



**Project No.
Request**

**2007CP-14G-04
Amend the Madison Community Plan: 1998
Update**

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

None
10 - Ryman
3 - North
Various Property Owners

**Staff Reviewer
Staff Recommendation**

T. Adams
Approve Plan Amendment and Special Policies

APPLICANT REQUEST

A request to amend the Madison Community Plan: 2006 Update for property located on Liberty Lane (13 acres) from Residential Low Medium Density to Office Concentration policy and to apply Special Policies on properties located northeast of Conference Drive and Vietnam Veterans Boulevard (approximately 62 acres).

**CURRENT POLICY
Residential Low Medium (RLM)**

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

**PROPOSED LAND USE POLICY
Office Concentration (OC)**

OC is intended to accommodate primarily office uses. It is applied to areas of existing and future large concentrations of office development. While the predominant land use is office, accessory uses could also include certain types of commercial uses that cater to office workers, such as restaurants or banks. Residential uses of at least Residential Medium High (RMH) density are also an appropriate secondary use.

BACKGROUND

In the Madison Community Plan, the majority of the study area included in the Special Policy boundary, was designated as OC policy while the remaining portion was slated to remain RLM because of topography and poor accessibility. OC policy was deemed appropriate because of the developing pattern of office uses in the area.

Currently, the area contains a mixture of commercial and higher density residential. The Rivergate Regional Activity Center is to the south, office land uses exist to the west, single-family, two-family and multifamily residential uses to the north, and vacant land to the east (a single-family subdivision has been approved for this property). There is



Metro Planning Commission Meeting of 9/27/2007

limited access to area through Liberty Lane, which currently only connects with Gallatin Pike to the south. To improve accessibility, the area would have to obtain access from Conference Drive to the west.

COMMUNITY PARTICIPATION

Two community meetings were held on August 16 and September 13, 2007, to discuss the plan amendment. In total, 11 people attended the first community meeting and 10 people attended the second meeting. The meeting attendees were in support of the plan amendment and its potential to provide guided development opportunities in the area.

ANALYSIS

Existing Policy Guidance

The requested amendment is in keeping with the following goals and objectives of the Madison Community Plan: 2006 Update.

The Madison Community Plan encourages continuation of the commitment made to office uses in this area through the existing OC land use policy. While office land use is appropriate, the community plan also states that RLM areas are more appropriate for residential at low to medium densities where topography or access may be less than adequate.

The special policies developed with this plan amendment, encourage the guided development of office uses, and also encourage residential or low intensity office in areas that were previously RLM policy, keeping in line with the vision of lower intensity use because of topography and access.

PROPOSED SPECIAL POLICIES

The following special policies apply to entire study area. The special policies provide additional guidance for the development of this area into office land uses and if included, identifying appropriate areas and density for the residential land uses.

Special Policy A: Residential component of Office Concentration policy should remain between 4 – 9 units per acre and should be located adjacent to existing residential development to create an appropriate transition between non-residential land uses and the existing and proposed residential land uses.

Special Policy B: The development should be permeable and should contain a high level of automobile and



Metro Planning Commission Meeting of 9/27/2007

pedestrian connectivity between residential and non-residential uses. Any street connections should align with existing streets where practicable and should provide access from Conference Drive to Liberty Lane.

Special Policy C: Non-residential development along Conference Drive should provide landscaping and buffering and should place parking beside or behind the building to preserve the existing green space along Conference Drive.

Special Policy D: Building heights should step down from a maximum of 7 and 5 stories for non-residential land uses near Conference Drive and Vietnam Veterans Boulevard to a maximum of 3 stories for non-residential or residential land uses near existing residential land uses near Liberty Lane and the existing Windsor Green Subdivision.

Special Policy E: Buffering in the form of landscaping or fencing should be provided where office and residential land uses are abutting.

Special Policy F: Retail uses within Office Concentration should be limited because of the close proximity of existing retail and commercial land uses.



**Project No.
Request**

**2007CP-15U-12
Amend the Southeast Community Plan: 2004
Update**

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

2007SP-156U-12
31 – Toler and 32 - Coleman
2 - Brannon
Jeff Doering of K4 Architecture

**Staff Reviewer
Staff Recommendation**

Wood
Approve Plan Amendment

APPLICANT REQUEST

A request to amend the Southeast Community Plan: 2004 Update for property located along Bell Road east of Old Hickory Boulevard from Neighborhood General to Office Transition policy.

