



**Project No.
Project Name**

**Subdivision 2007S-107U-12
Caldwell Country Estates, Sec. 1, Resub. Lot
120**

**Council District
School District
Requested by
Deferral**

26 - Adkins
2 - Brannon
Jennifer C. Nelson, owner, Mark Devendorf, surveyor
*Deferred from the August 9, 2007, Planning
Commission meeting*

**Staff Reviewer
Staff Recommendation**

Logan
*Approve, including an exception to lot comparability
and variances for Section 3-4.2.a and Section 3-4.2.f of
the Subdivision Regulations.*

APPLICANT REQUEST

A request for final plat approval to create 2 single-family lots on property located at 243 Blackman Road, approximately 240 feet east of Darlington Road (1.06 acres), zoned Single-Family Residential (RS20).

ZONING
RS20 District

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

PLAN DETAILS

This subdivision proposes to create 2 single-family lots from one lot. Both lots are accessed via a joint access driveway. There is no other access from Blackman Road.

Lot Comparability

Section 3-5 of the Subdivision Regulations states that new lots in areas that are predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots.

Lot comparability analysis was performed and yielded the following information:

Lot Comparability Analysis		
Street:	Requirements:	
	Minimum lot size (sq.ft):	Minimum lot frontage (linear ft.):
Blackman Road	9,847	83.0



Metro Planning Commission Meeting of 8/23/2007

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

- Lot 1: 21,944 Sq. Ft., (0.5 Acres), with 67.67 ft. of frontage
- Lot 2: 23,729 Sq. Ft., (0.54 Acres), with 102 ft. of frontage

Lot 1 does not pass for frontage.

Lot Comparability Exception

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

The proposed lots could meet **one** of the qualifying criteria of the exception to lot comparability:

- The proposed lots are consistent with the adopted land use policy that applies to the property. The lots are located in the Residential Low Medium Density land use policy. RLM policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

Section 3-4.2.a

A variance to Section 3-4.2.a of the Subdivision Regulations is required for the irregular lot lines. There are a number of irregular lot lines in the area. In this case, the new lot line mimics the existing lot line on the west side of the lot.

Section 3-4.2.f

Lot 1 has a frontage of 67.67 feet and a depth of approximately 310 feet. The frontage of Lot 1 is only 21.8% of the average lot depth. 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. Both lots are intersected by a drainage ditch with a large water quality buffer, so the usable area of the lots is much smaller than the total lot area.

Staff Recommendation

Staff recommends granting an exception to lot comparability since the proposed lot line adjustment is



Metro Planning Commission Meeting of 8/23/2007

consistent with the land use policy. In addition, staff recommends granting variances to Section 3-4.2.a and Section 3-4.2.f because the new lots are consistent with the development pattern in the area.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

STORMWATER RECOMMENDATION

Approved



**Project No.
Project Name**

**Subdivision 2007S-176G-12
Greenwood Subdivision, Resubdivision Lots
18 and 19**

**Council District
School District
Requested by
Deferral**

31 - Toler
2 - Brannon
Various owners, Delle Land Surveying, surveyor
*Deferred from the July 26, 2007, Planning Commission
meeting*

**Staff Reviewer
Staff Recommendation**

Logan
Disapprove

APPLICANT REQUEST

A request for final plat approval to close Green Trails Drive right-of-way and create common area for properties located at 2320 and 2328 Green Trails Court, on the north side of Green Trails Court (0.34 acres), zoned One and Two-Family Residential (R10) and located within a Planned Unit Development.

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 create common area where there is currently right-of-way for an extension of Green Trails Drive. The connection, which is between Lots 18 and 19, was approved with the final PUD for Greenwood Subdivision in 1997. The roads for Greenwood Subdivision were constructed without building this stub street. In 1999, there was a request to amend the PUD to eliminate this connection. At that time, staff recommended disapproval and the Planning Commission unanimously voted to disapprove the request. The request was never heard by Metro Council.

The current approved PUD shows this connection. Final plat approval eliminating this connection can only be granted after the PUD is amended. As noted above, the Planning Commission did not approve that request.

