP site plan, the applicant shall provide the Planning Department with a final corrected copy of the preliminary SP plan for filing and recording with the Davidson County Register of Deeds. Failure to submit a final corrected copy of the preliminary SP plan within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.



Project No.	Zone Change 2007Z-069U-09
Council Bill	None
Council District	19 – Wallace
School District	7 - Kindall
Requested by	LandDesign Inc., applicant, for Polar Refrigerator Services Inc and US Cold Storage, owners
Staff Reviewer	Jones
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST	Request to change from Industrial General (IG) to Mixed Use General (MUG) zoning, property located at 916 4th Avenue North, approximately 555 feet north of Harrison Street and located within the Phillips-Jackson Street Redevelopment District (3.25 acres)
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Existing Zoning IG District	<u>Industrial General</u> is intended for a wide range of intensive manufacturing uses.
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Proposed Zoning MUG District	<u>Mixed Use General</u> is intended for a moderately high intensity mixture of residential, retail, and office uses.
--	---

DOWNTOWN COMMUNITY PLAN Mixed Use (MU)	MU policy is intended to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Predominant uses include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential densities are comparable to medium, medium-high, or high density. 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.
--	--



Metro Planning Commission Meeting of 5/10/07

Sulphur-Dell Detailed Land Use Plan

Mixed Use (MxU)

MxU is intended for buildings that are mixed horizontally and vertically. The latter is preferable to create a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and/or residential above.

Goal 2. Government and Mixed Use
Subdistrict

To develop a mixed use, environmentally sustainable and energy efficient neighborhood that:

- Contains a substantial presence of government offices.
- Provides opportunities for living, working, dining, and shopping at a scale that is welcoming to pedestrians.
- Maintains views of the State Capitol
- Encourages environmentally sustainable, energy efficient development.

Objective 2.1

Development consistent with the conditions contained herein and the general use of the Mixed Use General (MUG) zoning district is appropriate.

Consistent with Policy?

Yes. The proposed MUG district is consistent with the Downtown Community Plan and the Sulphur-Dell Detailed Land Use Plan.

Staff Recommendation

Staff recommends approval of the MUG district. The MUG district meets the intent of the Mixed Use policy by creating an opportunity for a variety of uses within a vertical building form. This property is also located within the Phillips-Jackson Redevelopment District established by the Metropolitan Development and Housing Agency (MDHA). Any future development of the site must undergo MDHA's design review process and accomplish the goals and objectives for the Sulphur Dell Neighborhood subdistrict.

RECENT REZONINGS

None.

**PUBLIC WORKS
RECOMMENDATION**

Traffic study may be required at the time of development.



Metro Planning Commission Meeting of 5/10/07

Typical Uses in Existing Zoning District: IG

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Heavy Industrial	3.25	.44	62,290	94	32	43

Typical Uses in Proposed Zoning District: MUG

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	3.25	.227	32,136	557	76	115

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

				Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				463	44	72

Maximum Uses in Existing Zoning District: IG

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Heavy Industrial	3.25	0.6	84,942	128	44	58

Maximum Uses in Proposed Zoning District: MUG

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	3.25	3	318,000	3,252	474	435

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

		--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				3,124	430	377



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

Zone Change 2007Z-072U-10
2007UD-001U-10
None
34 - Williams
8 - Fox
EDGE Planning, applicant, for Joseph Kerr, Sara Whaley, Vivian Hines, Salvatore Formosa, and Paul Riggan, owners

Staff Reviewer
Staff Recommendation

Logan
Staff recommends approval subject to approval of the Castleman Drive UDO (2007UD-001U-10).

APPLICANT REQUEST

A request to change from One and Two-Family Residential (R20) to Multi-Family Residential (RM20) zoning, properties located at 2201, 2211, 2215 and 2217 Castleman Drive and to Multi-Family Residential (RM9) for property located at 2208 Castleman Drive, approximately 470 feet west of Hillsboro Pike (2.34 acres).

Existing Zoning
R20 District

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

Proposed Zoning
RM9 District

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

RM20 District

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

GREEN HILLS/MIDTOWN 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.

Special Policy Area # 9

1. Development at RM intensities may be considered provided it is based on the aggregation of lots and a consolidated plan for the entire area. Development should be oriented toward the Green Hills activity center and



Metro Planning Commission Meeting of 5/10/07

should emphasize improved vehicular and pedestrian connections with Hillsboro Pike and the activity center.

2. Any development within this area should create a sustainable and walkable neighborhood. Buildings shall form an appropriate street wall consistent with the width of the street. This is critical for scale and to provide a clear definition to the street. The streetscape elements (sidewalks, street trees, street furnishings, etc.) shall fully support the development form. The massing of buildings shall complement each other in quality of construction and materials, scale, height, massing, and rhythm of buildings solid to open void. Any redevelopment shall achieve sensitive transition to surrounding development.

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

Consistent with Policy?

This zone change request is consistent with the Castleman Drive UDO (2007UD-001U-10), which is also on this Commission agenda. The proposed plan is appropriate if the UDO is approved.

Staff Recommendation

Staff recommends approval if the Castleman Drive UDO is approved.

RECENT REZONINGS

None.

PUBLIC WORKS RECOMMENDATION

TIS may be required at the time of development.

Maximum Uses in Existing Zoning District: R20

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	2.34	1.85	4	39	3	5

Maximum 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
Residential Condo/Townhouse (230)	2.34	N/A	46	332	28	32

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
--				293	25	27



Metro Planning Commission Meeting of 5/10/07

METRO SCHOOL BOARD REPORT

Projected student generation

1 Elementary 1 Middle 1 High

Schools Over/Under Capacity

Students would attend Julia Green Elementary School, Moore Middle School, or Hillsboro High School. Julia Green Elementary School and Hillsboro High School have been identified as being over capacity by the Metro School Board. Another elementary school in the cluster and a high school in a neighboring cluster have capacity. This information is based upon data from the school board last updated April 2007.



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

Staff Reviewer
Staff Recommendation

Urban Design Overlay 2007UD-001U-10
Castleman Drive UDO
 2007Z-072U-10
 34- Williams
 8-Fox
 Councilmember Lynn Williams, applicant, for various owners

Morgan
Approve with conditions

APPLICANT REQUEST
Preliminary UDO

A request to apply an Urban Design Overlay district to various properties on Castleman Drive between Trimble Road and Stammer Place, classified One and Two-Family Residential (R20), (18.38 acres), to permit a maximum of 162 residential dwelling units.

GREEN HILLS/MIDTOWN COMMUNITY PLAN

Special Policy #9

Castleman Drive is located within the Green Hills-Midtown Community Plan. During the plan update, in July of 2005, the community expressed a concern for how this area may redevelop in the future. In response Special Policy area #9 was created to ensure Castleman Drive redevelops as a walkable and sustainable street:

Special Policy # 9:

1. Development at RM intensities may be considered provided it is based on the aggregation of lots and a consolidated plan for the entire area. Developments should be oriented toward the Green Hills activity center and should emphasize improved vehicular and pedestrian connections with Hillsboro Pike and the activity center.
2. Any development within this area should create a sustainable and walkable neighborhood. Buildings shall form an appropriate street wall consistent with the width of the street. This is critical for scale and to provide a clear definition to the street. The streetscape elements (sidewalks, street trees, street furnishings, etc.) shall fully support the development form. The massing of buildings shall compliment each other in quality of construction and materials, scale, height, massing, and rhythm of buildings. Any development shall achieve sensitive transition to surrounding development.



Metro Planning Commission Meeting of 5/10/07

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

PLAN DETAILS

Site Plan

The Castleman Drive UDO comprises 18.38 acres and is divided into five sub-districts. Density within the UDO boundary is limited to 9 units an acre. Provisions have been made to distribute the density in a manner that is sensitive to existing conditions. Each sub-district is regulated by appropriate building type, building standards, open space, landscape and buffering standards, and maximum dwelling units. Generally, the UDO distributes density from one end of the block to the other, with the most intense development to the east. Density is also distributed north to south, with the most intense to the south. Landscape buffers have been included as part of the Building Regulating Plan and are intended to buffer new development from existing development on the south side of Hobbs Rd.

The Development Scenario is a guiding plan for implementation of the UDO over a period of time. Property owners who wish to develop pursuant to the UDO will be required to pay fees as established by the Home Owners Associations. Fees generated by the HOA will be used to bond infrastructure improvements in accordance with the phasing plan within this document.

PUBLIC WORKS RECOMMENDATION

1. Public Works design standards, including cross-sections, geometry, and off-site improvements, shall be met prior to approval of roadway or site construction plans. Final design and improvements may vary based on field conditions.
2. Submit solid waste collection and disposal plan.
3. Divided roadway sections to be compliant with ST-250 lane widths.
4. With properties under separate ownership, identify the responsible parties of the proposed Castleman Drive roadway improvements. Include in UDO document.



Metro Planning Commission Meeting of 5/10/07

5. A traffic impact study for the entire UDO area shall be completed and approved with the submittal of the first development plans within the UDO boundary.
6. The roadway improvements shall be completed in no more than three construction phases that match the phase lines described on the UDO plan. This requirement shall be described within the UDO document.
7. Provide a graphic within the UDO document that shows the proposed development passerines.

STORMWATER RECOMMENDATION

1. Add 78-840 Note to Plans:
(Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with storm water management ordinance No. 78/840 and approved by The Metropolitan Department of Water Services.)
2. GIS indicates a possible stream near lot 20. Show Undisturbed Buffers or provide a hydrologic determination.
3. Add Buffer Note to plans if there is a drain buffer:
(The buffer along waterways will be an area where the surface is left in a natural state, and is not disturbed by construction activity. This is in accordance with the Stormwater Management Manual Volume 1 - Regulations.)
4. Add Preliminary Note to Plans:
(This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.)
5. Add Access Note to Plans:
(Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities in this site.)
6. Add C/D Note to Plans:
(Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15" CMP).)
7. Provide a Water Quality Concept



Metro Planning Commission Meeting of 5/10/07

CONDITIONS

1. The following changes shall be made to the Property Owners Association Standards:

Add language after second sentence: "Prior to final site plan approval, an applicant for redevelopment of property within the UDO shall provide acceptable proof that applicant has joined the property Owner's Association established in the CC&Rs. Membership in the property Owners' Association shall be granted by the existing association so long as all requirements for membership have been met."

Delete language in third sentence: "a copy of the recorded supplemental declaration submitting the property to the CC&Rs, and proof of payment of the special assessment for the infrastructure contemplated by the UDO,"

Remove Section "A" in its entirety.

2. The following changes shall be made to the Building Standards:

- Add note: Standards not varied from within this document shall comply with the provisions of the base zone district.
- Add design standards for courtyard spaces in Cottage Courts, Townhome Courts, and Courtyard Flats to exclude parking and dentition, and also establish minimum widths.

3. The applicant shall submit building standards for the following building types, or remove them from the "appropriate building types" on page 35 of the UDO document.:

Quad; Townhome Courts; Cottage Courts.

4. The applicant shall submit a phasing plan for implementation of infrastructure within the UDO. The plan must meet the requirements of all Metro Agencies

5. Infrastructure bonds shall be secured for each phase within the phasing plan prior to the recording of any final plat and in any event prior to issuance of any building permit for new construction within that phase.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-073U-14
None
15 - Loring
4 - Glover
Sandy L. Jennisch, owner

Staff Reviewer
Staff Recommendation

Logan
Disapprove

APPLICANT REQUEST

A request to change from Single-Family Residential (RS15) to Office Limited (OL) zoning, property located at 2011 Lebanon Pike, approximately 100 feet east of Quinn Circle (.63 acres).

Existing Zoning
RS15 District

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

Proposed Zoning
OL District

Office Limited is intended for moderate intensity office uses.

DONELSON/HERMITAGE 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 adopted community plan for this area envisions residential development. Office development is inconsistent with that vision.

Required Buffer Yards

Additionally, per 17.24.240 of the Metro Code, a standard C buffer yard is required between OL Districts and both RS10 and RS15 Districts, which border this property. This buffer yard varies from 20' to 30' and will be required along the property lines at the building permit stage. This property has approximately 100' of frontage and 40' to 60' of that would be devoted to required landscape buffers.

Character of Lebanon Pike

In this location, Lebanon Pike is completely residential, with the exception of a nearby church. The existing residential development along this section of Lebanon Pike has a setback of 90' to 120'. If office development were



Metro Planning Commission Meeting of 5/10/07

permitted in this location, the contextual setback provision of the Metro Code would not apply. Because Lebanon Pike is designated as a U6 Arterial in the Major Street and Collector Plan, the development could be as close as 74' measured from the street centerline, which would be much closer than the adjacent residential setbacks.

Staff Recommendation

Staff recommends disapproval because the request is inconsistent with policy and would allow development that is inconsistent with the character of Lebanon Pike.

RECENT REZONINGS

A request to change from RS10 to ON zoning property located at 1909 Lebanon Pike was disapproved by the Planning Commission on January 25, 2007. It was approved by Metro Council on March 20, 2007.

PUBLIC WORKS RECOMMENDATION

Traffic study may be required at the time of development.

Maximum 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)	.63	2.47	1	10	1	2

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
General Office (710)	.63	.75	20,582	395	53	102

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
--				385	52	100



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

Staff Reviewer
Staff Recommendation

2007SP-074G-14
The Corner of Old Hickory
 None
 11 – Brown
 4 – Glover
 Dale and Associates, applicant for CP Construction, LLC,
 owner

Swaggart
Approve with conditions.

APPLICANT REQUEST

Existing Zoning
 OR20 District

Proposed Zoning
 SP District

A request to change approximately 15.99 acres located at Robinson Road (unnumbered), at the southeast corner of Robinson Road and Industrial Drive from Office/Residential (OR20) to Specific Plan (SP) zoning, to permit the development of 71,750 square feet of office/retail space and 165 multi-family units.

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

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 **for the specific development** and are written into the zone change ordinance, which becomes law.
- Use of SP **does not** relieve the applicant of responsibility for the regulations/guidelines in historic or redevelopment districts. The more stringent regulations or guidelines control.
- Use of SP **does not** relieve the applicant of responsibility for subdivision regulation and/or stormwater regulations.



Metro Planning Commission Meeting of 5/10/07

DONELSON/OLD HICKORY/ HERMITAGE COMMUNITY PLAN

EXISTING POLICIES

Structure Plan

Community Center (CC)

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

Detailed Plan

Mixed Housing (MH)

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.

PROPOSED POLICIES

Detailed Plan

Mixed Use (MU)

Applicant has requested that the detailed plan be changed from Mixed Housing to Mixed Use. The structure plan will not change.

MU is intended for buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and/or residential above.

Consistent with Policy?

Yes. The proposed Specific Plan is consistent with the proposed Mixed Use detailed land use policy. Furthermore, the plan implements the intent of the Mixed Use in Community Center policies by providing a variety of uses that will provide for daily conveniences for new residents and existing residents within the area, in a layout



Metro Planning Commission Meeting of 5/10/07

PLAN DETAILS

Land Use

that is pedestrian friendly. If the Commission does not approve the change in the detailed policy from Mixed Housing to Mixed Use, the request will not be consistent with the policy because it calls for uses other than residential.