**CURRENT LAND USE
POLICY
Neighborhood General (NG)**

NG is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An accompanying Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms to the intent of the policy.

**PROPOSED LAND USE POLICY
Office Transition (OT)**

OT policy allows for small offices intended to be used to serve as a transition between lower and higher intensity uses where there are no suitable natural features that can be used as buffers. Generally, transitional offices are used between residential and commercial areas.

COMMUNITY PARTICIPATION

A community meeting was held on September 10, 2007, at the McMurray Middle School cafeteria. It was attended by about 15 people. Support was evident for the plan amendment and an associated Specific Plan for the area, discussed below. A number of people had specific concerns about access and stormwater issues. It was agreed to discuss these further at a future community meeting to be sponsored by the Councilmembers later in the rezoning process.

ANALYSIS

This plan amendment request is associated with a Specific Plan zone change proposal for a small business college in the form of a two-story, 30,000 square foot office building



Metro Planning Commission Meeting of 9/27/2007

on the two properties that are on the east side of Old Hickory Boulevard. The property on the west side of Old Hickory Boulevard is not being considered for rezoning at this time.

Staff is recommending approval of the amendment to establish an office transition between the Neighborhood Center to the north and west and adjacent residential policy areas to the east because it is reasonable to place such a transition between the lower and higher intensity policy categories at this location. The site faces nonresidential uses and zoning across Bell Road and is adjacent to such uses to the west.



**Project No.
Request**

2007CP-16-05

**Amend the East Nashville Community Plan:
2006 Update**

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

2007SP-118U-05

7 – Cole

5- Porter

Fisher & Arnold, Inc., applicant for Venita Axley, owner

**Staff Reviewer
Staff Recommendation**

T. Adams

Approve Plan Amendment

APPLICANT REQUEST

**A request to amend the East Nashville Community Plan:
2006 Update for property located at on Riverside Drive
and Waters Avenue (1.29 acres) from Residential Low
Medium Density to Neighborhood Center policy.**

**CURRENT POLICY
Residential Low Medium (RLM)**

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

**PROPOSED LAND USE POLICY
Neighborhood Center (NC)**

The general characteristics and intent of NC policy are small intense areas that may contain multiple functions, and are intended to act as local centers of activity. Ideally, areas containing NC policy are “walk – to” areas within a five minute walk of the surrounding neighborhood it serves.

The types of uses appropriate within a NC policy include single-use or mixed-use “neighborhood scaled commercial” generally situated at an intersection or on prominent corners within the neighborhood. Examples of uses include a small grocery store, or barber shop or buildings with ground level commercial and residential above.

Residential uses within NC policy are generally at medium to high density single and multi-family housing. This allows for additional “eyes on the street”, to protect the activity center it surrounds.

BACKGROUND

The applicant made the initial request for an SP rezoning in May 2007. The SP includes three townhome units on approximately 0.34 acres fronting Riverside Drive and Waters Avenue. During public meetings for the SP, the community



Metro Planning Commission Meeting of 9/27/2007

expressed concern over the density and design of the town homes and the site. The land use policy was determined to be conflicting and a plan amendment was needed. Staff worked with the applicant to improve the site design and amend the land use policy to support the proposed density of the associated SP rezoning.

COMMUNITY PARTICIPATION

Two community meetings were held on June 11 and August 28, 2007, to discuss the plan amendment and associated SP rezoning. In total, 10-15 people attended the first community meeting and four people attended the second meeting including District 7 Councilmember. At the first meeting, the majority of participants expressed concern over the site plan and increase in density on the property. The proposed density would increase to 8.88 dwelling units per acre under the proposed SP zoning, from 4.63 dwelling units under the current zoning.

At the second meeting, revised site plans were presented and questions were answered regarding the proposed density, the SP rezoning, and the plan amendment. The meeting attendees were satisfied with the revised site layout and the land use policy amendment RLM to NC.

ANALYSIS

Existing Policy Guidance

The requested amendment is in keeping with the following goals and objectives of the East Nashville Plan: 2006 Update.