The Staff position on eliminating this connection has not changed. There is a church on the lot north of this



Metro Planning Commission Meeting of 8/23/2007

property, but it is positioned in such a way that the connection is not blocked. North of the church is approximately 5.17 acres of property that is currently zoned Agricultural/Residential (AR2a). While some of this property is encumbered by floodway and floodplain, the policy is Neighborhood General, which would allow residential development of this property. Neighborhood General 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 to the intent of the policy.

An element of the required design plan would be connectivity to the surrounding developments, namely Green Trails Drive. There is another stub street to the west, Cedarview Drive. This street stubs into the open space for Greenwood Subdivision and would require a stream crossing. Therefore, Cedarview Drive is much less likely to connect, which makes the availability of the connection to Green Trails Drive even more important.

Bonds

The Planning Commission is still holding a bond for this subdivision. It has been reduced and extended twice, most recently in 2005. If the current request is disapproved by the Planning Commission, staff will request that the developer construct the stub street. If the stub street is not constructed, the bond will be called for default.

Staff Recommendation

Staff recommends disapproval of the request because it is inconsistent with the approved PUD and will decrease connectivity. If disapproved by the Planning Commission, staff will require the developer to construct the stub street. In the event that the street is not constructed in a timely manner, the bond will be called.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

STORMWATER RECOMMENDATION

Approved



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2007S-172U-13
Clairmont Village
28 – Dozier
6 - Johnson
Michael T. and Sarah Duke, owners

Staff Reviewer
Staff Recommendation

Jones
Disapprove unless stormwater issues have been satisfied and revised plans are submitted prior to the Planning Commission meeting

APPLICANT REQUEST
Concept Plan

A request for concept plan approval to create 45 single-family lots on property located at Moss Road (9.43 acres) approximately 1,440 feet east of Una-Antioch Pike, 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
Cluster Lot

The plan proposes 45 single-family residential lots in Clairmont Village, a cluster lot development. The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification of RS7.5 (minimum 7,500 sq. ft. lots) to RS3.75 (minimum 3,750 sq. ft. lots) if the plan meets all the requirements of the cluster lot provisions of the Metro Code. The proposed lots range in size from 4,450 square feet to 7,178 square feet.

Open Space

Pursuant to Section 17.12.090(D) of the Metro Zoning Ordinance, cluster lot subdivisions require a minimum of 15% open space per phase. The plan identifies 2.4 acres of common open space (20 % of the site).

Access/Street Connectivity

The development is accessible by two public roads from Moss Road. The two roads connect to a public road to the north that allows for future connections to the east and west of the site.

Sidewalks

Sidewalks are proposed within the development and along Moss Road.



Metro Planning Commission Meeting of 8/23/2007

Analysis

The purpose of the cluster lot option is to provide for flexibility of design, the creation of common open space, the preservation of natural features or unique or significant vegetation (Section 17.12.090). In exchange for alternative lot sizes, the development must include “common open space” that provides “use and enjoyment” value to the residents.

The cluster lot option provides design flexibility when natural features and topography restrict development on the site. The topographic constraints at this location present serious challenges to development and limit the design alternatives. The current layout attempts to get the maximum number of lots possible. It is important to note that the cluster lot option cannot guarantee that the maximum allowable density can be achieved on challenging terrain such as this site. With minor changes to the current layout, it is possible for this development to meet the intent of the cluster lot option.

While the open space shown on the plan exceeds the minimum percent of requirements for cluster lot developments, a significant portion of the common space is located in an area that could be misconstrued as private space. The largest area identified as common space is not designed to be “public space” or open space that would be obvious to the residents as space that is to be shared. A reduction in the number of lots, particularly eliminating Lots 34 through 36 and re-configuring Lot 37 to resemble Lot 33 would result in open space that would appear less private and be more available for the shared enjoyment of the residents. Lots 33 and 37 must include homes that address both streets.

Lots 23, 24 and 45 should also incorporate house plans that are oriented to address both Moss Road and the public streets within the development.