The plan calls for a total of 71,750 square feet of office and retail uses and 165 multi-family units. As proposed, uses will be distributed across the total 15.99 acres as indicated in the table below:

Multi-Family	1.85 Ac
Office	1.17 Ac
Retail	1.26 Ac
Mixed-Use	4.06 Ac
Active Open Space	5.12 Ac
Parking/Roads/Open Space	2.53 Ac

The 4.06 acres of Mixed Use will consist of general office, medical office, bank, retail, restaurant, and residential uses. The overall residential density will be approximately 10 units per acre. Residential units will consist of 59 town homes, 30 multi-family units, and 76 multi-family loft apartments.

Layout

The development will be located at the southeast intersection of Robinson Road and Industrial Drive. As proposed, buildings will be placed on the property line along Robinson Road and Industrial Drive (zero setback). Two large mixed-use structures will wrap the southeast corner of the intersection of Robinson Road and Industrial Drive. Both structures will include a mixture of office, retail and residential uses which will be mixed vertically with the residential units being on the upper level. A total of 76 residential units will be located within the two mixed-use structures. Two other individual structures will be located along Robinson Road south of the larger mixed use structures and will be used for a separate office and retail use.

All residential units not located in the two mixed-use structures will be located behind the mixed, office and retail uses with the exception of five town homes that will be along Industrial Drive just east of the large mixed-use structure. The remaining residential units will be separated into six separate pods consisting of five sections of town homes and one 30 unit multi-family structure.



Metro Planning Commission Meeting of 5/10/07

Access and Parking

Automobile access to the development will be from three separate private drives with one drive off of Industrial Drive and two off of Robinson Road. Town homes will be accessed from private alleys. All parking will be located to the rear and side of the buildings located along both street frontages. A total of 433 parking spaces will be provided and meets all acceptable standards for the proposed uses. Adequate pedestrian access is also provided throughout the development allowing for efficient pedestrian movement within the development.

Open Space

Approximately 31% of the site (5 acres) will be in active open space which will provide for outdoor recreation opportunities. These spaces consist of small open greens which are distributed across the site and one large area. Recreational amenities shown on the plan include a walking trail.

Elevations

Elevations have not been submitted with this application. Prior to final approval, all elevations must be approved by Planning Department staff. Elevations will be required to show a strong connectivity to streets through the use of doors, windows and other design elements.

Environmental

Metro GIS identifies a stream on the site. As proposed the stream will be protected and placed within open space. The only proposed disturbance will be for the trail crossings and along Robinson Road where the stream will be piped. The plan indicates that a portion of the stream is currently piped extending to the west under Robinson Road.

Staff Recommendation

If the proposed plan amendment is approved for Mixed Use in Community Center, then staff recommends that the proposed SP be approved. As proposed, the SP is consistent with the Mixed Use in Community Center policy.

PUBLIC WORKS RECOMMENDATION

1. Public sidewalks to be located within right of way. Identify sidewalk crossing along Industrial Drive.
2. Consolidate driveway connections (single driveway connection - parking lot east of 30,750 SF office / retail building) onto private street off Robinson Road.
3. Alleys per ST-263.



Metro Planning Commission Meeting of 5/10/07

4. Construct a northbound right turn lane on Robinson Road at the proposed north driveway with 75 ft of storage and transitions per AASHTO/MUTCD standards.
5. Modify traffic signal at Robinson Road and Industrial Drive to include pedestrian pushbuttons, signals, and landings crossing Robinson Road and Industrial Drive.

Maximum Uses in Existing Zoning District: OR20

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	15.99	0.8	557,000	5,006	742	703

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	15.99	N/A	41,750	681	94	126

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail Center (814)	15.99	N/A	30,000	1,322	32	94

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

				Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				-3,003	-616	-483

STORMWATER RECOMMENDATION

Approve with the following conditions:

1. An existing drainage pipe was observed. No buildings are allowed within easement widths.

FIRE MARSHAL RECOMMENDATION

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

METRO SCHOOL BOARD REPORT

Projected student generation

15 Elementary 9 Middle 7 High

Schools Over/Under Capacity

Students would attend Dupont Elementary School, Dupont-Hadley Middle School, and McGovock High School. According to the Metro School Board McGovock



Metro Planning Commission Meeting of 5/10/07

is overcrowded but there is capacity within the adjacent cluster.

CONDITIONS

1. All elevations must be approved by the Planning Department staff prior to approval of the final site plan for this development. Elevations will be required to show a strong connectivity to streets through the use of doors, windows and other design elements. It is recommended that the applicant submit elevations as soon as possible.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL zoning district effective at the date of the building permit. This zoning district must be shown on the plan.
3. The application, including attached materials, plans, and reports submitted by the applicant and all adopted conditions of approval shall constitute the plans and regulations as required for the Specific Plan rezoning until a Final Plan is filed per the requirement listed below. Except as otherwise noted herein, the application, supplemental information and conditions of approval shall be used by the planning department and department of codes administration to determine compliance, both in the review of final site plans and issuance of permits for construction and field inspection. Deviation from these plans will require review by the Planning Commission and approval by the Metropolitan Council.
4. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. 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 Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.



Metro Planning Commission Meeting of 5/10/07

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.
7. Minor adjustments to the site plan may be approved by the planning commission or its designee based upon final architectural, engineering or site design and actual site conditions. All adjustments shall be consistent with the principles and further the objectives of the approved plan. Adjustments shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or intensity, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. Within 120 days of Planning Commission approval of this preliminary SP plan, and in any event prior to any additional development applications for this property, including submission of a final SP site plan, the applicant shall provide the Planning Department with a final corrected copy of the preliminary SP plan for filing and recording with the Davidson County Register of Deeds. Failure to submit a final corrected copy of the preliminary SP plan within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-075U-11
None
16 – Page
7 - Kindall
Dale & Associates, applicant, for Douantkesone LIT, owner.

Staff Reviewer
Staff Recommendation

Jones
Disapprove.

APPLICANT REQUEST

A request to change from R6 to IWD zoning property located at 2214 Wickson Avenue, approximately 180 feet south of Glenrose Avenue (.28 acres)

Existing Zoning
R6 District

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

Proposed Zoning
IWD District

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

**SOUTH NASHVILLE
COMMUNITY PLAN**
Mixed Use (MU)

MU policy is intended to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Predominant uses include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential densities are comparable to medium, medium-high, or high density. An 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 IWD zoning district conflicts with the South Nashville Community Plan’s Mixed Use policy for this area. Additionally, the policy specifically states that industrial uses should not be extended into the Mixed Use Policy area along Glenrose Avenue north of I-440.



Metro Planning Commission Meeting of 5/10/07

Staff Recommendation

Staff recommends disapproval because the request is inconsistent with policy. The Mixed Use policy is intended to encourage an integrated blend of compatible land uses. The existing pattern of development in the area accomplishes the intended policy. The predominant use along Wickson Avenue is residential with a mix of single family and duplex housing. Any expansion of industrial uses would encroach upon the established residential character, and intensify uses along Wickson Avenue resulting in incompatible uses.

PUBLIC WORKS RECOMMENDATION

No exception taken.

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)	.28	6.18	1	10	1	2

Maximum Uses in Proposed Zoning District: IWD

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	.28	.8	9,754	49	16	11

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
--				39	15	9



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-076U-14
None
15 - Loring
4 - Glover
Lose & Associates, applicant, for William A. and Donna C. Strasser, Trustees

Staff Reviewer
Staff Recommendation

Logan
Approve

APPLICANT REQUEST

A request to change from Agricultural/Residential (AR2a) to Single-Family Residential (RS15) zoning, property located at Pennington Bend Road (unnumbered) and 2931 Western Hills Drive, approximately 2,080 feet north of McGavock Pike (64.05 acres)

Existing Zoning
AR2a District

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

Proposed Zoning
RS15 District

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

**DONELSON/HERMITAGE
COMMUNITY PLAN POLICY**

Natural Conservation (NCO)

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

Rural (R)

R is intended for areas that are physically suitable for urban or suburban development but the community has chosen to remain predominantly rural in character. Agricultural uses, low intensity community facility uses, and low density residential uses (one dwelling unit per two acres or lower) may be appropriate.



Metro Planning Commission Meeting of 5/10/07

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?

Yes. When the density of the three policies areas are averaged, the appropriate density range for this property is 1.65 to 3.2 units/acre. RS15 falls within that density range at 2.47 units/acre.

Future subdivision

At the subdivision stage, the applicant will have the option to cluster lots down two zoning districts, which would result in a minimum lot size of 7,500 square feet. This option would preserve the Rural and Natural Conservation policy areas.

Staff Recommendation

Staff recommends approval because the request meets policy, and is consistent with the zoning and development pattern of the area.

RECENT REZONINGS

Property located at 2700 McGavock Pike, 2716, 2750 Pennington Bend Road and Pennington Bend Road (unnumbered), at the northwest corner of McGavock Pike and Pennington Bend Road was rezoned to Specific Plan on February 22, 2007.

**PUBLIC WORKS
RECOMMENDATION**

Traffic study may be required at the time the development.

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)	64.05	1 du/2acres	32	307	24	39

Maximum Uses in Proposed Zoning District: **RS15**

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	64.05	2.47	158	1,584	121	162

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
--				1,277	97	123



Metro Planning Commission Meeting of 5/10/07

METRO SCHOOL BOARD REPORT

Projected student generation

19 Elementary 15 Middle 13 High

Schools Over/Under Capacity

Students would attend Pennington Elementary School, Two Rivers Middle School, or McGavock High School. McGavock High School has been identified as being over capacity by the Metro School Board. A high school in a neighboring cluster has capacity. This information is based upon data from the school board last updated August 2006.



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

Zone Change 2007SP-078G-12
Lenox West
None
31 – Parker Toler
2 - Brannon
Anderson, Delk, Epps & Associates, applicant, for Thomas Bozman et ux, owners.

Staff Reviewer
Staff Recommendation

Bernards
Approve with conditions

APPLICANT REQUEST

A request to change from One and Two-Family Residential (R15) to Specific Plan (SP) zoning, property located at 6101 Nolensville Pike and a portion of property located at 6117 Nolensville Pike, approximately 330 feet south of Bradford Hills Drive (5.02 acres), to permit the development of 4,500 square foot commercial building and 70 multi-family units in 3 buildings.

Existing Zoning
R15 District

R15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25% duplex lots.

Proposed Zoning
SP District

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

- The SP District is a new base zoning district, not an overlay. It will be labeled on zoning maps as “SP.”
- The SP District is not subject to the traditional zoning districts’ development standards. Instead, urban design elements are determined **for the specific development** and are written into the zone change ordinance, which becomes law.
- 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.



Metro Planning Commission Meeting of 5/10/07

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

SOUTHEAST COMMUNITY PLAN POLICY

Neighborhood Center

NC is intended for small, intense areas that may contain multiple functions and are intended to act as local centers of activity. Ideally, a neighborhood center is a "walk-to" area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within NC areas are those that meet daily convenience needs and/or provide a place to gather and socialize.

Appropriate uses include single and multi-family residential, public benefit activities and small scale office and commercial uses. An 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.

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 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.

Special Policy Area 7

This special policy applies to the Neighborhood General area along the west side of Nolensville Pike opposite Lenox Village. "The average density of each of the planned Neighborhood General neighborhoods should not exceed nine housing units per acre. All other criteria for Neighborhood General neighborhoods (Standard Policy 14 - Land Use Policy Application) shall apply."

The density of the 3.42 acres of the site within the Neighborhood General is 8.8 units to the acre and meets the Special Policy.

Consistent with Policy?

Yes. The proposed plan consists of three multi-family buildings and a separate commercial building fronting onto Nolensville Pike. The density of 8.8 units per acre with the Neighborhood General portion of the site meets the Special Policy.



Metro Planning Commission Meeting of 5/10/07

PLAN DETAILS

Site Plan

The plan calls for retail/restaurant/office uses fronting onto Nolensville Pike and three multi-family buildings to the rear. The commercial building addresses the street with parking to the rear. The three multi-family buildings include one 14 unit, three story building, one 12 unit, three story building and one 44 unit, four story building for a total of 70 units. Buffers are proposed along the north and south property lines. The trees on the western portion of the property are to remain

In order to better buffer the adjacent single family housing to the north from the proposed three and four story buildings, the landscaped buffer proposed by the applicant should be intensified. The number of shrubs needs to be increased to 24 shrubs per 100 feet along the entire length of the buffer proposed for the developed portion along the north side of the property adjacent to the property zoned R15. For the portions of this north buffer behind the three proposed buildings, the evergreen canopy trees need to be 10 to 12 feet in height. If deciduous canopy trees are included they need to be at least four inches in caliper DBH, any columnar shaped deciduous trees included need to be at least three inches in caliper DBH. In addition, the north end of the parking lots shall be screened, using a six foot solid fence or wall, from the adjacent properties zoned R15.

Access

Access is from Nolensville Pike from a private drive. A future driveway connection to the south is included on the plan.

Parking

The plan requires 115 parking spaces and provides 173 parking spaces. The parking for the commercial uses along Nolensville Pike will be behind the buildings and not visible from the street. The parking for the residential uses will be in the front, at the side or beneath the buildings.

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 311.98 linear feet of roadway within the IDA. Specific locations of roadway to be improved will be determined by Public Works. This is in addition to any other off site roadway improvements required by Public Works.



Metro Planning Commission Meeting of 5/10/07

Staff Recommendation

Staff recommends approval with conditions.

RECENT REZONINGS

Property located at 6900 Lenox Village Drive requested final approval of the Lenox Village UDO for the Lenox Village Lifestyle Center and was approved by the Planning Commission on April 26, 2007.

Property located at Nolensville Pike (unnumbered), approximately 917 feet south of Bienville Drive was passed by the Metro Council on July 18, 2006, for SP.

URBAN FORESTER RECOMMENDATION

Provide a chart showing the tree density unit.

STORMWATER RECOMMENDATION

Site appears to have an offsite drainageway that traverses the site. This drainage way should be in an easement. No building allowed within easement.

WATER SERVICES RECOMMENDATION

In addition to the capacity charges provided in the letter dated April 3, 2007, easements and a portion of public sewer off-site line will be required.

PUBLIC WORKS RECOMMENDATION

Show professional seal.

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.

All roadways / dumpster pad locations to accommodate SU-30 turning movements.

Modify markings on Nolensville Road to provide a continuous two-way left turn lane from the existing dedicated LT lane at Bradford Hills Drive to the proposed driveway (Porter House Drive) of Lenox Village or relocate the proposed driveway to the northern property line.

Prior to the preparation of construction plans, document adequate sight distance at project access onto Nolensville Road. Indicate the available and required sight distance for the posted speed limit per AASHTO standards.



Metro Planning Commission Meeting of 5/10/07

Construct the project access drive at Nolensville Road with one entering and two exiting lanes (LT and RT) with a minimum of 50 ft of storage.

Maximum Uses in Existing Zoning District: R15

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	3.52	2.47	8	102	16	12

Maximum 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
Residential Condo/Townhouse (230)	3.52	N/A	70	475	39	45

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Specialty Retail Center (814)	3.52	N/A	4,500	231	11	33

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

				Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				604	34	66

METRO SCHOOL BOARD REPORT

Projected student generation

7 Elementary 4 Middle 3 High

Schools Over/Under Capacity

Students would attend Shayne Elementary School, Oliver Middle School, or Overton High School. Shayne Elementary School, Oliver Middle School and Overton High School have been identified as being over capacity by the Metro School Board. Another middle school in the cluster and a high school in a neighboring cluster have capacity.