The East Nashville Plan promotes the preservation and enhancement of neighborhood retail nodes. The placement of NC policy will work to enhance the existing neighborhood center. It will provide a residential component while creating a more defined edge between the existing neighborhood center and surrounding residential.



| | |
|-----------------------------|--|
| Project Number | 2007TP-01-CW |
| Project Name | Mobility 2030 |
| Request | Adopt the Guiding Principles of Mobility 2030 (Metro Transportation Plan) |
| Council Districts | Metro - wide |
| School Districts | Metro - wide |
| Requested by | Planning Department |
| Staff Reviewer | S. Adams |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

A request to adopt *Mobility 2030*. The General Plan, (Concept 2010) guides growth and development and includes functional plans including the transportation plan, *Mobility 2010*, which was last updated in 1992. *Mobility 2030* is an update of *Mobility 2010*, which establishes Guiding Principles that address transportation and land use.

MOBILITY 2030

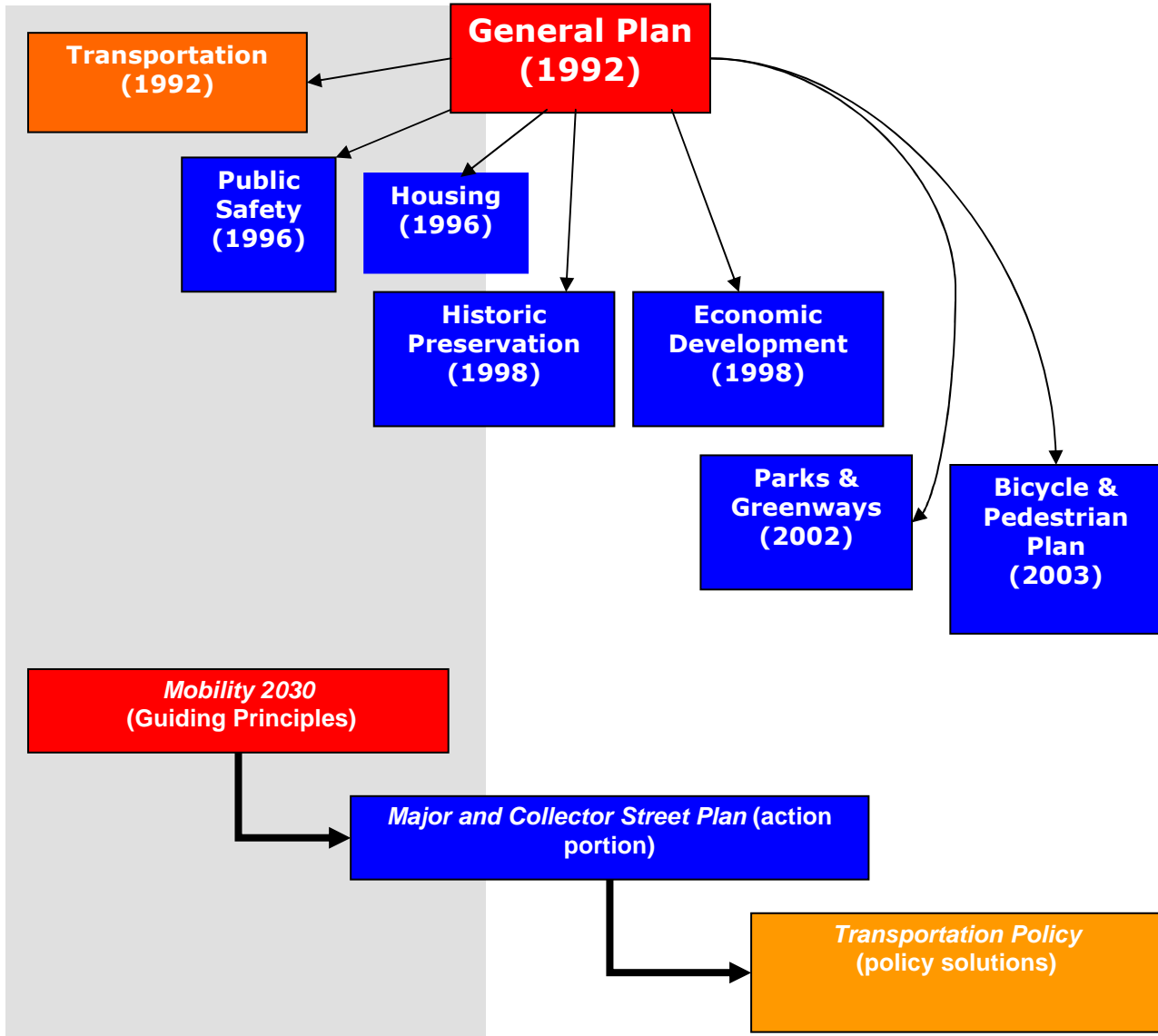
Summary

Mobility 2030 is one of the functional plans of the General Plan, *Concept 2010*, which guides growth and development in Metro Nashville/Davidson County (see diagram on next page, with year of last update in parentheses). *Mobility 2030* will eventually consist of three products – the Guiding Principles document, the Major and Collector Street Plan and Transportation Policy document.