Staff Recommendation

Staff recommends disapproval unless stormwater issues have been satisfied and revised plans addressing all the conditions listed above are submitted prior to the Planning Commission meeting.



Metro Planning Commission Meeting of 8/23/2007

PUBLIC WORKS RECOMMENDATION

1. Construct "T-Type" intersections located at lots 12, 13, 33 and common open space. The revised site layout plan proposes roadway intersecting into horizontal and vertical curves.
2. 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.
3. Developer to make road improvements to Moss Road along property frontage, as determined by the Department of Public Works.

STORMWATER RECOMMENDATION

1. Show and label a Water Quality concept for lots 7-12.

CONDITIONS (If approved)

1. Prior to the application for a final plat, a revised concept plan must be submitted to reflect the removal of Lots 34 through 36, and the reorientation of Lot 37 to resemble Lot 33.
2. Prior to the application for a final plat, a note shall be added to the revised concept plan that states Lots 23, 24 33, 37 and 45 will incorporate house plans that are oriented to address both streets at the corner.
3. Street connections to the north and to the east shall be required.
4. All changes requested by Metro Public Works and Stormwater shall be required.
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. All Public Works conditions must be satisfied.



Metro Planning Commission Meeting of 8/23/2007

6. Within residential developments, all utilities are to be underground. The utility providing the service is to approve the design and construction. The developer is to coordinate the location of all underground utilities. Street lighting is required in the Urban Services district.
7. 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.
8. Within 120 days of Planning Commission approval of this concept plan, and in any event prior to any additional development applications for this property, including submission of a final plat, the applicant shall provide the Planning Department with a final corrected copy of the concept plan for filing and recording with the Davidson County Register of Deeds.
9. Prior to the recording of the final plat, all conditions established by Stormwater Water must be met.



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2007S-206U-07
Justin Rogers Subdivision
24 – Summers
9 – Warden
Justin Rogers and Renee Leymon, owners, The Schneider Corporation, surveyor.

Staff Reviewer
Staff Recommendation

Bernards
Approve with condition.

APPLICANT REQUEST
Concept Plan

A request for concept plan approval to create 2 lots on property located at 292 33rd Avenue North, approximately 135 feet south of Nevada Avenue (0.28 acres), zoned RS5.

ZONING
RS5 District

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

PLAN DETAILS

The concept plan proposes two lots of 5,673 sq. ft. and 5,744 sq. ft. on 33rd Avenue North. While a two lot subdivision can be approved administratively, 33rd Avenue is a substandard street at this property and will need to be improved to meet Public Works standards. Due to the need to bring the street up to current standards, this subdivision is classified as a major subdivision and requires Planning Commission approval.

This portion of 33rd Avenue North is a dead-end street. As the dead-end street will be more than 150 feet, the applicant is working with Public Works and the Fire Marshal to address access for emergency and service vehicles. In addition, the new houses will include a fire sprinkler system.

Staff Recommendation

Staff recommends approval with conditions.

PUBLIC WORKS
RECOMMENDATION

Roadway improvements to be constructed per the recommendation of the Department of Public Works.

STORMWATER
RECOMMENDATION

Show and label the existing topography.



Metro Planning Commission Meeting of 8/23/2007

FIRE MARSHAL RECOMMENDATION

Show and label the fire hydrant on 33rd Avenue North.

Work with the Fire Marshal and Public Works to address access for emergency and service vehicles. Include a fire sprinkler system in the new houses.

WATER SERVICES RECOMMENDATION

Add the following plat note:
The owner of Lot 2 is responsible for the installation, operation and maintenance of the private sanitary service line which is located in a 10 foot private sanitary service line easement crossing a portion of Lot 1 as shown on this plat.