Fiscal Liability

The fiscal liability for 7 elementary students is \$98,000. This is for informational purposes to show the potential impact of this proposal. It is not a staff condition of approval. This information is based upon data from the school board last updated August 2006.



Metro Planning Commission Meeting of 5/10/07

CONDITIONS

1. Prior to recording of the final plat, the IDA requirements must be completed or bonded.
2. Modify markings on Nolensville Road to provide a continuous two-way left turn lane from the existing dedicated LT lane at Bradford Hills Drive to the proposed driveway (Porter House Drive) of Lenox Village or relocate the proposed driveway to the northern property line as required by Public Works.
3. Place the offsite drainageway that traverses the site into an easement. No building shall be allowed within easement.
4. Increase the number of shrubs to 24 per 100 feet along the entire length of the buffer proposed for the developed portion along the north side of the property adjacent to the property zoned R15.
5. For the portions of the buffer along the north side of the property, behind the 3 proposed buildings, the evergreen canopy trees shall be 10-12 feet in height. Deciduous canopy trees shall be at least four inches in caliper DBH, columnar shaped deciduous trees may be at least three inches in caliper DBH.
6. The north end of the parking lots shall be screened, using a six foot fence or wall, from the adjacent properties zoned R15.
7. The application, including attached materials, plans, and reports submitted by the applicant and all adopted conditions of approval shall constitute the plans and regulations as required for the Specific Plan rezoning until a Final Plan is filed per the requirement listed below. Except as otherwise noted herein, the application, supplemental information and conditions of approval shall be used by the planning department and department of codes administration to determine compliance in the review of the final site plan, final plat, and issuance of permits for construction and field inspection. Deviation from these plans will require review by the Planning Commission and approval by the Metropolitan Council.



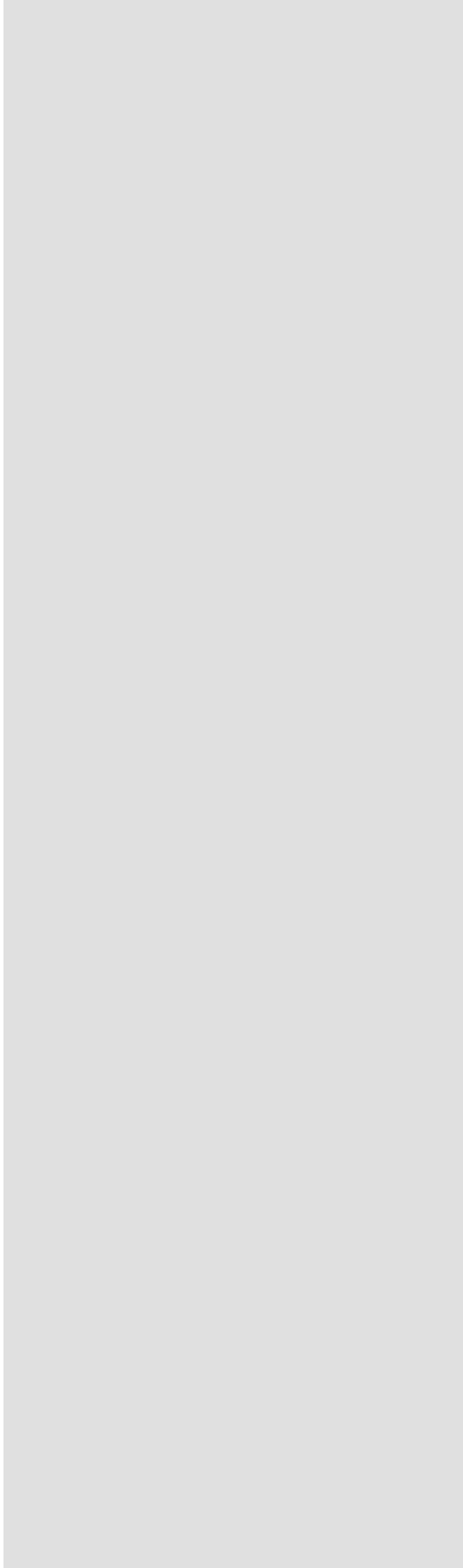
Metro Planning Commission Meeting of 5/10/07

8. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL zoning district at the effective date of this ordinance, which must be shown on the plan.
9. 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.
10. 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 Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
11. 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.
12. Minor adjustments to the site plan may be approved by the planning commission or its designee based upon final architectural, engineering or site design and actual site conditions. All adjustments shall be consistent with the principles and further the objectives of the approved plan. Adjustments shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or intensity, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. Within 120 days of Planning Commission approval of this preliminary SP plan, and in any event prior to any additional development applications for this property, including submission of a final SP site plan, the applicant shall provide the Planning Department with a final corrected copy of the preliminary SP plan for filing and recording with the Davidson County Register of Deeds. Failure to submit a final corrected copy of the preliminary SP plan within 120 days will



Metro Planning Commission Meeting of 5/10/07

void the Commission's approval and require resubmission of the plan to the Planning Commission.





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

2007SP-079U-13
Campbell Crossing Specific Plan
None
33 - Duvall
6 - Johnson
Anderson, Delk, Epps & Associates, applicant, for Carol Driver, owner.

Staff Reviewer
Staff Recommendation

Sexton
Approve with conditions

APPLICANT REQUEST

Preliminary SP

A request to change from Agricultural/Residential (AR2a) to Specific Plan (SP) zoning, a portion of property located at 6018 Mt. View Road, approximately 830 feet south of Hamilton Church Road (9.95 acres), to permit the development of 62 townhomes.

Existing Zoning
AR2a District

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

Proposed Zoning
SP District

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

- The SP District is a base zoning district, not an overlay. It will be labeled on zoning maps as “SP.”
- The SP District is not subject to the traditional zoning districts’ development standards. Instead, urban design elements are determined **for the specific development** and are written into the zone change ordinance, which becomes law.
- Use of SP **does not** relieve the applicant of responsibility for the regulations/guidelines in historic or redevelopment districts. The more stringent regulations or guidelines control.
- Use of SP **does not** relieve the applicant of responsibility for subdivision regulation and/or stormwater regulations.



Metro Planning Commission Meeting of 5/10/07

ANTIOCH / PRIEST LAKE COMMUNITY PLAN

Neighborhood General (NG)

NG is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An 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?

Yes. The proposed SP plan will include an appropriate housing type that will complement the proposed adjacent RS10 Cluster Lot Subdivision to provide a broader spectrum of housing, as called for by the Neighborhood General policy.

Staff Recommendation

Staff recommends approval with conditions.

RECENT REZONINGS

None.

PLAN DETAILS

Site Plan

The plan proposes 62 new townhouses, which complies with the Neighborhood General policy that recommends providing a variety of housing types within the policy area. The site is bounded on the north by Mt. View Road, the south by a proposed RS10 cluster lot subdivision, the west by the agricultural land and the east by a proposed RS10 cluster lot subdivision. A stream buffer is located within the Southwest corner of the proposed SP plan.

The proposed density provided in this plan is 6.23 units an acre. Front setbacks along public streets are a minimum of 10 feet per building and a maximum of 15 feet per building.

Elevations

The maximum height proposed by this plan is three stories at front setbacks.

Access

There are two access points from Mt. View Road. The primary access point, which connects to Streamview Drive, is on Mt. View Road. The secondary access point is located west of the conservation easement.

Parking

The plan calls for a total of 167 parking spaces. 124 parking spaces will be in garages and 43 parking spaces will be surface parking. Each unit shall have a 2 car garage



Metro Planning Commission Meeting of 5/10/07

located in the rear accessed by the alley. Additional parking will be provided from the alleys.

PUBLIC WORKS RECOMMENDATION

1. 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. Show professional seal
2. Construct a continuous three lane road cross section on Mt. View Rd., with a continuous center left turn lane.
3. Units appear to be close to alleys. Provide templates to document adequate turning movements. Provide a 6 foot minimum setback from edge of alley pavement.
4. Relocate the first driveway onto Streamview Drive a minimum of 100ft. from Mt. View Road

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)	9.95	1 du/2acres	4	39	3	5

Maximum 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
Residential Condo/Townhouse (230)	9.95	6.2	62	428	36	41

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
--				389	33	36

METRO SCHOOL BOARD REPORT

Projected student generation

5 Elementary 4 Middle 3 High

Schools Over/Under Capacity

Edison Elementary School, Kennedy Middle School, and Antioch High School have been identified as being over capacity by the Metro School Board. No other elementary or middle school in the cluster have capacity. There is not a high school in a neighboring cluster with capacity.



Metro Planning Commission Meeting of 5/10/07

Fiscal Liability

The fiscal liability for 5 elementary students would be \$60,000, for 4 middle school students would be \$52,000, and for 3 high school students would be \$48,000.

This is for informational purposes to show the potential impact of this proposal. It is not a staff condition of approval. This information is based upon data from the school board last updated April 2006.

STORMWATER RECOMMENDATION

1. Another Stream is identified on Metro GIS. This stream connects into the shown stream from the southern portion of the site.
2. Total Stream buffer appears to be only 60'. This allows for no stream width.
3. Stream appears to drain over 100 acres (2 zoned buffer).

URBAN FORSTER RECOMMENDATION

Provide a chart showing the tree density unit.

CONDITIONS

1. Construct a continuous three (3) lane road cross section on Mt. View Rd., with a continuous center left turn lane.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district effective at the date of the building permit. This zoning district must be shown on the plan.
3. The application, dated March 29, 2007 including attached materials, plans and reports submitted by the applicant and all adopted conditions of approval shall constitute the plans and regulations as required for the Specific Plan rezoning until a Final Plan is filed per the requirement listed below. Except as otherwise noted herein, the application, supplemental information and conditions of approval shall be used by the Planning Department and Department of Codes Administration to determine compliance, both in the review of final site plans and issuance of permits for construction and field inspection. Deviation from these plans will



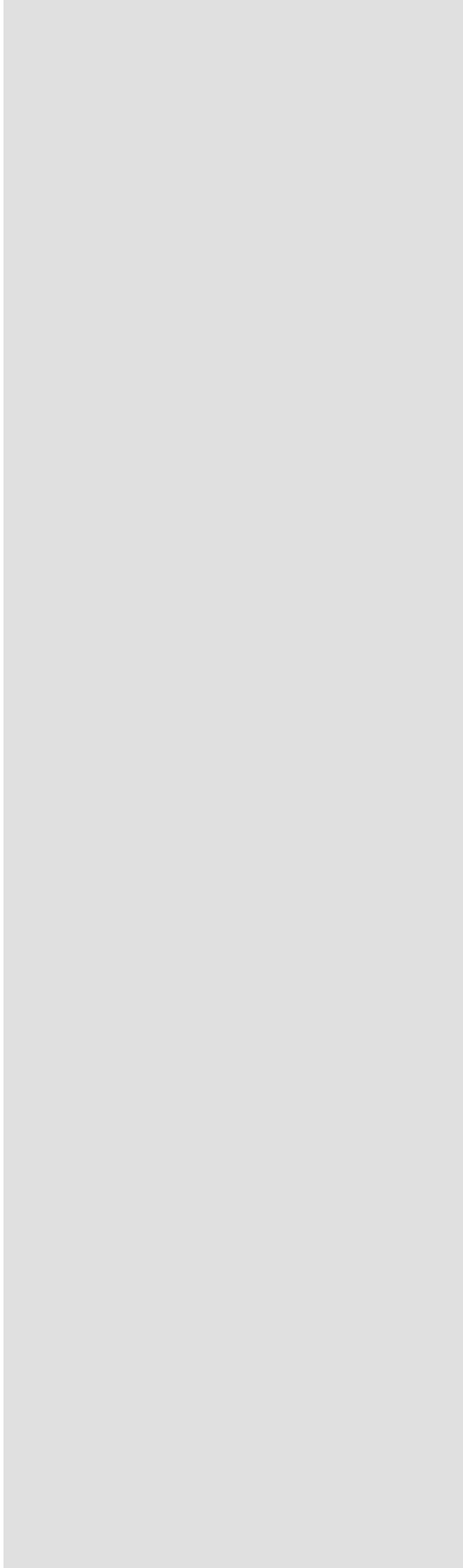
Metro Planning Commission Meeting of 5/10/07

require review by the Planning Commission and approval by the Metropolitan Council.

4. All stormwater management requirements and conditions of the Department of Water Services shall be approved prior to approval of the final site plan. Prior to the issuance of any permits, confirmation of compliance with the final approval of this proposal shall be forwarded to the Planning Department by the Stormwater Management division of Water Services.
5. 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 Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
6. Signage shall be limited to one monument type sign, 20 square feet or less, not exceed 4 feet in height.
7. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
8. Minor adjustments to the site plan may be approved by the planning commission or its designee based upon final architectural, engineering or site design and actual site conditions. All adjustments shall be consistent with the principles and further the objectives of the approved plan. Adjustments shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or intensity, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. Within 120 days of Planning Commission approval of this preliminary SP plan, and in any event prior to any additional development applications for this property,



Metro Planning Commission Meeting of 5/10/07



including submission of a final SP site plan, the applicant shall provide the Planning Department with a final corrected copy of the preliminary SP plan for filing and recording with the Davidson County Register of Deeds.



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

2007SP-080U-13
Montgomery Downs SP
None
29 - Wilhoite
6 - Johnson
Anderson, Delk, Epps & Associates, applicant, for James and Russell Jones and Melvin Jones, et ux, owners.

Staff Reviewer
Staff Recommendation

Withers
Disapprove

APPLICANT REQUEST
Preliminary SP

A request to change from One and Two-Family Residential (R20) to Specific Plan (SP) zoning, properties located at 2801 and 2803 Smith Springs Road and Starboard Drive (unnumbered), approximately 320 feet west of New Smith Springs Road (15.43 acres), to permit the development of 138 townhomes.

Existing Zoning
R20 District

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

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.



Metro Planning Commission Meeting of 5/10/07

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

Residential Medium (RM)

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

Consistent with Policy?

The density proposed by this SP is approximately 9 dwelling units per acre and although at the high end, is within the RM density range.

PLAN DETAILS

Site Plan

The plan calls for 138 attached units in the following configurations:

- 7- 3 bedroom attached units with surface parking
- 71 – 2 bedroom attached units with surface parking
- 30 – 2 bedroom attached units with 1-car garage
- 10 – 3 bedroom attached units with 1-car garage
- 17- 2 bedroom duplex units with 2-car garage
- 3 – 3 bedroom duplex units with 2-car garage

The development contains an internal “loop” private driveway with units arranged around it. There is a central park area. Detention and water quality facilities are in 5 locations around the perimeter of the site.

The site plan proposes a majority of front-loaded or front parked attached housing types, while a wider variety of housing types would be desirable. Furthermore, the design does not create a strong streetscape, segregates the development from the surrounding neighborhood, and would create an isolated single use element within the community. Given that the site is in such close proximity to single-family residential neighborhoods, it would be preferable to provide a mix of housing types, especially with smaller lot detached housing adjacent to the existing neighborhood and transitioning to attached housing closer to Smith Springs Road.