The document before the Metro Planning Commission outlines Guiding Principles – the philosophy with which all transportation decisions by public and private entities should comply. The Guiding Principles are used to create the second product – an update of the *Major and Collector Street Plan* (see three-part diagram below). The Guiding Principles also provide a basis for Transportation Policy recommendations including changes to the Zoning Code and Subdivision Regulations, as well as changes to Metro’s economic development and environmental protection policies.



Metro Planning Commission Meeting of 9/27/2007



Guiding Principles (philosophy)

Mobility 2030 is an update of *Mobility 2010* and establishes Guiding Principles that address transportation and land use from a comprehensive view to:

- Ensure good working order of street, sidewalk, bicycle, transit and freight networks,
- Promote growth and development patterns that reduce trip lengths, and
- Provide transportation choices for people regardless of income, age or disability.

Major and Collector Street Plan (action portion)

Once the Guiding Principles are established, they will influence the *Major and Collector Street Plan* update. This plan update will also reflect a Context Sensitive Solutions (CSS) approach.

CSS is a transportation/land use approach that:



Metro Planning Commission Meeting of 9/27/2007

Transportation Policy (Zoning, Subdivision amendments)

- Involves and balances stakeholder needs;
- Allows flexibility in design guidelines and standards; and
- Designs a transportation system and individual roads that serve all users regardless of travel mode.

Discussion generated by the adoption of the Guiding Principles and update of the *Major and Collector Street Plan* will result in policy changes proposed to the Metro Council and Metro Departments. These could take the form of changes to the Zoning Code, Subdivision Regulations and policies guiding Metro to meet its own transportation needs.

Why is *Mobility 2030* Necessary?

State and local law recognize the need for orderly development and charge planning commissions with creating community plans. Land use planning and transportation planning are closely connected, making a transportation plan an important component of planning for orderly and more predictable development.

The General Plan, and increasingly, community stakeholders, demand that the impact of transportation choices the environment and on the health of communities be considered. *Mobility 2030* considers land use objectives, mobility objectives and desired development patterns to effectively shape Metro's transportation system.

How was *Mobility 2030* created?

This plan takes its direction from four main sources:

1. **Existing Plans** – Nashville area transportation and land use plans
2. **Best Practices** – Innovative land use and transportation practices from other cities/regions
3. **Existing Conditions and Future Trends** – Existing conditions and future forecasts for demographics, funding, etc.
4. **Public Involvement** – Staff held five community meetings between June 7 and July 11, 2007 to engage the community in creating the Guiding Principles of *Mobility 2030*. Staff also met with the Nashville Chamber of Commerce's Transportation Committee to present the document and receive feedback.

What are the Impacts of *Mobility 2030*?

Because growth and development decisions have long-lasting impacts, the guiding principles are useful for private stakeholders (developers, property owners, residents) and



Metro Planning Commission Meeting of 9/27/2007

Guiding Principles

public stakeholders (elected officials, government agencies) in linking land use and transportation choices. This plan:

- **Establishes a long-term vision** (15 to 20 years)
- **Provides guidance for officials making Metro-funded infrastructure decisions**
 - Providing services and facilities to support development
 - Prioritizing investments to make efficient use of public funds
- **Informs private-sector transportation improvement decisions by providing guidance to zone change and subdivision requests**

Balancing the community's vision with sound planning principles, Metro Planning Commission staff developed the following guiding principles for Nashville/Davidson County's transportation functional plan. *Mobility 2030's* recommendations, goals and objectives are all crafted to implement these guiding principles:

1. Create Efficient Community Form

Strategically linking land-use decisions and transportation investments to create meaningful transportation options should be a priority in all subdivision and zoning decisions. Strategies that serve businesses, residents and visitors include:

1. Encouraging and prioritizing development that provides density and mixed-use in appropriate locations.
2. Locating development to capitalize upon existing transportation options and prioritizing transportation investments to serve future development.
3. Creating or improving street connectivity and capacity at the neighborhood and regional level.
4. Creating and adjusting street cross sections to compliment their land use context.
5. Updating and enforcing the Zoning Code and Subdivision Regulations regarding parking, access management, lot orientation and block size. Current regulations that support sustainable development include:
 - a. **Urban Zoning Overlay (UZO)** – allows flexibility with setback, parking requirements



Metro Planning Commission Meeting of 9/27/2007

- in older sections of Nashville (generally, former City of Nashville city limits);
- b. **Specific Plan (SP)** – zoning that requires site-specific design;
 - c. **Adaptive Residential Development (ARD)** – zoning that allows residential redevelopment of underutilized commercial and industrial land along major streets with the UZO; and
 - d. **Walkable Subdivision Standards** – encourages connected streets, human-scale blocks (less than 600 feet long), buildings fronting to the street.

2. Offer Meaningful Transportation Choices

Changeable energy prices and sources, concerns about the environmental impacts of transportation choices and changing demographics highlight the need for a truly multimodal transportation system. The continued viability of Nashville depends on providing adequate mobility to provide for the needs of residents, businesses and visitors. Strategies include:

1. Reducing trip lengths and providing multiple routes through more direct street/route connectivity.
 - a. Encouraging network connectivity (street, sidewalk, greenway, transit, bike/pedestrian, freight) when possible in new and infill development:
 - i. E.g. Path easements from cul-de-sacs leading to the next street to ensure shorter, more direct routes between destinations.
 - b. Amending the Zoning Code to encourage mixed-use development that provides services in closer proximity to other uses, namely housing:
 - i. E.g. Create a transit overlay district that allows higher densities, reduced parking requirements, more flexible floor-area-ratios (FAR), etc.
2. Enabling bicycling and walking to be reasonable alternatives to single occupant vehicles for short or non time-sensitive trips.
3. Enabling effective transit by making vehicles and their supporting infrastructure



Metro Planning Commission Meeting of 9/27/2007

- a. **Efficient** (this may take the form of dedicated lanes on major streets/highways, signal priority for transit vehicles, and selective routing choices based, in part, on land use/urban design patterns);
 - b. **Comfortable** (shelters, lighting, clearly-marked route signs/timetables, easy and timely transfers); and
 - c. **Reliable** (adequately spaced stops, dedicated lanes, "Transit Tracker" phone hotlines and electronic display boards).
4. Expanding the transportation system's capacity to serve a variety of needs, including low-income households, children, seniors and people with disabilities.

3. Sustain and Enhance the Economy

Every element of Nashville's economy relies on transportation, therefore, decisions on transportation improvements should be judged on their ability to efficiently move people and goods. Strategies include:

Moving People

1. Creating and maintaining a well-connected, distributive surface street network for multiple modes. This includes developing and redeveloping arterial streets through access management, especially for trips of 5 miles or less, since investments in arterial projects can cost one-tenth to one-fifth the cost of highway improvements.¹
2. Managing congestion as a situational issue (ex. time of day, weather, accidents, work/school zones) in addition to a capacity issue (ex. road widening, interchange construction).
3. Placing high priority on services, incentives and infrastructure that provide alternatives to driving alone.

Moving Goods

1. Designating freight-only lanes on Interstate highways and major freight corridors.
2. Encouraging flexible delivery schedules and maintaining reliable travel times.

¹ Cumberland Region Tomorrow, *A Report to the Region*, 2003, 18.



Metro Planning Commission Meeting of 9/27/2007

3. Expand network (street, sidewalk, transit, etc.) capacity where managing congestion is not adequate to provide desired mobility.

4. Value Safety and Security

Decisions about Nashville/Davidson County's transportation system should maintain and improve safety and security. This is not only important for residents and visitors, but also for the community's economic strength. Strategies include:

1. Reducing traffic fatality and injury rates by placing a high priority on public and private investments that address safety, including speed management, intersection safety and highly-visible signage/pavement markings for all modes.
2. Using traffic management program (ex. enforcement, physical design changes, visual changes) where necessary to address existing conditions, in addition to designing:
 - a. Neighborhood-scale development that self-regulates speeds at 30 mph on local streets; and
 - b. Regional-scale development that self-regulates speeds at 40 mph on collector and arterial surface streets.
3. Increasing the transportation system's resilience to events ranging from common events (e.g. stalled vehicles, accidents) to extraordinary events (e.g. natural disasters, utility failures) through network connectivity and redundancy (e.g. multiple bridges crossing the Cumberland River, better connected surface streets).