CONDITIONS

1. The roadway improvements shall be constructed as required by the Public Works Department.
2. Show and label the existing topography.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met.
4. Add the plat note as required by Metro Water Services.
5. 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

Subdivision 2007S-197U-10
Boyd Home Tract Resubdivision
Lots 120-129

Council District
School District
Requested by

19 - Wallace
7 - Kindall
1808 West End Owner, LLC, owners, Volunteer Land
Surveying Services, surveyor

Staff Reviewer
Staff Recommendation

Logan
Approve with conditions

APPLICANT REQUEST

A request for final plat approval to create four lots in a unified plat of subdivision for properties located at 1809, 1811, 1813, and 1817 Hayes Street, 112 19th Avenue North, 1808, 1812, and 1820 West End Avenue, at the northeast corner of 19th Avenue South and West End Avenue (1.61 acres), zoned Core Frame (CF).

ZONING
CF District

Core Frame is intended for a wide range of parking and commercial service support uses for the Central Business District.

PLAN DETAILS

This subdivision proposes to create four lots, with two lots on each side of an alley, in a Unified Plat of Subdivision. Unified Plats of Subdivision allow floor area ratio, impervious surface ratio, and other bulk standards and parking requirements to be shared across the entire subdivision, instead of being applied to each individual lot. In this case, the aggregate floor area ratio for Lots 3 and 4 is being transferred to Lots 1 and 2, which border 19th Avenue. Lot 2 will be allowed to build to the property line along West End Avenue, but will be required to step back 20 feet when the building reaches a height of approximately 30-40 feet.

Staff Recommendation

Staff recommends approval with conditions.

**PUBLIC WORKS
RECOMMENDATION**

No Exceptions Taken

**STORMWATER
RECOMMENDATION**

Approved



Metro Planning Commission Meeting of 8/23/2007

CONDITIONS

Prior to recording the final plat, the following revisions need to be made:

1. Erase apostrophe from 19th Ave. South
2. Revise Special Note 4 to state "With regard to Lot 2 only."
3. Make required changes on NES approved plat or submit a new NES approved plat.
4. Add parcel numbers. Lot 1 is parcel 527, Lot 2 is parcel 433, Lot 3 is parcel 528, and Lot 4 is parcel 434.



**Project No.
Project Name**

**Subdivision 2007S-216G-03
Cherry Grove Ph. 1B,
Resub Lots 25, 27, 28, 29**

**Council District
School District
Requested by**

3 - Hunt
3 - North
William H. Thompson, Jr. and Jean O. Thompson,
David and Gladies Herron, and David O. Huff, Trustee,
owners, Walter Davidson & Associates, surveyor

**Staff Reviewer
Staff Recommendation**

Logan
Approve

APPLICANT REQUEST

A request for final plat approval to modify lot lines between properties located at 4030 Whites Creek Pike, 532 Cherry Grove Lane, 605, 609, and 613 Cherry Grove Point, at the southwest corner of Cherry Grove Point and Cherry Grove Lane (1.62 acres), zoned One and Two-Family Residential (R15).

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.

PLAN DETAILS

This subdivision proposes to take approximately 9,600 square feet from a 58.45 acres parcel to the west and add it to Lots 25, 27, 28, and 29. This addition extends the four lots approximately 25 feet in order to provide for a better building envelope.

The new lots will be:
Lot 25 = 15,014 sq. ft. (.34 acres)
Lot 27 = 16,629 sq. ft. (.38 acres)
Lot 28 = 19,580 sq. ft. (.45 acres)
Lot 29 = 19,358 sq. ft. (.44 acres)

Staff Recommendation

Staff recommends approval.

**PUBLIC WORKS
RECOMMENDATION**

No Exception Taken

**STORMWATER
RECOMMENDATION**

Approved



Metro Planning Commission Meeting of 8/23/2007

**WATER SERVICES
RECOMMENDATION**

Show water.