Access

There are two street connections available: Starboard Drive and Harbor View Drive. This project does not take advantage of either of the available connections and all traffic will enter and exit in one location. The single access



Metro Planning Commission Meeting of 5/10/07

Staff Recommendation

to this project is proposed to be a gated entrance on Smith Springs Road. This development pattern does not provide drivers with alternative paths to complete their trips, which concentrates traffic on the arterials. This situation reduces capacity and requires widening of the arterials to alleviate congestion.

Disapprove. This proposal will block two street connections that have been planned and designed in previously approved projects to connect to this property. This proposal also would create a development pattern that is inconsistent with the adjacent established community.

RECENT REZONINGS

None.

PUBLIC WORKS RECOMMENDATION

Following are review comments for the submitted SP: Montgomery Downs specific plan (2007SP-080U-13), received April 19, 2007. Public Works' comments are as follows:

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.

Construct the site access drive at Smith Springs Road with two exiting lanes (LT and RT) each with 50ft of storage and transitions per AASHTO/MUTCD standards.

Construct a 3 lane cross section with center two-way left turn lane on Smith Springs Road from the project access extending east to the existing left turn lane onto Old Smith Springs Road. Construct all transitions per AASHTO/MUTCD standards.



Metro Planning Commission Meeting of 5/10/07

Maximum Uses in Existing Zoning District: R20

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	15.43	1.85	28	268	21	29

Maximum 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
Residential Condo/Townhouse (230)	15.43	9	138	845	67	79

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
--				577	46	50

METRO SCHOOL BOARD REPORT

Projected student generation

12 Elementary 8 Middle 6 High

Schools Over/Under Capacity

Students would attend Lakeview Elementary School, Kennedy Middle School, or Antioch High School. Kennedy Middle School and Antioch High School have been identified as being over capacity. There is capacity available at another middle school within the cluster and capacity at a high school in an adjacent cluster. This information is based upon data from the school board last updated August 2006.

STORMWATER RECOMMENDATION

Preliminary SP Approved.

CONDITIONS (if approved)

1. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district effective at the date of the building permit. This zoning district must be shown on the plan.



Metro Planning Commission Meeting of 5/10/07

2. The application, including attached materials, plans and reports submitted by the applicant and all adopted conditions of approval shall constitute the plans and regulations as required for the Specific Plan rezoning until a Final Plan is filed per the requirement listed below. Except as otherwise noted herein, the application, supplemental information and conditions of approval shall be used by the planning department and department of codes administration to determine compliance, both in the review of final site plans and issuance of permits for construction and field inspection. Deviation from these plans will require review by the Planning Commission and approval by the Metropolitan Council.
3. All Public Works and Stormwater conditions shall be addressed and a revised copy of the preliminary SP shall be submitted to the Planning Commission within 30 days of the Planning Commission's action.
4. All stormwater management requirements and conditions of the Department of Water Services shall be approved prior to approval of the final site plan. Prior to the issuance of any permits, confirmation of compliance with the final approval of this proposal shall be forwarded to the Planning Department by the Stormwater Management division of Water Services.
5. 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 Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
6. Subsequent to enactment of this Specific Plan district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owner's signatures, to the Planning Commission staff for review.
7. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac



Metro Planning Commission Meeting of 5/10/07

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

8. Adjustments: Minor adjustments to the site plan may be approved by the planning commission or its designee based upon final architectural, engineering or site design and actual site conditions. All adjustments shall be consistent with the principles and further the objectives of the approved plan. Adjustments shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or intensity, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. Within 120 days of Planning Commission approval of this preliminary SP plan, and in any event prior to any additional development applications for this property, including submission of a final SP site plan, the applicant shall provide the Planning Department with a final corrected copy of the preliminary SP plan for filing and recording with the Davidson County Register of Deeds. Failure to submit a final corrected copy of the preliminary SP plan within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-082G-06
None
23 - Evans
9 - Warden
Tom Powers, applicant, for Gospel Chapel, owner.

Staff Reviewer
Staff Recommendation

Jones
Approve with conditions, including a condition that there be no development in areas of steep slopes

APPLICANT REQUEST

A request to change from One and Two-Family Residential (R40) to Multi-Family Residential (RM9) zoning, a portion of property located at Sonya Drive (unnumbered), approximately 675 feet east of Old Hickory Boulevard (3.02 acres)

Existing Zoning
R40 District

R40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25% duplex lots.

Proposed Zoning
RM9 District

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

**BELLEVUE
COMMUNITY PLAN**

Residential Medium (RM)

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

Special Policy 8

The Special Policy applies to the Residential Medium Density area along Sonya Drive. In order to protect and preserve the heavily treed, steep hillsides that frame this area and are environmentally sensitive as well among the area's chief assets, development within this area shall:

- a) Avoid alteration of slopes in excess of 20% to the maximum extent possible;
- b) Protect existing mature trees to the maximum extent possible, particularly on hillsides, and treat them as integral to site design;



Metro Planning Commission Meeting of 5/10/07

- c) Take place under Specific Plan, Urban Design Overlay, or Planned Unit Development zoning

Consistent with Policy?

Yes. The Bellevue Community plan has designated this area as suitable for Residential Medium policy which accommodates various housing types with densities ranging from four to nine dwelling units per acre. The RM9 district complies with policy as it is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre.

Staff Recommendation

Staff recommends approval because the request is consistent with RM policy, and the zoning and development pattern of the area. Although Special Policy 8 places additional development provisions to protect certain natural features in the area, those conditions are only applicable to a limited portion of the site. There are no known “problem” soils present on this site and only a small corner of the site is encumbered with steep slopes. This steep slope area is unlikely to be impacted by development.

RECENT REZONINGS

None.

PUBLIC WORKS RECOMMENDATION

No Exception Taken

Maximum Uses in Existing Zoning District: R40

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	2	1 du/1acres	2	20	2	3

Maximum 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
Multifamily apartments (221)	2	9	18	119	14	15

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
--				99	12	12



Metro Planning Commission Meeting of 5/10/07

METRO SCHOOL BOARD REPORT

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Brookmeade Elementary School, Hill Middle School, and Hillwood High School. All three schools are identified as not overcrowded by the Metro School Board.

CONDITION

In order to comply with Special Policy 8, staff recommends a condition be added that no development will take place in areas of steep slopes.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-083U-12
None
31 - Toler
2 - Brannon
W. Glenn Bradham, owner

Staff Reviewer
Staff Recommendation

Jones
Approve

APPLICANT REQUEST

A request to change from One and Two-Family Residential (R40) to Multi-Family Residential (RM6) zoning, property located at 5613 Valley View Road, approximately 375 feet south of Old Hickory Boulevard (1.1 acres).

Existing Zoning
R40 District

R40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25% duplex lots.

Proposed Zoning
RM6 District

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

**SOUTHEAST
COMMUNITY PLAN**

Residential Medium (RM)

RM policy is intended to accommodate residential development within a density range of 4 to 9 dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments.

Consistent with Policy?

Yes. The proposed RM6 district allows a density of 6 dwelling units per acre and is consistent with the Southeast Community Plan's RM policy of 4 to 9 dwelling units per acre.

Staff Recommendation

Staff recommends approval because the request is consistent with policy. The property consists of 1.1 acres and would yield a maximum of 6 units per acre under the RM6 district, which conforms to the intended densities within Residential Medium policy. The RM6 district on this site would be consistent with the intensity of development in the area. Cloverland Hall, a condominium development fronts this property and is zoned RM4. Brentwood Hall Condominium development abuts the rear



Metro Planning Commission Meeting of 5/10/07

of the property, and is zoned RM6. The adjacent property to the north at the corner of Old Hickory Boulevard and Valley View Road is also zoned RM6, and currently is under development. The RM6 district would also serve as a transition to the low intensity single family residential uses along Valley View Road.

RECENT REZONINGS

None.

**PUBLIC WORKS
RECOMMENDATION**

No Exception Taken

Maximum Uses in Existing Zoning District: R40

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	1.1	1 du/1acres	1	10	1	2

Maximum 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
Multifamily apartments (221)	1.1	6	6	40	6	6

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
--				30	5	4

METRO SCHOOL BOARD REPORT

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Granberry Elementary School, Oliver Middle School, and Overton High School. All three schools are identified as overcrowded by the Metro School Board. While the schools are overcrowded, the projections show that no additional students would be generated by this zone change request.



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

Zone Change 2007Z-086U-10
2003P-013U-10, Village Hall PUD Amendment
None
34 - Williams
8 - Fox
Gresham Smith & Partners, applicant, for Arthur A. Schlott

Staff Reviewer
Staff Recommendation

Logan
Staff recommends approval subject to approval of the Village Hall PUD (2003P-013U-10).

APPLICANT REQUEST

A request to change from One and Two-Family Residential (R20) to Multi-Family Residential (RM4) zoning, property located at 2202 Hobbs Road (rear), approximately 350 feet west of Stammer Place (.98 acres).

Existing Zoning
R20 District

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

Proposed Zoning
RM4 District

RM4 is intended for single-family, duplex, and multi-family dwellings at a density of 4 dwelling units per acre.

GREEN HILLS/MIDTOWN 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?

Yes. RM4 is consistent with RLM policy density range of 2 to 4 dwelling units per acre. .

Staff Recommendation

Staff recommends approval because the request meets policy and the associated PUD plan is consistent with the currently developed Village Hall PUD.

RECENT REZONINGS

Property located at 2201 Hobbs Road, 4207 and 4211 Stammer Place, 2200 Castleman Drive was rezoned from R20 to SP district property permit 8 duplex structures.



Metro Planning Commission Meeting of 5/10/07

This request was heard by the Planning Commission on February 23, 2006.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken.

Maximum Uses in Existing Zoning District: R20

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	0.98	1.85	1	10	1	2

Maximum Uses in Proposed Zoning District: RM4

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/Townhouse (230)	0.98	4	4	33	3	4

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
--				23	2	2

METRO SCHOOL BOARD REPORT

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Julia Green Elementary School, Moore Middle School, or Hillsboro High School. Julia Green Elementary School and Hillsboro High School have been identified as being over capacity by the Metro School Board. Another elementary school in the cluster and a high school in a neighboring cluster have capacity. This information is based upon data from the school board last updated August 2006.



Project No.	Planned Unit Development 2003P-013U-10
Project Name	Village Hall
Associated Case	2007Z-086U-10
Council District	34 - Williams
School Board District	8 – Fox
Requested By	Gresham Smith & Partners, applicant, for Arthur A. Schlott, owner
Staff Reviewer	Logan
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Amend PUD

A request to amend the Planned Unit Development located at 2202 Hobbs Road, approximately 350 feet east of Stammer Place, classified One and Two-Family Residential (R20) and requested for Multi-Family Residential (RM4) (.98 acres), to permit the development of 4 dwelling units in two structures.

PLAN DETAILS

The request is to add four units to a 19-unit PUD that is approved on the neighboring parcel to the east. The plan shows two attached townhomes, each with two units, that face open space or recreation areas. The access is from the private drive in the previously approved PUD.

The existing PUD is 4.75 acres and passed third reading at Metro Council on January 20, 2004, for 20 units. Only 19 units are included on this portion of property in the amended PUD plan.

The existing PUD has 19 units arranged on private drives with access from Hobbs Road. Each unit faces open space of recreation areas, with the exception of those along Hobbs Road, which face Hobbs Road. A pedestrian connection to the Green Hills YMCA was required by the Planning Commission and the Metro Council and remains in the amended PUD.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken.

STORMWATER RECOMMENDATION

Approved.

URBAN FORESTER RECOMMENDATION

Need Water Source shown.
Need Tree Survey.



Metro Planning Commission Meeting of 5/10/07

CONDITIONS

1. Dedicate a public cross access easement for the pedestrian connection to the Green Hills YMCA.
2. Comply with all Urban Forester conditions.
3. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the Traffic Engineering Section of the Metropolitan Department of Public Works.
4. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
5. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.
6. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.



Project No.	Zone Change 2007Z-089G-12
Council Bill	None
Council District	31 – Toler
School District	2 - Brannon
Requested by	Wamble & Associates, applicant for Rubel Shelly et ux, owners
Staff Reviewer	Jones
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST **A request to change from One and Two-Family Residential (R20) to Single-Family Residential (RS15) zoning, property located at 265 Holt Hills Road, terminus of Christiansted Lane, (10.02 acres).**

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

SOUTHEAST COMMUNITY PLAN	
Residential Low Medium (RLM)	RLM policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.
Street Connectivity	Holt Hills Road is designated a collector road. The Southeast Community Plan proposes extending the collector classification north along Holt Hills Road for a future connection to Scout Drive in the Bradford Hills Subdivision.
Consistent with Policy?	Yes. The proposed RS15 district allows a density of 2.31 dwelling units per acre and is consistent with the Southeast Community Plan’s RLM policy of two to four dwelling units per acre for residential development. It is also consistent with existing zoning and development patterns in the area.



Metro Planning Commission Meeting of 5/10/07

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 132.6 linear feet of roadway within the IDA. Specific locations of roadway to be improved will be determined by Public Works. This is in addition to any other off site roadway improvements required by Public Works.

Staff Recommendation

Staff recommends approval of the zone change request because it meets policy and is consistent with existing zoning and development patterns in the area. Residential Low Medium is applied to areas that are predominantly single family residential. The RS15 district, which provides for single family dwellings, would be appropriate at this location. The property is also located in the Infrastructure Deficiency Area where improvements to major roadways are required to meet the demands of expected growth in the area. Improvements will be required at the time the subdivision plat is submitted.

RECENT REZONINGS

None.

PUBLIC WORKS RECOMMENDATION

No Exception Taken

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

Maximum Uses in Existing Zoning District: R20

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	10.02	1.85	18	173	14	19

Maximum Uses in Proposed Zoning District: RS15

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached (210)	10.02	2.47	24	280	27	30

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
--				107	13	11

METRO SCHOOL BOARD REPORT



Metro Planning Commission Meeting of 5/10/07

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Shayne Elementary School, Oliver Middle School, and Overton High School. All three schools are identified as overcrowded by the Metro School Board. While the schools are overcrowded, the projections show that no additional students would be generated by this zone change request.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-090U-11
None
17 – Greer
7 – Kindall
Warren Paint and Color Company owner.

Staff Reviewer
Staff Recommendation

Swaggart
Disapprove

APPLICANT REQUEST

A request to change approximately 2.52 acres located at 700 and 712 Wedgewood Avenue and 1900, 1902 and 1904 Lindell Avenue from Industrial Restrictive (IR) to Mixed Use General (MUG).

Existing Zoning
IR District

Industrial Restrictive is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

Proposed Zoning
MUG District

Mixed Use General is intended for a moderately high intensity mixture of residential, retail, and office uses.

**SOUTH NASHVILLE
COMMUNITY PLAN POLICY**
Industrial (IN)

IN areas are dominated by one or more activities that are industrial in character. Types of uses intended in IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. The policy allows for residential and other non-industrial uses in areas that abut residential uses. In these instances each case should be considered on its own merit. Also, the policy requires a site plan such as a PUD or SP to ensure that any development meets the design principles within the policy.

Consistent With Policy?