5. Protect Human Health and the Environment

Transportation improvements should be made in a manner that enhances personal health by providing opportunities for active living as well as overall environmental quality. Strategies include:

1. Avoiding or minimizing impacts to ecological systems when undertaking transportation improvements.
2. Improving air quality via actions that reduce or prevent emissions such as using alternate travel modes for short trips, trip-chaining (combining errands), reducing trip distances and synchronizing traffic signals.



Metro Planning Commission Meeting of 9/27/2007

3. Improving water quality via actions that reduces or prevents stormwater run-off such as pervious paving materials and rainwater gardens.
4. Improving opportunities for Active Living (walking, bicycling, general physical activity) and overall community health.

6. Ensure Financial Responsibility

Transportation improvements should be weighed for their ability to leverage investment to achieve long-term community objectives such as closer proximity of uses, strategically-located development and economic development/ revitalization. Development, whether undertaken by government agencies or private developers, should meet the guiding principles described above. Strategies include:

1. Reusing and re-allocating right-of-way to provide:
 - a. Reduced transit travel times;
 - b. Sidewalks, bike lanes, landscaping, or on-street parking; and
 - c. Adequate maintenance of existing infrastructure (street and sidewalk paving, bridge stability, water and sewer line durability) before creating new infrastructure, i.e. "Fix it first."
2. Seeking more stable and innovative funding for future multi-modal transportation projects (e.g. dedicated funding).
3. Encouraging development and transportation projects to reflect their *full* development cost including, for example, the cost of parking or additional capacity demands, long-term maintenance, short-term versus long-term costs.

7. Address Transportation from a Regional Perspective

The economic success of Nashville/Davidson County and its neighboring communities are linked through jobs, housing and environmental quality (air/watersheds). At the same time, communities compete for tax revenue, jobs and housing.

Acknowledging these competing demands and creating a transportation system that benefits the entire region is crucial. Strategies include:

1. Considering the regional impacts of transportation and land use decisions.



Metro Planning Commission Meeting of 9/27/2007

2. Working closely with the Nashville Area Metropolitan Planning Organization (MPO) on transportation planning.
3. Working closely with Cumberland Region Tomorrow (CRT) on land use planning.
4. Considering models from other regions.
5. Considering regional funding for transportation.
6. Involving transit agencies in the development review process.

STAFF RECOMMENDATION

Approve the request to adopt *Mobility 2030*.



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|-----------------------------|---|
| Project No. | Zone Change 2006SP-114G-10 |
| Project Name | West End Summit (Final Site Plan) |
| Council District | 19 - Gilmore |
| School District | 7 - Kindall |
| Requested by | Littlejohn Engineering Associates, applicant, for Alex S. Palmer & Company and Alex S. Palmer, owners |
| Staff Reviewer | Leeman |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST
Final Site Plan

A request for Final SP site plan approval for 3.93 acres of property located at West End Avenue at the Broadway split, between 16th Avenue North, 17th Avenue North and Hayes Street, to permit the development of a 342,789 square foot hotel, 546,281 square feet of office space, and 47 condo units in two towers with 23 and 25 stories above grade.

PLAN DETAILS

The proposed plan is for two large towers. The first tower with 25 stories above grade contains a 342,789 square foot hotel building and 47 condominium units. The second tower with 23 stories above grade contains 546,281 square feet of office floor area. The plan also includes two restaurants totaling 20,498 square feet and 6,824 square feet of retail space in the hotel. The site plan is designed with a front “motor court” drop-off in the front courtyard area of the two buildings. Access to the parking garages is proposed at the rear of the site along 16th Avenue North and Hayes Street. The loading areas are proposed along 17th Avenue North.

The plan is consistent with the preliminary SP district approved by Council. Staff is recommending that the plan include more detailing on the parking garage façades, including more grillwork or glazing to provide a more visually appealing quality. The applicant has agreed to provide more detailing and will incorporate additional elements into the final building permit plans. Staff is recommending this as a condition of approval.