*The plat has been revised to satisfy this comment.
Water lines have been shown on the revised plat.*



Project No.	2007S-224G-03
Project Name	Rolston-Blackman Resubdivision, Lot 1-A
Council Bill	None
Council District	1 - Gilmore
School Board District	1 - Thompson
Requested By	Emje Rolston, owner
Staff Reviewer	Jones
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Final Plat Approval	A request for final plat approval to create 2 lots and remove the reserve status from Lot 1-A on property located at 3878 Stevens Lane, west of Homeland Drive (2.11 acres), zoned Single-Family Residential (RS40).
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ZONING

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

	This final plat proposes to create two lots and remove the reserve status from Lot 1-A. The gross acreage for the site totals 2.11 acres. Lot 1 would consist of 40,867 square feet and Lot 2 would consist of 50,548 square feet. The site contains slopes of 25 % or greater. Lot 1 must have a building envelope outside of the areas with 25% slope or greater, and shall be designated as a critical lot.
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History

The plat was originally created in 1979 and included four lots (Lots 1B and 2A, and Lots 1A and 2B). All four lots were designated as reserve parcels, but Lots 1B and 2A were labeled as reserved until approval was granted by the Metropolitan Planning Commission and the Metropolitan Health Department appeals board. Lots 1A and 2B were labeled as reserved parcels and included a note that they were not building sites.

Section 2-9-1.b. of the Subdivision Regulations states that reserve parcels may be converted to building sites by submittal of a plat drawing as described in Section 2-5. Removal of the reserve status shall require Planning Commission approval except when the parcel is in reserve pending an action by a public utility to provide service availability as noted on the face of the



Metro Planning Commission Meeting of 8/23/2007

approved subdivision plat that created the reserve parcel. In this case, removal of the reserved status for lost 1A and 2B must be approved by the Planning Commission.

Staff Recommendation

Staff recommends approval with conditions.

PUBLIC WORKS RECOMMENDATION

No Exception Taken

STORMWATER RECOMMENDATION

Approved

CONDITIONS

1. Prior to recordation, Lot 1 must be designated as a critical lot on the final plat.
2. Prior to the issuance of a building permit, a critical lot plan must be submitted and approved for Lot 1. The building envelope must be located outside of the areas with 25% slope or greater.



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

Planned Unit Development 123-83-U-13
Canyon Ridge

None
33 – Duvall
6 – Johnson
Wamble & Associates, applicant, for Starwood Properties Five, L.P., owner

Staff Reviewer
Staff Recommendation

Jones
Disapprove unless revised plans are submitted and approved by Stormwater prior to the Planning Commission meeting.

APPLICANT REQUEST
Revise Preliminary

A request to revise the preliminary plan for a portion of a Planned Unit Development located at Rural Hill Road (unnumbered), at the end of Rice Road, (39.01 acres), to permit the development of 316 townhome units, replacing 338 dwelling units comprised 62 townhome units, and 276 apartment units, zoned one and two family residential (R10).

PLAN DETAILS

This is a request to revise Phases 3, 4, 5, and 6 of the preliminary PUD. Each phase, as proposed, consists of townhomes units. A total of 316 townhome units are planned for the entire development with 162 units in Phase 3, 82 units in Phase 4, 62 units in Phase 5, and 10 units in Phase 6. This portion of the PUD will complete the previously approved PUD

Access

This PUD is in an area that is largely developed and will be accessible from Edge-O-Lake and Pebble Court, which are both existing collector streets. An extension of the local street, Rice Road is proposed and will provide a third access to the development from the east. The individual units are accessible by private drives. An existing sidewalk network exists along the western side of Edge-O-lake Drive and the north side of Pebble Court. Additional sidewalks are planned within each phase of the new development.

Preliminary PUD

The preliminary PUD was originally approved in 1983, and was revised in August 1998. The revised PUD was approved for single-family and multi-family residential uses within five phases. Phases 1 and 2 consisted of 54 single-family dwelling units and received final approval in November 1998. Phase 3 included 62 townhouse



Metro Planning Commission Meeting of 8/23/2007

Staff Recommendation

units, and Phases 4 and 5 had a total of 276 apartment units.

Staff is recommending disapproval unless revised plans are submitted and approved by Stormwater prior to the Planning Commission meeting. If revised plans are submitted and approved by Stormwater, then Planning staff recommends approval with conditions.