No. The requested MUG district is not consistent with the area’s Industrial policy. While the policy does allow for residential and mixed uses in areas where the Industrial policy abuts a residential area, each proposal should be based on its merit with careful attention to both land use compatibility and design. The proposed MUG zoning is not appropriate at this location because of the intensity allowed in MUG. The MUG district allows for a Floor Area Ratio (FAR) of three and a total height at the setback lines of five stories to a maximum of 75 feet. Approximately 329,313 square feet of floor space could be developed on the 2.52 acres at a height of 75 feet. Potential buildings could also be taller due to the slope of



Metro Planning Commission Meeting of 5/10/07

Staff Recommendation

height control plane being 1.5 to 1. For every 1 foot back from the setback line, the building could be 1.5 feet taller. Furthermore, to ensure that the criteria for the Industrial policy is followed, an enforceable site plan such as a PUD or SP is required for any proposed zone change in the Industrial Policy.

Since the requested MUG district would allow for an intensity of development that would not be appropriate at this location and no enforceable site plan is included with the request, staff recommends that the requested MUG district be disapproved. Furthermore, since staff is working on an update to the South Nashville Community Plan, then it is recommended that the applicant participate in the planning process.

RECENT REZONINGS

None

PUBLIC WORKS RECOMMENDATION

A Traffic Impact Study (TIS) may be required at development.



Metro Planning Commission Meeting of 5/10/07

Typical Uses in Existing Zoning District: IR

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.52	.43	47,201	235	49	37

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	2.52	.46	50,494	789	109	136

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

				Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				554	60	99

Maximum Uses in Existing Zoning District: IR

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.52	0.8	87,816	436	76	59

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multifamily apartments (221)	2.52	43	108	941	59	73

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

		--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				505	-17	-14



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

Staff Reviewer
Staff Recommendation

Subdivision 2007S-073U-03
Nocturne Village
 None
 2 – Isabel
 1- Thompson
 Nocturne Village Investors, owner, Wamble & Associates, surveyor.

Withers
Approve with conditions

APPLICANT REQUEST
Concept Plan

ZONING
 RS7.5 District

RS20 District

A request for concept plan approval for a 50-lot cluster subdivision on property located at Overall Street (unnumbered), 869 West Trinity Lane, and West Trinity Lane (unnumbered), northeast corner of West Trinity Lane and Overall Street, zoned Single-Family Residential (RS7.5) and Single-Family Residential (RS20).

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

The 11.84 acre portion of the site zoned RS7.5 would permit a maximum of 58 lots on this property.

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

The 1.72 acre portion of the site zoned RS20 would permit a maximum of 3 lots on this property.

BORDEAUX-WHITES CREEK COMMUNITY PLAN

Neighborhood General (NG)

NG policy 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 zone change proposals in these policy areas, to assure appropriate design and that the type of development conforms to the intent of the policy.



Metro Planning Commission Meeting of 5/10/07

PLAN DETAILS

A plan for 35 single-family lots was approved on this property in August of 2006. The plan has been revised to account for a stream buffer crossing the western boundary of the property and redesigned to eliminate double frontage lots along West Trinity Lane and lots without public street frontage.

The concept plan proposes 50 single-family lots ranging in size from 3,844 sq. ft. to 10,469 sq. ft. The applicant proposes to use the cluster lot option, which allows lots to be reduced in size by two base zone districts. Since the zoning is RS20 and RS7.5, 10,000 sq. ft. lots and 3,750 sq.ft. lots are appropriate if the plan meets all requirements of the cluster lot option policy.

Access

The main access to the subdivision is located on West Trinity Lane. The property is located in an area with several platted right-of-ways, but where the roads were never built. The plan utilizes one of the old right-of-ways and ties into existing Walker Lane to the north. Staff supports this connection since it will provide for greater connectivity in the area, and since one connection in this area was recently eliminated. The Metro Council approved terminating the connection of Nocturne Forest Drive to Buena Vista Pike on the western end of Nocturne Forest Drive in 2001.

Open Space

There is 19% usable open space proposed, which meets the 15% requirement for cluster lot option. The Commission's cluster lot policy requires common open space to have "use and enjoyment" value to the residents including recreational value, scenic value, or passive use value. Residual land with no "use or enjoyment" value, including required buffers and stormwater facilities, has not been counted towards the open space requirements.

Staff Recommendation

Staff recommends approval with conditions of the proposed subdivision.

PUBLIC WORKS RECOMMENDATION

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



Metro Planning Commission Meeting of 5/10/07

STORMWATER RECOMMENDATION

APPROVE

With reference to the newly adopted Volume 4 of the Stormwater Regulations, the depicted water quality concept is acceptable only if the ponds are wet ponds. Dry ponds must be accompanied by a Metro approved water quality device.

CONDITIONS

1. Within residential developments all utilities are to be underground. The utility providing the service is to approve the design and construction. The developer is to coordinate the location of all underground utilities. Street lighting is required in the Urban Services district.
2. With reference to the newly adopted Volume 4 of the Stormwater Regulations, the depicted water quality concept is acceptable only if the ponds are wet ponds. Dry ponds must be accompanied by a Metro approved water quality device.
3. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, if this application receives conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to any application for a final plat, and in no event more than 30 days after the effective date of the Commission's conditional approval vote.



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2007S-075U-03
Doak Estates Subdivision
2 - Isabel
1 - Thompson
Kevin Hemphill, owner, Field to Finish, surveyor.

Staff Reviewer
Staff Recommendation

Bernards
Approve with conditions

APPLICANT REQUEST
Concept Plan

A request for concept plan approval to create 6 lots on property located at 3101 Doak Avenue, approximately 580 feet east of South Hamilton Road (2.53 acres), zoned Single-Family Residential (RS10).

ZONING
RS10 District

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

PLAN DETAILS

The concept plan proposes six single-family lots of 10,000 sq. ft. on an extension of Haley Avenue across Doak Avenue. Sidewalks are required along the new portion of Haley Avenue.

The street is stubbed to the west to allow for future connections to the largely undeveloped property to the west.

The concept plan indicates that two strips of land at the entrance to the subdivision are to be dedicated to the adjacent property owners. The two adjacent lots will need to be included in the final plat for this subdivision in order to permit the shifting of the lot lines.

Staff Recommendation

Staff recommends approval 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.

Show 110 feet minimum centerline horizontal radius (C3/C4).

With the preparation of construction plans, document adequate sight distance at project access to Doak Avenue.



Metro Planning Commission Meeting of 5/10/07

STORMWATER RECOMMENDATION

Approved.

FIRE MARSHAL RECOMMENDATION

All dead end roads over 150 ft. in length require a 100 ft. diameter turnaround, this includes temporary turnarounds. Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.

Fire hydrants shall flow a minimum of 1000 gpm's at 20 psi residual flow at the most remote hydrant.

CONDITIONS

1. Include the two adjacent lots in the final plat for this subdivision in order to permit the shifting of the lot lines.
2. Show 110 feet minimum centerline horizontal radius (C3/C4).
3. With the preparation of construction plans, document adequate sight distance at project access to Doak Avenue.
4. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, if this application receives conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to any application for a final plat, and in no event more than 30 days after the effective date of the Commission's conditional approval vote.



Project Name	Jocelyn Hills, Section 1
Project No.	2006S-371U-07
Council District	23 – Evans
School District	9 - Warden
Requested by	Allen Cargile, owner/developer and Campbell, McRae and Associates, surveyor.
Deferral	<i>Deferred from the February 8, 2007, Planning Commission Meeting.</i>
Staff Reviewer	Withers
Staff Recommendation	<i>Approve with conditions as a concept plan.</i>

APPLICANT REQUEST **A request for final plat approval to create eight lots abutting the northwest side of Clearbrook Drive and the northeast side of Baskin Drive (22.42 acres), classified within the Single-Family Residential (RS40) District.**

HISTORY A final plat for eight lots was approved with conditions by the Planning Commission on November 12, 1998, but was never recorded and has now expired.

PLAN DETAILS

This final plat application proposes eight lots that are the same as what the Planning Commission approved in 1998. The eight lots are proposed to be accessed by a private street that connects to the end of Baskin Drive. The lots range in size from 1.17 acres to 3.57 acres. The site contains steep topography and soils identified by the Zoning Ordinance as problem soils (17.28.050).

Because the lots are equal to or greater than 1 acre in size, the hillside development provisions of the Zoning Code do not apply (17.28.030A.1). The lots are identified as critical lots, however, because of the potential problem soils present on the site.

Each of the lots must be labeled as a “critical” lot that will require a review of the individual lot site plans prior to the issuance of a building permit. These site plans must be prepared and stamped by a licensed engineer. A geotechnical report, also prepared by a licensed engineer, shall accompany the site plan applications and shall certify that the construction techniques proposed adequately mitigate any potential soil hazards identified by the report.



Metro Planning Commission Meeting of 5/10/07

Variance for Private Street Subdivision Regulations 3-9.3

Private streets are allowed in Planned Unit Developments (PUDs), and in Natural Conservation land use policy. This request is not within a PUD and the property is located in an area with “Residential Low” land use policy, so the regulations do not permit a private street. Due to topographical constraints and the fact that the private road is already in existence, however, staff recommends that the Commission approve a variance to allow the use of a private street in this development with the following conditions:

- 1) The pavement of the street must be 20 feet wide to meet the Metro Public Works ST-255 Standard Cross Section. Construction to widen the existing street must take place prior to the issuance of building permits. The currently constructed road is close to 20 feet wide, but varies in places and needs a turnaround to meet Metro Fire Marshal requirements.
- 2) A road maintenance and access agreement for the development must be recorded prior to the recording of the final plat. Because this private street is currently utilized by three property owners outside this subdivision, these owners must also sign the agreement. A copy of the signed agreement has been received.

Approval of the Application as a Concept Plan

The concept plan is typically the first step in the process of subdividing land. In this case, the applicant submitted a final plat (the last step in the process) because they consider the private street proposed to access the lots as an existing street. During review of the subdivision plat, staff discovered that the private street was not considered to be “finished” because it must be widened in areas to meet the applicable standards, and a turnaround must be constructed to meet Fire Marshal requirements. Because there is common infrastructure that must be constructed, the applicant reasonably should be required to submit construction plans prior to approval of a final subdivision plat. This need for construction plans is one of the factors that has led staff to recommend that this application be considered as a concept plan rather than a final plat.

The Metro Fire Marshal requires detailed drawings showing the proposed layout of the subdivision, elevations, fire mains, hydrants, and where the homes will be located on the lots to ensure that if fire sprinklers are utilized in some homes the systems will provide adequate fire protection. In order to ensure compliance with these requirements, more information is required before staff



Metro Planning Commission Meeting of 5/10/07

could recommend approval of a final plat on this property. The necessary information can be provided as part of the development plan review and approval process following approval of the current plan as a concept plan under the current Subdivision Regulations.

As explained above, this property contains soils identified in the zoning ordinance as problems soils requiring special consideration in construction techniques. The problem soils, coupled with steep slopes require further analysis and study in the location and design of buildings on the lots. In addition to the reasons stated above, staff recommends that the Commission approve this application only as a concept plan and require a development plan so the applicant can provide grading and road construction plans, lot-specific stormwater control methods, delineated limits of disturbance and areas of the site to remain undisturbed, proposed building envelopes, proposed driveway locations, and include a geotechnical study certifying that the location of the building envelopes proposed construction techniques adequately mitigate any potential soil hazards identified by the report.

Staff Recommendation

Approve with conditions as a concept plan.

FIRE MARSHALL RECOMMENDATION

Not Approved.

A detailed drawing is required showing the proposed subdivision, elevations and fire mains, hydrants and where the homes will be on the property to ensure that if fire sprinklers are utilized in some homes that the systems will work.

All roadways with two-way traffic shall be 20 feet in width, minimum.

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

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

Fire Hydrants shall be in-service and tested before any combustible material is brought on site.



Metro Planning Commission Meeting of 5/10/07

All dead end roads over 150 ft. in length require a 100-foot diameter turnaround, this includes temporary turnarounds. Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.

Dead end fire mains over 600 feet in length are required to be no less than 10 inch in diameter. If this is to be a public fire main, a letter from Metro Water is required excepting the length and size.

STORMWATER RECOMMENDATION

Approved.

PUBLIC WORKS RECOMMENDATION

Pave the existing roadways.

Recommend that legal review and approve the information supplied by the developer.

Identify edge of pavement for Baskin Drive and Clear Brooke Drive.

Identify name of private drive to water tank "Jocelyn Hills Road" on plat.

Submit roadway construction plans for private street.

Private street to be constructed to public street standards.

WATER SERVICES RECOMMENDATION

Approved.

CONDITIONS (if approved)

1. Approval only as a Concept Plan under the Metro Subdivision Regulations. A development plan must be submitted in accordance with the Regulations, which will be reviewed and approved by the Planning Commission. The development plan shall include grading and road construction plans, stormwater control methods, delineated limits of disturbance and areas of the site to remain undisturbed, proposed location of building envelopes, proposed site construction techniques, proposed driveway locations and shall include a geotechnical study certifying that the proposed construction techniques adequately mitigate any potential soil hazards identified by the report.



Metro Planning Commission Meeting of 5/10/07

2. The pavement of the street must be 20 feet wide to meet the ST-255 Standard Cross Section.
3. A road maintenance and access agreement for the development must be recorded prior to the recording of the final plat. Because this private street is currently utilized by three property owners outside this subdivision, these owners must also sign the agreement.
4. The road construction must take place or be bonded prior to the issuance of any building permits.
5. All critical lot plan submittals shall be accompanied by a lot-specific geotechnical report certify that the construction techniques proposed adequately mitigate any potential soil hazards identified by the report.



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2007S-092U-12
BJ Homebuilders Subdivision, Sec. 2
27 - Foster
2 - Brannon
Jackie Ziglesky, owner, Walter Davidson & Associates, surveyor

Staff Reviewer
Staff Recommendation

Logan
Approve

APPLICANT REQUEST

A request for final plat approval to revise a previously recorded plat to allow two duplex units to be developed on properties located at 5036 and 5038 Edmondson Pike, approximately 295 feet south of Durrett Drive (0.88 acres), zoned One and Two-Family Residential (R10).

ZONING
R10 District

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

PLAN DETAILS

This subdivision proposes to plat two lots to allow the construction of a duplex on each lot.

BJ Homebuilders Section 1 was platted in 1997 and Section 2 in 2002. The entire subdivision consists of nine lots. Because the property is zoned R10, 25% of the lots, or 2 lots, can be duplex lots. Pursuant to Section 17.16.030 (D)(4), the lots permitting two-family dwellings must be identified on the plat and approved by the metropolitan planning commission. The first two plats failed to designate any duplex lots. This request is solely to identify the two duplex lots.

Staff Recommendation

Staff recommends approval of the request because it is consistent with the requirements of the Metro Code.

PUBLIC WORKS RECOMMENDATION

No Exception Taken.

STORMWATER RECOMMENDATION

Approve.



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2007S-096G-04
Strong Tower Subdivision
9 - Forkum
3 - Vacant
Strong Tower LLC, owner, Mark Devendorf, surveyor.

Staff Reviewer
Staff Recommendation

Bernards
Disapprove

APPLICANT REQUEST
Concept Plan

A request for final plat approval to create 6 lots on property located at 105, 107 and 117 Larkin Springs Road and Larkin Springs Road (unnumbered), approximately 260 feet south of Larkin Springs Road (2.62 acres), zoned Single-Family Residential (RS7.5).