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. Prior to final approval and permit issuance, an updated TIS is required to identify off-site roadway improvements required to mitigate the impact of this development.
3. Coordinate solid waste collection and disposal with the Department of Public Works, additional dumpster pads may be required. Recycling collection facilities are encouraged.
4. Prior to the issuance of building permits, the developer shall complete all outstanding Punch List items or bond any required improvements with the recording of the plat that dedicates Edge O Lake Drive, Rice Road, and Pebble Creek Drive right of way.
5. This development appears to provide near minimum parking, guest parking distributed throughout the development is recommended to maintain safe drive aisles and reduce spillover onto the public streets.
6. New public sidewalks are to be located within the public right of way with a minimum four foot grass strip / furnishing area.
7. Adequate sight distance as per AASHTO is required at all access drives onto public roads.



Metro Planning Commission Meeting of 8/23/2007

STORMWATER RECOMMENDATION

1. GIS indicated a possible stream without appropriate buffers (located near the park). Either provide buffer or provide hydraulic determination showing that the drainage way is not a stream.
2. A 30' buffer was observed for the stream. If the drainage basin is over 100 acres, then a 2 zone buffer would be required. Show a 2-zoned buffer or provide a drainage map showing the basin is less than 100 acres.
3. An irregular stream buffer disturbance was observed. Show perpendicular stream crossings or provide an approved appeal.

CONDITIONS (If approved)

1. Prior to the approval of the final PUD, dedicate right-of-way at the end of Edge-O-Lake Drive to the property boundary line and at the southern most corner of the site adjacent to parcel 49 on tax map 149 for future connection as shown in the Major Street and Collector Plan.
2. Prior to or in conjunction with the submittal of the final site plan, the applicant shall provide plans for a 4 foot tall stone or masonry wall, or ornamental privacy fence to adequately screen the parking area abutting the north boundary line within Phase 5.
3. Prior to the approval of the final site plan, the plan shall be revised to provide a "B" landscape buffer along the north and west boundary lines within Phase 3.
4. All changes requested by Metro Public Works and Stormwater shall be required.
5. 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.



Metro Planning Commission Meeting of 8/23/2007

6. 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.
7. Subsequent to enactment of this planned unit development overlay district by the Metropolitan Council, and prior to any consideration by the Metropolitan Planning Commission for final site development plan approval, a paper print of the final boundary plat for all property within the overlay district must be submitted, complete with owners signatures, to the Planning Commission staff for review.
8. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
9. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.



Project No.
Project Name
Council District
School District
Requested By

Planned Unit Development 2005P-017G-06
Shoppes on the Harpeth, Lot 3
35 – Tygard
9 – Warden
Dale & Associates, applicant for Harold Crye Trustee, property owner.

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Revise Preliminary and Final

A request to revise the preliminary and for final approval for a portion of a Planned Unit Development located at 8100 Highway 100, approximately 460 feet east of Old Harding Pike (1.3 acres), zoned CL, to permit the development of 12,150 square feet comprised of 8,500 square feet of office and 3,650 square feet of retail use.

PLAN DETAILS

General

The plan calls for a 12,150 square foot building which will include 8,500 square feet of office use, and 3,650 square feet of retail use for Lot 3 of this PUD.

Parking

As proposed a total of 46 parking spaces are required. The plan shows 48 parking spaces and is in compliance with the parking requirements.

Access

This development will be accessed from Highway 100 by private drives. The main private drive, which provides direct access to Highway 100 for this and other lots in the PUD, was approved with Lots 4 and 5. A portion of the private drive north of Lot 3 was also approved with Lots 4 and 5 and will be completed with the construction of this Lot. Access into this Lot will be from three separate locations; two points will be at the north and one will be at the east.

Preliminary Plan

The PUD was originally approved in 2005 and revised in 2006. The last approved preliminary plan for Lot 3 called for a 5,000 square foot restaurant. While the current use and layout are different than what was last approved, the proposed use is allowed in the PUD and does not exceed the allotted area for office and retail.



Metro Planning Commission Meeting of 8/23/2007

Staff Recommendation

Since the proposed plan is in keeping with the intent of the original PUD concept and does not exceed the allotted area for office and retail uses allowed within the PUD, staff recommends that the request be approved with conditions.