ZONING
RS7.5 District

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

PLAN DETAILS

The final plat proposes six single-family lots approximately 19,900 sq. ft. in size. While the lots pass lot comparability, each lot has frontages of just over 50 feet and depths of approximately 395 feet. Section 3-4.2.f of the subdivision regulations requires that lot frontage be not less than 25% of the average lot depth, also known as the 4:1 rule. The frontages of the six lots are only 12.65% of the average lot depth. The applicant has requested a variance to this requirement.

Required Street Connections

The property is adjacent to an unimproved portion of Bubbling Well Road. The update to the Madison Community Plan, adopted at the March 22, 2007, Planning Commission Meeting, identified the unimproved Bubbling Well Road as a required street connection. This is to be constructed as part of the normal subdivision process. The proposed subdivision appears to have been designed by the applicant to avoid improving this portion of Bubbling Well Road by giving all of the proposed lots frontage onto Larkin Springs Road.

Variance to Section 3-4.2.f

Section 1-11.1 of the Subdivision Regulations allows the Planning Commission to grant variances to the regulations if it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. The applicant has identified the hardship for



Metro Planning Commission Meeting of 5/10/07

Staff Recommendation

this requested variance as financial. This is not considered a hardship for purposes of granting a variance.

The applicant could take advantage of the Cluster Lot Option. The lot yield for the 2.62 acres would be 13 units which may be sufficient to offset the cost of improving Bubbling Well Road.

Staff recommends disapproval of this request for two reasons. First, the request for the variance to Section 3-4.2.f (the 4:1 rule) does not meet the requirements for a variance. Second, the subdivision as proposed limits the opportunity to provide for a street connection required by the Community Plan with the benefits to the overall street system lost.

PUBLIC WORKS RECOMMENDATION

Submit roadway construction plans for the unbuilt / unimproved section of Bubbling Well Road. Roadway improvements to be bonded with the recording of the final plat.

STORMWATER RECOMMENDATION

Approved

CONDITIONS (if approved)

1. Submit roadway construction plans for the unbuilt / unimproved section of Bubbling Well Road. Roadway improvements to be bonded with the recording of the final plat.
2. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, if this application receives conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to any application for a final plat, and in no event more than 30 days after the effective date of the Commission's conditional approval vote.



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2007S-100U-08
Salem Gardens
19 - Wallace
1 - Thompson
Salem Gardens LLC and Christina Ricks, owner, Dale & Associates, surveyor.

Staff Reviewer
Staff Recommendation

Bernards
Approve with conditions, including a variance to Section 2-1.2 of the Metro Subdivision Regulations to allow the subdivision to be approved as a minor subdivision

APPLICANT REQUEST
Concept Plan

A request for final plat approval to create 3 lots on properties located at 1633 and 1635 Sixth Avenue North, at the southwest corner of Sixth Avenue North and Garfield Street (0.42 acres), zoned Mixed Use Neighborhood (MUN) and located within an Urban Design Overlay.

ZONING
MUN District

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

PLAN DETAILS

The final plat proposes three lots ranging in size from 5,513 sq. ft. to 5,760 sq. ft. fronting onto Garfield Street. Two lots now front onto Sixth Avenue North. The lots are being reconfigured to front onto Garfield Street. With this reconfiguration, a public sewer extension will be required.

Minor/Major Subdivision
(Section 2-1.2)

Section 2-1.2 of the Metro Subdivision Regulations specifies what shall be considered a minor subdivision and what shall be considered a major subdivision, the difference being that a minor subdivision is not required to have a development plan. The section specifically lists what is a major subdivision, including any plat that requires the dedication for right-of-way or easements for the construction of a public water or sewer distribution lines, and any plat where dedications, reservations, improvements or environmental conditions that, in the opinion of the Executive Director with advice from reviewing agencies, require construction documents to be reviewed prior to final plat approval.

Since this plat request will require that public sewer be extended and the adjacent alley improved, the plat is a



Metro Planning Commission Meeting of 5/10/07

major subdivision. While the request constitutes a major subdivision under the new regulations, it is inefficient to require a simple three lot subdivision to go through the three step process due to an extension of a water and or sewer line.

When the regulations were adopted on March 9, 2006, it was anticipated that minor corrections would be necessary as a number of new concepts were introduced. After working with the regulations for the past year, a number of issues have been identified, including the need for further clarification of what constitutes a major or minor subdivision. Staff will be bringing amendments to the Subdivision Regulations to the Planning Commission this summer.

At this time, staff is recommending that a variance from Section 2-1.2 be granted and that the request be considered a minor subdivision. While a sewer extension and alley improvement will be required with this plat, all construction plans will be reviewed by the appropriate departments and the plat will not be recorded until such time that all departments have approved the plat and associated construction plans and bonds are posted, as required.

Salem Gardens UDO

These properties are in the Salem Gardens UDO. At the March 22, 2007, meeting, the Planning Commission recommended approval of the cancellation of this UDO. This matter is scheduled for the Council Public Hearing on May 1, 2007, and third reading on May 15, 2007. As a condition of approval, the final plat cannot be recorded until the Salem Gardens UDO is cancelled.

Staff Recommendation

Staff recommends approval with conditions, including a variance to Section 2-1.2 of the Metro Subdivision Regulations to allow the subdivision to be approved as a minor subdivision.

PUBLIC WORKS RECOMMENDATION

Submit roadway construction plans for the unbuilt/unimproved section of Alley #511. Roadway improvements to be bonded with the recording of the plat.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES



Metro Planning Commission Meeting of 5/10/07

RECOMMENDATION

Prior to final plat recording, all sanitary sewer plans need to be approved and any necessary bonds posted.

FIRE MARSHAL RECOMMENDATION

Approved.

CONDITIONS

1. Prior to the final plat recording, the Salem Gardens UDO must be cancelled by the Metro Council.
2. Prior to final plat recording, all Metro Water Services requirements in regards to the sewer extension shall be met with plans approved and bonded.
3. Prior to final plat recording, roadway/alley improvement plans will be submitted to Public Works, approved and bonded, if necessary.



Project No.
Project Name
Council District
School District
Requested by

Staff Reviewer
Staff Recommendation

Subdivision 2007S-101U-08
Garfield Place
 19 - Wallace
 1 - Thompson
 Salem Gardens LLC and Christina Ricks, owner, Dale & Associates, surveyor.

Bernards
Approve with conditions, including a variance to Section 2-1.2 of the Metro Subdivision Regulations to allow the subdivision to be approved as a minor subdivision

APPLICANT REQUEST
Concept Plan

ZONING
 MUN District

A request for final plat approval to create 3 lots on properties located at 600 Garfield Street, at the northwest corner of Garfield Street and 6th Avenue North (0.43 acres), zoned Mixed Use Neighborhood (MUN) and located within an Urban Design Overlay.

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

PLAN DETAILS

Minor/Major Subdivision
 (Section 2-1.2)

The final plat proposes three lots ranging in size from 5074 sq. ft. to 6,110 sq. ft. fronting onto Garfield Street. Two lots now front onto Sixth Avenue North. The lots are being reconfigured to front onto Garfield Street. With this reconfiguration, a public sewer extension will be required.

Section 2-1.2 of the Metro Subdivision Regulations specifies what shall be considered a minor subdivision and what shall be considered a major subdivision, the difference being that a minor subdivision is not required to have a development plan. The section specifically lists what is a major subdivision, including any plat that requires the dedication for right-of-way or easements for the construction of a public water or sewer distribution lines, and any plat where dedications, reservations, improvements or environmental conditions that, in the opinion of the Executive Director with advice from reviewing agencies, require construction documents to be reviewed prior to final plat approval.

Since this plat request will require that public sewer be extended and the adjacent alley improved, the plat is a major subdivision. While the request constitutes a major



Metro Planning Commission Meeting of 5/10/07

subdivision under the new regulations, it is inefficient to require a simple three lot subdivision to go through the three step process due to an extension of a water and or sewer line.

When the regulations were adopted on March 9, 2006, it was anticipated that minor corrections would be necessary as a number of new concepts were introduced. After working with the regulations for the past year, a number of issues have been identified, including the need for further clarification of what constitutes a major or minor subdivision. Staff will be bringing amendments to the Subdivision Regulations to the Planning Commission this summer.

At this time, staff is recommending that a variance from Section 2-1.2 be granted and that the request be considered a minor subdivision. While a sewer extension and alley improvement will be required with this plat, all construction plans will be reviewed by the appropriate departments and the plat will not be recorded until such time that all departments have approved the plat and associated construction plans and bonds are posted, as required.

Staff Recommendation

Staff recommends approval with conditions, including a variance to Section 2-1.2 of the Metro Subdivision Regulations to allow the subdivision to be approved as a minor subdivision.

PUBLIC WORKS RECOMMENDATION

Submit roadway construction plans for the unbuilt/unimproved section of Alley #511. Roadway improvements to be bonded with the recording of the plat.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Prior to final plat recording, all sanitary sewer plans need to be submitted, approved and any necessary bonds posted.

FIRE MARSHAL RECOMMENDATION

Approved



Metro Planning Commission Meeting of 5/10/07

CONDITIONS

1. Prior to final plat recording, all Metro Water Services requirements in regards to the sewer extension shall be met with plans submitted, approved and bonded.
2. Prior to final plat recording, roadway/alley improvement plans will be submitted to Public Works, approved and bonded.



Project No.	Zone Change 2005SP-170U-05
Project Name	Walden Specific Plan, Phase 1a
Council Bill	None
Council District	6 - Jameson
School District	5 - Porter
Requested by	Civil Site Design, applicant for March Egerton, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

A request for approval of a final site plan for a portion of property located within a Specific Plan located at 1900 Eastland Avenue, on the southeast corner of Eastland Avenue and N. 18th Street (1.64 acres), to permit the development of 2,235 square feet of office space, 2,235 square feet of retail space, 3,465 square feet of restaurant space, and 8 multi-family units, requested by Civil Site Design Group LLC, applicant for March Egerton owner.

PLAN DETAILS

Site Plan

The plan is for Phase 1a of the Walden Specific Plan. As proposed, the plan calls for a 2,235 square feet of office space, 2,235 square feet of retail space, 3,465 square feet of restaurant space and 8 residential units to be located within one structure. The new structure will be located along the southeast intersection of Eastland Avenue and Chapel Avenue.

Access and parking

The development will be accessed from Eastland Avenue by a private extension of Chapel Avenue and from an alley along the east property boundary. A total of 49 parking spaces are being provided and are adequate for this type development.

Preliminary Plan

While, the proposed final development plan deviates from the approved preliminary plan, the deviations are minor and do not change the overall concept of the plan. The minor changes are in the layout of the building and parking arrangement. As proposed, the changes in the final site plan for this phase improve the overall project. As proposed, the minor changes will not require any other changes in the overall plan, but minor changes are often needed once actual site engineering has been completed.

Staff Recommendation

Staff recommends that the request be approved with conditions.



Metro Planning Commission Meeting of 5/10/07

PUBLIC WORKS RECOMMENDATION

1. 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.
2. Show and dimension right of way along Eastland Avenue. Label and show reserve strip for future right of way 42 feet from centerline to property boundary, consistent with the approved major street plan (U4 - 84' ROW).
3. Construct alley #751 per Standard Drawing ST-263.
4. Public sidewalk to be located within right of way.
5. Per the recommendations of the TIS, provide one entering and two exiting lanes from the site onto Eastland Avenue. Provide a dedicated left turn lane and a shared through-right lane.
6. Per the findings of the TIS, construct an eastbound and westbound left turn lane on Eastland Avenue at Chapel Avenue/site access with 50 feet of storage and transitions per AASHTO/MUTCD standards.

STORMWATER RECOMMENDATION

Approve with the following conditions:

1. Provide easement for detention pond and WQU (to include egress and ingress) on plans and submit easement documentation and fees.
2. Complete the Inspection and Maintenance Agreement and provide appropriate recording fees.
3. Add WQU to facilities list in the long term maintenance plan.
4. Provide a vicinity map on the plans.
5. Provide NPDES NOC letter and include the permit number on the plans.
6. Provide erosion and sediment control measures on a separate plan sheet.
7. Provide a plan sheet that shows existing site features (buildings, pavement, gravel, etc.).
8. Provide erosion control matting for slopes 3:1 or steeper with a civil detail.
9. Provide construction schedule for current project and include phasing information for entire site.
10. Provide drainage maps of existing conditions and proposed conditions, to include flow patterns, area, CN, and Tc in support of routing calculations. Include all offsite drainage that contributes to runoff area.



Metro Planning Commission Meeting of 5/10/07

11. Explain why the post developed curve number is lower than the existing conditions curve number.
12. Label the emergency spillway for the pond on the plans including the spillway elevation and what type of material is being used for the spillway.
13. Provide a minimum of 1.0' of freeboard between the 100-yr water surface elevation and the top of berm for the pond.
14. Provide a correct pond outlet control structure detail. The detail provided has incorrect elevations, pipe sizes, and weir information as compared to the routing calculations.
15. Provide drainage map showing area to be treated for water quality.
16. Provide calculations for the 3 month water quality flow to be treated by the water quality unit. Include this flow along with the 10 year flows on the detail for the water quality unit.
17. Provide water quality unit (WQU) detail that calls out site specific elevations. Orientation of WQU on site plan (side invert) doesn't match end invert shown on detail. Re-orient the water quality unit on the plans showing an "end to end" connection".
18. It appears that there are details on sheets C6.01 and C6.02 that are not for this project. See detail for two trapezoidal ditch sections and a retaining wall.

CONDITIONS

1. Prior to the issuance of any building permits all signs and placement must be approved by Metro Planning.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district.
3. 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.
4. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate



Metro Planning Commission Meeting of 5/10/07

water supply for fire protection must be met prior to the issuance of any building permits.

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



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

Staff Reviewer
Staff Recommendation

Planned Unit Development 201-69-G-12
Star Point, Phase 1 & 2
 None
 31 - Toler
 2 - Brannon
 Lukens Engineering, applicant for Byron Bush, owner.

Swaggart
Approve with conditions

APPLICANT REQUEST
 Final PUD

A request for final site plan approval for a Planned Unit Development located at 13105 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), at the northeast corner of Old Hickory Boulevard and Muci Drive, classified Commercial Service (CS) (5.0 acres), to permit the development of a 100 unit hotel containing 74,250 square feet and 12,500 square feet of retail space.

PLAN DETAILS
 Site Plan

Access

Parking

The plan calls for a 100 unit, 74,250 square foot hotel, and a 12,500 square foot retail building. The hotel building will be five stories and the retail building will be one story. As proposed the development will be constructed in two separate phases, with Phase 1 consisting of the hotel and Phase 2 consisting of the retail building. Phase 1 also includes a small walking area.

Both buildings will be accessed from a private drive off of Muci Drive, which has access to Old Hickory Boulevard to the west.