PUBLIC WORKS RECOMMENDATION

1. All Public Works' design standards shall be met prior to 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. The project roadway improvements shall be coordinated with roadway construction for the Temple Rd TDOT project and the Harpeth Village PUD development. Hwy 100 road improvements shall be approved by TDOT.
3. Developer shall construct a 3 lane cross section including center turn lane on Hwy 100. These improvements shall connect to the existing lanes at the Old Harding Pk intersection and proposed lanes for the TDOT/Temple Rd project and the Harpeth Village PUD.
4. In accordance with the TIS:
 - a. Developer shall dedicate required ROW for the road improvements and reserve additional ROW in accordance with the major street plan Classification S4 for Hwy 100 and U4 for Old Harding Pk.
 - b. Developer shall install an eastbound left turn lane with 100 ft of storage on Hwy 100 at access driveway.
 - c. Developer shall construct a westbound right turn lane with 100 ft of storage on HWY 100 at access driveway. The transition length shall be per AASHTO standards.
 - d. The transition on Hwy 100 at the adjacent Walgreens drive shall be modified to be in accordance with AASHTO standards.
5. Based on data included in the TIS:
 - a. The access driveway at Hwy100 shall be aligned opposite the Church driveway. The access driveway shall be constructed with 2 southbound exit lanes with 80ft of storage and 1 northbound entering lane. The first internal driveways shall be a minimum of 50ft from



Metro Planning Commission Meeting of 8/23/2007

the reserved HWY 100 ROW. The internal driveways shall be designed to function as right in and right out drives via the use of a median.

- b. Cross connection shall be constructed to the adjacent Walgreens and Harpeth Village PUD.
- c. Developer shall submit a signal coordination study in order to optimize traffic flow on Old Harding Rd and Hwy 100. This study will be required upon installation of signals at the adjacent Harpeth Village PUD development and completion of 50% of the Shoppes on the Harpeth development.

STORMWATER RECOMMENDATION

Approved

CONDITIONS

1. A sidewalk shall be provided and identified along the west side of the internal drive east of this lot.
2. All signs shall be monument type signs, not to exceed 5 ft. in height.
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.
4. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan Department of Public Works for all improvements within public rights of way. This shall also include all applicable Public Works' conditions listed above.
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.



Metro Planning Commission Meeting of 8/23/2007

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**

**Urban Design Overlay 2005UD-003G-12
Carothers Crossing, Delegation of
Architectural Review**

**Council District
School District
Requested by**

31- Toler
2- Brannon
Planning Staff and Wood Ridge Development LLC,
owner.

**Staff Reviewer
Staff Recommendation**

Withers
Approve with conditions

APPLICANT REQUEST

A request to delegate the responsibility for architectural design review within the Urban Design Overlay district to the Carothers Crossing Town Architect and Design Review Committee, located at Kidd Road (unnumbered) Battle Road (unnumbered), 7140, 7176, 7107, 7211, and 7244 Carothers Road, and Carothers Road (unnumbered), (599 acres), for the review of a maximum of 3,000 residential units and 200,000 square feet of commercial space.

REQUEST DETAILS

The Carothers Crossing Urban Design Overlay document states that its purpose is to clearly articulate a desired form of neighborhood development, consistent with the principles and techniques of New Urbanist Best Practices. The document is extremely thorough to that end, and even goes beyond establishing standards necessary for governmental regulatory review and approval to insure the desired form of development.

The developer has hired Third Coast Design Studio to fill the position of Town Architect for Carothers Crossing to oversee the implementation of the development and to review all proposals for compliance with the design intent of the adopted UDO. They have also established a Design Review Committee and process, led by the Town Architect, in order to assure compliance with the overall intent of the UDO and particularly to assure compliance with the architectural and landscape standards of the development.

The proposed process incorporates Metro Planning Staff into the design review process for all standards related to achieving the overall form of the traditional neighborhood development, while allowing the Town



Metro Planning Commission Meeting of 8/23/2007

Internal Design Review Process

Step 1
(Optional, but strongly encouraged)

Architect and DRC to implement the architectural and landscape design intent. This should help streamline the process, preventing multiple reviews of the same information.

The following is the Carothers Crossing Design Review Process:

Plan Book Review: the review and approval of designs for inclusion in the Carothers Crossing Plan Book. This is the most cost effective opportunity for Applicants to submit proposed designs and determine if they meet the design intent of Carothers Crossing because only floor plans and elevations are required at this point.

Step 2
(Required for applicants with multiple lots adjacent or across)

Contextual Review: an informal work session with Applicant and the Design Review Committee (DRC) to determine the most appropriate plans for specific lots. This review may involve several builders if required by the DRC.

Step 3
(Optional, but strongly encouraged)

Preliminary Design Review: the review and approval of site-specific preliminary designs. Preliminary Design approval satisfies the requirements for inclusion in the Carothers Crossing Plan Book. This is the second most cost effective opportunity for Applicants to submit proposed designs and determine if they meet the design intent of Carothers Crossing. Preliminary Design Review submittals require greater detail because they are site-specific.

Step 4 (Required)

Construction Document Review: the review and approval of site-specific final designs that include full construction documents.

Step 5 (Required)

Metro Planning Staff Review: The Town Architect will coordinate submittal to the Planning Commission.



Metro Planning Commission Meeting of 8/23/2007

Procedure for Metro Planning Commission Approval

As stated previously, the Carothers Crossing UDO document provides standards above and beyond what is required by Section 17.40.130 of the Zoning Ordinance pertaining to Urban Design Overlays, and since the developer has established an extensive design review process for the development in order to implement the additional standards, they have proposed the procedure below for development within Carothers Crossing to be approved by the Metropolitan Planning Commission.

Step 1

Carothers Crossing Design Review: completion of Steps 1 through 4 of the Carothers Crossing Design Review Process outlined above. The Town Architect and DRC shall make certain that applications meet or exceed the design intent of the established Landscape and Architectural Standards utilizing the written standards as well as the illustrations and photographs throughout the UDO document. The Town Architect shall provide a DRC agenda to the Manager of the Urban Design Studio the day prior to a scheduled DRC meeting.

Step 2

Metro Planning Staff Review: the review and approval of site-specific final designs by the staff of the Metro Planning Commission. Metro Planning Staff shall review all applications for compliance with the Carothers Crossing UDO Urban Code in order to insure that the ultimate form of development is consistent with the adopted urban design standards.

Step 3

Quarterly Review: periodic meetings between the Town Architect and Metro Planning Staff to discuss and refine the Carothers Crossing review process. The Town Architect shall meet quarterly with Metro Planning Staff to address any potential concerns the staff might have with the review process. Dates and times shall be determined by the Manager of the Urban Design Studio and the Town Architect.

Staff Recommendation

Staff recommends approval of the proposed process with two conditions:

- 1) The Town Architect shall review plans and make a recommendation of their findings to Planning Staff. Planning Staff shall then approve the Town Architect's



Metro Planning Commission Meeting of 8/23/2007

recommendation if found to be in substantial compliance with the UDO.

2) The proposed agreement shall apply to the current developer, Wood Ridge Development, LLC, and the current Town Architect, Third Coast Design Studio. If either party changes, then a new agreement will be necessary.

With these conditions, the proposed process allows the Carothers Crossing Town Architect and Design Review Committee to be primarily responsible for ensuring that all applications meet or exceed the design intent of the established Landscape and Architectural Standards. Metro Planning Staff will still be responsible for all approvals of building permit applications and for reviewing applications for compliance with the Urban Code (building placement and height, building frontage and parking/access) in order to insure that the ultimate form of development is consistent with the adopted urban design standards.

The Town Architect will meet quarterly with Metro Planning Staff to address any potential concerns the staff might have with the review process.

PUBLIC WORKS RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

CONDITIONS

1) The Town Architect shall review plans and make a recommendation of their findings to Planning Staff. Planning Staff shall then approve the Town Architect's recommendation if found to be in substantial compliance with the UDO.

2) The proposed agreement shall apply to the current developer, Wood Ridge Development, LLC, and the current Town Architect, Third Coast Design Studio. If either party changes, then a new agreement will be necessary.