A total of 169 parking spaces are required with 106 spaces required for the hotel, and 63 spaces required for the retail use. The plan calls for a total of 179 spaces with 87 parking spaces provided for Phase 1, and 92 parking spaces provided for Phase 2. As proposed, the number of parking spaces being provided for Phase 1 (87) does not meet the minimum required number of spaces for the use (109). In order to meet the minimum number of parking spaces required for Phase 1, the phase line should be modified to include more parking, or the hotel should be reduced in size. Also, if the current owner plans to subdivide the property between the two uses, then adequate parking will have to be provided on each lot and or a parking agreement must be drawn up and must meet



Metro Planning Commission Meeting of 5/10/07

Preliminary Plan

standards for shared parking specified in Section 17.20.100 of the Metro Zoning Code.

This PUD was originally approved in 1969 for approximately 14,300 square feet of retail and an 88,500 square foot motel with 100 units. There appear to have been numerous proposed changes to the PUD in the past, but limited records indicate that the original 1969 plan is the only approved plan. A revised PUD plan was approved by the Commission in January of 2007, and as proposed this final plan is consistent with that plan. As proposed, there will be approximately 16,050 square feet of unused development rights remaining in this PUD.

Staff Recommendation

Staff recommends that the request be approved with conditions.

PUBLIC WORKS RECOMMENDATION

1. All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.
2. Widen Old Hickory Boulevard to provide a left turn lane with 100' of storage and transition per ASSHTO/MUTCD standards.

STORMWATER RECOMMENDATION

Approve with the following comments:

1. Provide NPDES NOC and include the permit number the site is covered under on the note on the plans.
2. Provide appropriate recording fees for stormwater detention maintenance agreements.
3. Provide easement documentation and appropriate fees for underground detention and drainage features that route off-site drainage through/around site.
4. Provide letter from TDOT for grading in right-of-way.
5. Erosion control details need to reference Metro's Erosion Control Manual. Provide the appropriate TCP-xx number on the details.
6. Provide details of outlet structures 1OS and 2OS.
7. Phase 2 calculations are incomplete. Provide correct phase 2 numbers.
8. 15" pipe needs to be limited to 50' segments or less. Reduce the length of the pipe, add a junction box, or increase the size to 18".



Metro Planning Commission Meeting of 5/10/07

9. On sheet C2-2, in TDOT row, the reference to “229 LF of 18” RCP” does not reference anything on plans.
10. Provide supporting calculations for the capacity of the 12’x 6’ Box and design drawings/details.
11. Provide inlet and outlet calculations for culverts.
12. Tc for existing conditions of 5 min is inaccurate. 5 minutes would be only for completely paved surfaces. Provide correct Tc and calculations for existing conditions.
13. Provide approval from TDEC and Stormwater variance for buffer zone disturbance.
14. Advanced erosion control features and silt fence is required on slope in South corner of Phase 2.
15. May need Nationwide Permit from Army Corp of Engineers for proposed 12’x 6’ box culvert installation in blue line stream.

CONDITIONS

1. In order to meet the minimum number of parking spaces required for Phase 1, the phase line shall be modified to include more parking, or the hotel shall be reduced in size. Also if the current owner plans to subdivide the property between the two uses, then adequate parking shall be provided on each lot and or a parking agreement must be drawn up and must meet the standards specified in Section 17.20.100 of the Metro Zoning Code for shared parking.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
3. 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.
4. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.



Metro Planning Commission Meeting of 5/10/07

5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
6. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
7. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.
8. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



Project No.

Project Name

Council District

School Board District

Requested By

Planned Unit Development 74-79-G-13

Nashboro Village

29 - Wilhoite

6 - Johnson

Councilmember Vivian Wilhoite

Staff Reviewer

Swaggart

Staff Recommendation

Disapprove

APPLICANT REQUEST

Cancel PUD

A request to cancel a portion of a Planned Unit Development overlay district, that portion being located at the southwest corner of Nashboro Boulevard and Flintlock Court, zoned One and Two-Family Residential (R10) (3.46 acres), approved for approximately 27,600 square feet of commercial.

PLAN DETAILS

There is no site plan associated with this request. The request is to cancel the Planned Unit Development district on this property (Map 135, Parcel 418), which will effectively remove all development rights that were granted with the approved PUD plan, and allow development as per the R10 base zoning district.

This request has been initiated by Council Lady Wilhoite who represents District 29, in which this development is located. Council Lady Wilhote has initiated this request to address concerns from her constituents that feel that the current PUD plan is outdated and inappropriate for the area.

Preliminary Plan

The PUD was originally approved in 1977 and has undergone significant changes since its original conception. Since its conception, the implementation of the plan has been continuous and previous changes have been consistent with the original intent of the PUD. The last PUD plan for this the property in question was approved for approximately 27,600 square feet of commercial uses.

Zoning and Long Range Plan

The underlying zoning for this property is R10 which 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. The long range plan calls for this area to develop residentially with a density between 4 and 9 units per acre (Residential Medium Policy).



Metro Planning Commission Meeting of 5/10/07

Analysis

While the underlying base zone and the community plan are not consistent with the existing PUD overlay on this property, the request to cancel this portion of the PUD must include an analysis of its context within the overall PUD. The underlying zoning is inconsistent with the PUD overlay because at the time the PUD was adopted, the Zoning Code did not require the PUD overlay to be consistent with the base zoning district. At that time, most commercial PUDs were adopted without also changing the base zoning.

The Land Use Policy adopted for this area reflects the residential density of the overall PUD, not the specific use or density on an individual parcel within the PUD overlay. The Nashboro Village PUD is a very large development consisting of approximately 400 acres. The approved PUD plan for the entire project consists of some commercial and a variety of multi-family residential types, with an overall density of approximately 6.6 units per acre and also includes amenities such as tennis courts, a lake and a 136 acre golf course.

The location of the portion of the PUD that is proposed to be cancelled is approved for approximately 27,600 square feet of commercial uses. The property is located along the south side of the main boulevard and is fairly close to the geographical center of the PUD district.

While this PUD was originally approved many years ago, it has remained active and continues to be developed. The original concept represents a fully planned community, with a mixture of uses. To isolate this one piece of the development and ignore its relationship with the overall development is not appropriate.

Staff recommends disapproval of the request to cancel this portion of the PUD for several reasons. First, the approved commercial use for this property is close to the center of the development along the main thoroughfare and represents a neighborhood center that can provide additional neighborhood amenities to meet the daily convenience needs for residents in the area and/or provide a place to gather and socialize. The concept behind the location of this commercial area complies with accepted planning principals and the same concept is used by Metro Planning Staff to determine appropriate locations for community and neighborhood centers throughout Davidson County.



Metro Planning Commission Meeting of 5/10/07

If cancelled, this planned community would contain a property at its center that could be developed under the current R10 zoning district. Since the property could possibly be subdivided under the R10 base zone, and would only have to be in compliance with the base zoning district and Subdivision Regulations, then planning staff would have limited means to ensure that any future development is compatible with the existing PUD.

If cancelled, any new development proposal for this site would need to be considered in context with the surrounding area. Because the PUD includes multi-family development, a single-family residential subdivision on only 3.46 acres developed with the underlying R10 base zone would not be appropriate at this location. Since the property is located along the major thoroughfare in the development and at an intersection, an appropriate use would be small scale commercial, similar to that for which it is approved. Staff does recommend that the current plan be redesigned so that the approved commercial uses are consistent in character with the existing context of the development.

Staff Recommendation

While the current plan for this property should be improved with an alternative design and layout, the currently approved use and scale is not out of character with the overall development and is consistent with sound planning practices for the location. Therefore, staff recommends disapproval of this PUD cancellation request.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

STORMWATER RECOMMENDATION

No Exceptions Taken



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

Planned Unit Development 300-84-U-04
Coventry Woods, Phase 2
None
9 – Forkum
3 – Vacant
Dale and Associates, applicant for Hermosa Holdings, owner.

Staff Reviewer
Staff Recommendation

Swaggart
Disapprove. If approved, staff recommends that the application it be considered an amendment to the preliminary plan, which must be approved by the Metro Council, and that the plan be redesigned to address the issues identified in this staff report.

APPLICANT REQUEST
Revise Preliminary & Final PUD

A request to revise the preliminary plan and for final approval of a residential Planned Unit Development District located at 421 and 501 Forest Park Road, approximately 720 feet north of Neeley's Bend Road, classified Single-Family Residential (RS5), (4.05 acres), to remove a pool house and pool and permit the construction of 47 multi-family units.

PUD PLAN DETAILS

The plan proposes 47 multi-family units on approximately 4 acres for a density of approximately 12 units per acre. As proposed, all units will be accessed from a private drive off Forest Park Road as well as through the existing Coventry Woods, Phase 1 development to the north. While the plan calls for the same number of units previously approved, the layout is significantly different. Also, the pool house and pool that were included on the approved preliminary plan have been eliminated. This proposed new plan is designed to allow for this phase to connect to future phases to the south within this overlay.

History

In reviewing previous staff reports for this project, it appears there has been some confusion over what was included in the original PUD overlay. According to the last recommendation written for this PUD in 2004, the original plan included the Coventry Woods, Phase 1, to the north. Additional staff research has shown that Coventry Woods, Phase 1, was actually a separate PUD (56-84-G-04) as adopted by Council Bill 84-218. While it is unclear if the two properties were ever within the same overlay, they clearly have been linked from the first time the project was proposed.



Metro Planning Commission Meeting of 5/10/07

The original preliminary plan for this PUD as adopted by Council Bill 84-611, was for 90 units including 10 flats and 80 town homes. Since its approval, there have been several attempts to cancel the overlay, each of which has failed. As stated previously, this PUD and the PUD to the north are linked and the properties were once under common ownership. According to Planning Department records, the attempts to cancel this PUD appear to have failed because the residents of Coventry Woods, Phase 1, were promised amenities, including a pool and pool house, with the construction of Phase 2. In 2002, the Planning Commission recommended approval of an amendment, which requires Council approval, for 40 units without the pool and clubhouse. The plan was considered an amendment because of the elimination of the pool and clubhouse from the plan. While the Commission recommended approval, Council never approved the bill (Bill 2002-957), and it was ultimately withdrawn. In 2004 a revision of the PUD was approved by the Commission for 47 multi-family units with a pool and pool house.

The applicant has requested that this plan be considered as a revision to the PUD overlay, but staff recommends that the proposed removal of the pool and pool house from the plan is an amendment that requires Council approval. Section 17.40.120 of the Metro Zoning Code specifies the changes that require Council approval. One change that requires Council approval is any modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance (Section 17.40.120.F.1.b). Removal of the pool and pool house that were approved with the preliminary plan requires Council approval because these amenities were required with the originally adopted plan. Furthermore, with the past request to remove the pool and pool house requiring Council approval the precedent has already been established.

Since staff determined the application to be an amendment, staff has requested that the applicants consider a redesign. As proposed, lots 1 through 6 along the northern property line will be double frontage lots with the back decks being within 5 feet of the private drive in Coventry Woods, Phase 1. A new layout that does not include units backing so close to a private drive needs be designed and submitted for consideration.



Metro Planning Commission Meeting of 5/10/07

Staff Recommendation

Staff recommends that this request be disapproved. If approved, staff recommends that it be considered an amendment to the preliminary plan that must be approved by the Metro Council, and that the project be redesigned to address design issues identified by staff.

TRAFFIC ENGINEER RECOMMENDATION

All Public Works' design standards shall be met prior to any 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.

STORMWATER RECOMMENDATION

Approved

CONDITIONS (if approved)

1. A new layout shall be submitted and approved by planning staff. The revised plan shall adequately address staff concerns as specified in this report. The layout shall be approved prior to this request being approved by Council.
2. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
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 Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
4. Subsequent to enactment of this planned unit development overlay district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owner's signatures, to the Planning Commission staff for review.
5. This approval does not include any signs. Business accessory or development signs in commercial or



Metro Planning Commission Meeting of 5/10/07

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.
7. This preliminary plan approval for the residential portion of the master plans is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.
8. Prior to any additional development applications for this property, the applicant shall provide the Planning Department with a final corrected copy of the PUD plan for filing and recording with the Davidson County Register of Deeds.



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

Staff Reviewer
Staff Recommendation

Planned Unit Development 23-85-P-13
Forest View Park
 29 - Wilhoite
 6 – Johnson
 Councilmember Vivian Wilhoite

Logan
Disapprove

APPLICANT REQUEST
Cancel PUD

A request to cancel the Planned Unit Development District Overlay on property located at Forest View Drive (unnumbered), approximately 400 feet east of Murfreesboro Pike, that was previously approved for 212 multi-family units (7.84 acres), zoned One and Two-Family Residential (R10).

Existing Zoning
 R10 District

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

ANTIOCH/PRIEST LAKE COMMUNITY PLAN

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.

PUD HISTORY

Forest View Park PUD was approved by the Planning Commission on March 13, 1985. As originally approved and with subsequent revisions, the PUD plan promotes a mixture of housing types with density decreasing with distance from Murfreesboro Pike. The original PUD is approximately 86 acres and is a combination of single-family and multi-family. All of the single-family and approximately half of the multi-family have been built. The section requested to be cancelled, which is 7.84 acres, is the only unbuilt portion of this PUD.

The portion requested to be cancelled, along with the neighboring parcel to the south, is identified in the original plan as 516 flats, which was revised to 460 units in June of 1992. The parcel to the south was revised from 256 to 116 units and is not included in this request because it is



Metro Planning Commission Meeting of 5/10/07

Cancellation Request

already built. There are 212 units approved for construction in the section of the PUD that is requested to be cancelled.

North of the 460 flats is a section of 112 townhomes, which was amended to 20 townhouse units and 38 single-family lots in 1992. East of these sections is a section of the PUD with 207 single-family lots.

West of this request is the Murfreesboro Pike corridor, most of which is zoned Commercial Service in this area and is identified as Community Center policy.

The entire 86 acre PUD is approved for 245 single-family lots, 20 townhouses, and 328 multi-family units. Only the 212 multi-family units included in this cancellation request are not constructed.

Consistent with Policy?

No. The Antioch/Priest Lake Community Plan, which was adopted July 10, 2003, shows this property as being located within the Residential Medium High policy, which envisions a density of 9-20 units per acre. Higher density residential development is appropriate in this location due to the proximity to Murfreesboro Pike. The RMH policy serves as a transition between the Community Center and Residential Medium policy, which is applied to the single-family portions of the revised PUD.

Staff Recommendation

Forest View Park is a planned community. It has always contained both single-family and multi-family. The density of the development appropriately decreases with distance from the commercial corridor. Because this is the last portion of the PUD to develop, canceling this portion of the PUD would prevent this property from completing a fully planned community.

Staff recommends disapproval because the request is inconsistent with policy, eliminates density in an appropriate location, and would not promote a mixture of housing types as was always intended by the PUD plan.



Project No.
Project Name

Planned Unit Development 78-86-P-12
Shoppes at Shadow Glen (Southmark Commercial)

Council District
School District
Requested By

31 - Toler
2 - Brannon
Civil Site Design Group, applicant for Patricia Embree, owner

Staff Reviewer
Staff Recommendation

Withers
Approve with conditions

APPLICANT REQUEST
Revise Preliminary & Final PUD

A request for final approval for a portion of the Commercial Planned Unit Development located at 5843 Nolensville Pike, classified Commercial Limited (CL), (1.08 acres), to permit the development of 11,170 square feet of retail and office space in a two-story building.

PLAN DETAILS

History

In 2005, this PUD was amended to allow the development of a 2-story building with 5,100 square feet of retail uses on the first floor and 5,100 square feet of general office uses on the second floor. Within a PUD, square footage may be increased 10% without being considered an amendment requiring Metro Council approval. The applicant is proposing 11,170 square feet, slightly less than the maximum 10% additional square footage allowed. The currently proposed plan is essentially the same as the amendment approved in 2005, except that it contains 970 additional square feet of building area.

Parking

The parking requirement of one parking space for every 200 feet of retail use and one space for every 300 feet of general office use has been fulfilled. The applicant has complied with the required 47 parking spaces.

Access

There is an existing entrance drive for the Shadow Glen townhomes, located in the residential part of the PUD to the west. The proposed building would access this entrance drive twice for two parking areas.

Environmental

This property has floodway and floodplain, and the applicant has shown both of these on the plans. The applicant has labeled the required 50 foot stormwater buffer, but has received a stormwater appeal (case 2005-



Metro Planning Commission Meeting of 5/10/07

016) to encroach within it about 10-15 feet with the edge of the parking lot. This portion of the parking lot will consist of pervious material. The water quality/detention area is proposed just south of the proposed retail building.

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.

STORMWATER RECOMMENDATION

Approve with conditions

1. Provide a signed stormwater detention maintenance agreement with appropriate recording fees.
2. Provide easement documentation and location on the plan set for the pipe that carries offsite flow through your property, WQ unit, and detention structure. Include fees.
3. The erosion control blanket called out on the plan set should be Landlok S2 instead of Landlock 52.
4. Include a note on the plan set certifying that your site is less than 1 acre and does not require a NOC.
5. Sign and date the EPSC note.
6. Include a note on the plan set stating that erosion control measures are not to be removed until final site stabilization is achieved.
7. Has the flow from the rooftop been included in the storm system design? It is unclear from the drainage map. Indicate roof drainage on plans.
8. Include pipe calculations for the onsite storm system including the actual flow in each pipe, HGL's and flow velocities ensuring than minimum and max velocities are met.
9. The slope of the 12" pipe is very steep. Additional riprap required. Show calculations on sizing.
10. Provide an existing conditions drainage map showing flow patterns and delineated area.
11. Include the delineated pond bypass area on the proposed conditions drainage area map.
12. Include detail for pervious pavement. Provide extent of pervious pavement on grading plan.
13. Is the 4" perf. pipe connected to the single catch basin? Where does the 15" pipe enter manhole detention structure? Are 4" perf. pipe and 15" pipe in conflict? Provide inverts of 4" pipe.



Metro Planning Commission Meeting of 5/10/07

14. Include dimensions on underground detention structure. Make sure calculations are correct in terms of detention size and the area of the site that enters the detention. Underground detention needs to be more clearly defined. Details are also unclear. How will water drain into detention area? What is rock size? How was volume calculated? Voids?
15. Inflow and outflow elevations on the water quality structure are incorrect.
16. Include the as-built note on the plan set for the underground detention structure and the water quality unit.
17. The capacity calculations provided for the box are for a 5' x 5' box. The structure shown in the plan set is a 5 x 10 box.
18. The variance lists the minimum width of a swale draining from the project site at 25'. The northern swale appears larger than this.
19. Include a note on the plans set requiring contractor to field stake the buffer as requested in #5 on the appeal.
20. Provide erosion control protection for the grading around the outlet pipes.
21. Does the entire east parking lot need to be pervious pavement per the appeal? It is not currently.
22. #10 on the variance letter states that the variance expires one year from the date of the letter and the letter is dated in 2005.
23. Grading is being shown in the floodplain. Cross sections and cut/fill calculations are required.
24. Include pipe calculations for the system carrying offsite flow through the project site. Provide HGL's, velocities and how the actual flow was obtained.

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.



Metro Planning Commission Meeting of 5/10/07

3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
4. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
5. 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. 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 five (5) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.



Project No.	Planned Unit Development 2004P-033G-06
Project Name	Loveless Café
Associated Cases	None
Council District	35 – Tygard
School District	9 – Warden
Requested By	Tuck Hinton Architects, applicant for Loveless Properties, LCC, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST	
Amend Preliminary PUD	A request to amend the preliminary plan for a Planned Unit Development district located at 8400 Highway 100, along the north side of Highway 100 and the west side of Westhaven Drive, classified Commercial Limited (CL), (8.4 acres), to add 4 acres of land located at 8960 McCrory Lane, revise the overall site layout, and to increase the approved total square footage from 22,475 square feet to 25,472 square feet with 12,612 square feet of retail uses, 4,860 square feet of restaurant uses, a 8,000 square feet of banquet hall, and an outdoor events lawn.

PLAN DETAILS	
Site Plan	<p>The plan calls for 2,997 square feet of additional development rights within the existing PUD boundary and on adjacent property proposed to be added within the PUD overlay. Currently, the total land area within the PUD is 4.43 acres. If this amendment is approved the PUD boundary will contain approximately 8.4 acres. As proposed, the majority of the additional uses will be in the form of commercial retail. Currently, the PUD includes a restaurant and various commercial retail uses.</p> <p>The additional uses will be located behind the existing buildings with the exception of one small retail unit that will be located along Highway 100. All the proposed retail units, banquet hall and 8,000 square feet events lawn will be within the current PUD boundary. The adjacent property proposed to be included in the PUD overlay will be used for surface parking. The property to be added to the PUD overlay is to the west and abuts McCrory Lane.</p>
Access and Parking	Currently, the PUD is accessed from Highway 100, but as proposed, there will be additional access at two points on McCrory Lane with one access point identified as “future access”. As proposed, the overall PUD will require 192



Metro Planning Commission Meeting of 5/10/07

Buffering

parking spaces. The plan calls for a total of 320 parking spaces with 219 spaces provided and 101 deferred parking spaces. The 219 exceeds the required parking and will be provided on paved surface lots and the 101 deferred parking spaces will be on a grass area and will be used as an overflow parking area.

The development is adjoined by a single-family residential district (RS40) to the north and east and an agricultural and residential district (AR2a) to the west and requires a "C" class buffer yard along the perimeter of the property boundary. The plan proposes to use a 20 foot wide C-4 buffer yard. Also, McCrory Lane is classified as a Scenic Arterial, and the required Scenic Arterial Landscape Easement is identified on the plan.

The proposed events lawn will be located to the rear of the property and will be within 60 feet of a single-family residential district to the north. In addition to the required "C" buffer yard, the plan proposes an additional area of screening and buffering between the events lawn and the single-family residential district to the north.

History

The preliminary PUD was approved for 22,786 square feet of floor area by the Metro Council in January 2005. The last revision to the plan was approved by the Planning Commission on November 11, 2005. Changes from the last approved plan includes the rearrangement of the layout, a decrease in the size of the banquet hall, additional commercial retail space, an 8,000 square foot events lawn, and additional parking.

Staff Recommendation

Staff recommends that the request be approved with conditions.

PUBLIC WORKS RECOMMENDATION

1. All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.
2. Update the previously approved access study to address the new driveway connection onto McCrory Lane.

STORMWATER RECOMMENDATION

Approved



Metro Planning Commission Meeting of 5/10/07

CONDITIONS:

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



Metro Planning Commission Meeting of 5/10/07

7. Prior to any additional development applications for this property, the applicant shall provide the Planning Department with a final corrected copy of the PUD plan for filing and recording with the Davidson County Register of Deeds.



Project No.
Project Name
Council District
School District
Requested by

Planned Unit Development 2006P-007G-12
Cane Ridge Estates PUD
32 - Coleman
2 - Brannon
Dale and Associates, engineer for R.J. Rentals, owner.

Staff Reviewer
Staff Recommendation

Withers
Approve with conditions

APPLICANT REQUEST
Revise Preliminary & Final PUD

A request to revise the preliminary plan and for final approval of a Planned Unit Development located east of Cane Ridge Road, at the terminus of Bison Court, classified Single-Family Residential (RS10), (10 acres), to permit the development of 29 single-family lots.

PLAN DETAILS

The development is accessed through the existing Cane Ridge Farms development's Bison Court and proposes future connections to the west. The plan proposes 29 single-family lots that are clustered down to a minimum lot size of 6,250 square feet. The Council-approved Master Plan included 30 single-family lots, but one lot was lost in satisfying a condition to meet the open space cluster lot requirements.

The original plan included a stub street to the undeveloped property to the south, crossing a stream at an awkward angle. Since that plan was approved, Metro Stormwater and the Tennessee Department of Environment and Conservation have become concerned with preserving water quality buffers along Metro's community waters and would prefer this stream crossing be removed since there are two connections in the adjacent Cane Ridge Subdivision that connect to the developing Evergreen Hills SP on the south. There are two connections proposed to the west from the Evergreen Hills SP, so overall connectivity in the area would not be impaired by removing the stub street. The applicant estimates that the 1.5 acres that would be disturbed by the stub street can remain in a natural state if the stub street is not required. A pedestrian bridge is proposed to maintain pedestrian connectivity around the stream.

Open Space

There is 17.1% open space proposed as calculated by the applicant, which would meet the minimum 15% requirement for cluster lot option policy. This is more than the 15.8% proposed in the original plan and it is more contiguous than was proposed previously.



Metro Planning Commission Meeting of 5/10/07

Infrastructure Deficiency Area

This property is located within an infrastructure deficiency area for transportation established by the Planning Commission in the Southeast Community Plan. The applicant's obligation for the transportation network is 130 feet of roadway. The applicant shall coordinate with Public Works to determine how to meet this requirement prior to final plat approval.

Staff Recommendation

Staff recommends approval with conditions of the revised plan.

STORMWATER RECOMMENDATION

Approve the revised plan removing the stream crossing. Stream crossings destroy buffer segments, which reduce the water quality benefits buffers provide. These benefits include stream bank stabilization, pollutant removal, flood protection, temperature moderation, and the input of woody debris and carbon to support the base of the food chain. The benefits of buffers are maximized when they are in unbroken corridors. Buffer disruptions provide a direct path of stormwater to the stream without the treatment provided by sheet flow through vegetation. The areas adjacent to crossings are also more prone to erosion due to the removal of the root systems that help hold the soil in place. Stream crossings, even the less invasive spans, usually result in a disturbance to the stream bottom and in the worse case result in fractured bedrock.

PUBLIC WORKS RECOMMENDATION

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

CONDITIONS

1. The sidewalk connection to the Metro School property to the north and the pedestrian connection to the south will be included in the bond for street and sidewalk construction.
2. Within residential developments all utilities are to be underground. The utility providing the service is to approve the design and construction. The developer is to coordinate the location of all underground utilities. Conduit for street lighting is required in the General Services District.
3. This application's infrastructure deficiency area obligation is 130 feet of roadway. The applicant shall



Metro Planning Commission Meeting of 5/10/07

coordinate with Public Works to determine how to meeting this requirement prior to final plat approval.

4. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. 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.
6. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
7. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
8. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until five (5) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
9. 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.
10. If this final approval includes conditions which require correction/revision of the plans, authorization for the



Metro Planning Commission Meeting of 5/10/07

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.



Project No.	Urban Design Overlay 2003UD-003U-13
Project Name	Ridgeview Urban Design Overlay, PH. 1
Associated Case	None
Council Bill	None
Council District	33-Duvall
School Board District	6 – Johnson
Requested By	Dale and Associates, applicant for Ridgeview Heights, LLC, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Revise Preliminary & Final PUD

A request to revise the preliminary and for final approval for a portion of the mixed-use Ridgeview Urban Design Overlay district located on the east side of Bell Road (unnumbered), zoned Multi-Family Residential (RM9) and Mixed Use Limited (MUL) (29.5 acres), to permit the construction of 150 residential units.

URBAN DESIGN OVERLAY

Zoning Ordinance Section 17.36.270

The purpose of the urban design overlay district is to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes the intrusion of the automobile into the urban setting, and provides for the sensitive placement of open spaces in relation to building masses, street furniture, and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping, and parking standards of the Zoning Ordinance.

The urban design overlay enables the creation of a mixed-use, mixed-income, walkable neighborhood through a mixture of building types and an interconnected compact form. The overlay is different than a typical planned unit development because it allows for the better integration of different uses, building types, and streets, which work together to form a cohesive environment. Furthermore, design standards for streets, buildings, open space, landscape, and streetscape components are specific to the site and intent of the overlay, therefore contributing to the desired end result.



Metro Planning Commission Meeting of 5/10/07

PLAN DETAILS

Site Plan

The plan proposes a total of 150 residential units with 99 attached town homes, 22 attached patio units, 5 detached single-family units on 35' wide lots and 24 detached single-family units on 50' wide lots. Some lots will be front loaded from public streets, while some will be rear loaded from public alleys. The plan identifies approximately 11 acres of open space. While some open space will be passive, some will be active, and will allow for new outdoor recreational opportunities within the area.

This plan proposes very few changes from the last approved final plan. Major changes include proposed unit types, but do not propose any significant change to the layout.

Previous approved unit count:

- 99 rear loaded town homes units (town homes consist of a mix of 18', 22' and 24' wide lots),
- 24 front loaded single family lots – 50' wide,
- 27 front or rear loaded single family lots – 35' wide.

Proposed unit count:

- 99 rear loaded town homes units (town homes consist of a mix of 18', 22' and 24' wide lots),
- 24 front loaded single family lots – 50' wide,
- 5 front or rear loaded single family lots – 35' wide lots,
- 18 rear loaded patio units (each lot is 35' wide),
- 4 front loaded patio units.

Also minor layout deviations from the last approved plan include shifts in the location of open space. The changes in open space are an improvement from the last approved plan because they provide for more centralized access to larger areas of active open space, as well as future development phases.

History

The preliminary UDO was approved by the Planning Commission in 2003. The approved preliminary was for a mixture of building types with the total number of units not to exceed 936. Final approval was granted by the Planning Commission for this phase in 2006.



Metro Planning Commission Meeting of 5/10/07

Staff Recommendation

As the overall unit count within the entire UDO must be consistent with the approved UDO plan, the proposed shift in unit types in this phase will subsequently require shifts in unit types in future phases.

Since the proposed plan is consistent with the intent of the preliminary UDO, staff recommends that the request be approved with conditions.

PUBLIC WORKS RECOMENDATION

1. Public Works' design standards, including cross-sections, geometry, and off-site improvements, shall be met prior to approval of roadway or site construction plans. Final design and improvements may vary based on field conditions.
2. In accordance with the recommendations of the TIS:
 - a. Construct project access drive at Bell Road with one entering and two exiting lanes (LT and RT) each with 350 ft of storage and transitions per AASHTO/MUTCD standards.
 - b. Construct northbound right turn lane on Bell Road at project access drive with 150 ft of storage and transitions per AASHTO/MUTCD standards.
 - c. As a part of future project phases, update TIS to provide further traffic analysis and make additional recommendations to mitigate the impact of traffic from this development at the following intersections with Bell Road: project access, Bell Forge Lane, and Mt. View Road.

STORMWATER RECOMMENDATION

Approve

CONDITIONS

1. Prior to the issuance of grading permits, and prior to final plat approval, a revised final UDO plan shall be submitted including revised alley layouts at street intersections.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.



Metro Planning Commission Meeting of 5/10/07

3. 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 improvements within public rights of way.
4. This approval does not include any signs. All signage must be approved by the Planning Commission.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
6. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission.
7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
8. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.