This SP district was created to establish a maximum building height of 400 feet and build-to lines for a mixed-used building complying with all other provisions of the MUI zoning district. This Final Site plan includes a building height of 376 feet.



Metro Planning Commission Meeting of 9/27/2007

Staff Recommendation

The proposed final site plan is consistent with the council approved plan. Staff recommends approval with conditions.

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.

Identify general plan for solid waste disposal and recycling collection.

Construct ADA compliant sidewalks. Provide a minimum five foot clear path of travel. Provide any required easements for sidewalks and future signal improvements.

Reconstruct the northeast corner of 16th Avenue and West End Avenue/Broadway to provide a minimum 25 foot curb radius.

Restripe 16th Avenue between West End Ave./Broadway and Hayes Street to provide a continuous three lane cross section with a center two-way left turn lane. Dedicated left turn lanes shall be provided at West End Ave./Broadway and Hayes Street with a minimum of 50 ft of storage.

Restripe West End Ave. to provide 3 westbound lanes between 16th Avenue and 17th Avenue.

Restripe West End Ave. to provide a center two-way left turn lane between 16th Avenue and 17th Avenue. A dedicated left turn lane shall be provided at 17th Avenue with a minimum of 75 ft of storage. Hatching shall be provided on West End Ave. at 16th Avenue where left turns are prohibited.

Modify the traffic signals as necessary at the intersections of West End Ave. at 16th Avenue and West End Ave. at 17th Avenue.

Coordinate with Public Works prior to final U&O for any on-street parking changes along Hayes Street.

Restripe 17th Avenue to provide a dedicated southbound left turn lane at West End Ave. with a minimum of 75 ft of storage.



Metro Planning Commission Meeting of 9/27/2007

STORMWATER RECOMMENDATION

Approved

CONDITIONS

1. Prior to the issuance of any building permits, the plans must be revised to include detailing on the parking garage façades, including grillwork or glazing to provide a more visually appealing quality.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission approval, the standard Zoning Code requirements of the MUI district shall apply.
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 in public rights-of-way. Public infrastructure improvements must be bonded, completed or satisfied prior to final plat recordation.
5. All signage not included in the final site plan must be approved by the Planning Commission staff as part of the building permit approval process.
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.



Project No.
Project Name
Council District
School District
Requested By

2006SP-178U-09
Signature Tower (Final Site Plan)
6 – Jameson
1 – Thompson
Gresham Smith and Partners, applicant, for Signature Holdings LLC, owner

Staff Reviewer
Staff Recommendation

Leeman
Approve with conditions

APPLICANT REQUEST
Final Site Plan

A request for Final SP site plan approval on 1.22 acres located at the southwest corner of Church Street and 5th Avenue North, to permit development of a 1,301,537 square foot building, including 400 residential condo units, a 197 room hotel, and 12,714 square feet of street level retail/restaurant uses.

PLAN DETAILS

The Metropolitan Development and Housing Agency (MDHA) Design Review Committee approved the final plans for this project on August 21, 2007. This project is located in the Capitol Mall Redevelopment District.

The proposed Final Site Plan is consistent with the Preliminary SP plan approved by Metro Council in January 2007. Signature Tower is a 70-story building rising to a height of 1,030 feet. The building includes 400 residential condo units, a 197 room hotel, and first floor restaurant and retail uses. There are five levels below grade consisting of 636 parking spaces.

In addition to the tower, there is a “base” element that is now designed to be consistent with the main tower element. Originally, the plan called for the base element to be designed in a style to contrast with the modern tower and echo the facades of the surrounding downtown buildings such as the Ryman Auditorium, St. Cloud Corner and the Downtown Presbyterian Church, but the plan was changed through the MDHA Design Review Committee and is now consistent with the Capitol Mall Redevelopment District. Section 17.40.106 C of the Zoning Code requires development with SP districts to be consistent with the requirements of the SP district approved by Council, as well as any adopted redevelopment district, whichever is more restrictive. Although the Council-approved plan called for a more classical style on the base element, the MDHA Design Review Committee’s approval called for a different



Metro Planning Commission Meeting of 9/27/2007

Pedestrian Environment

architectural design than the preliminary SP plan. Staff recommends approval of the plans, as submitted. Although the base building façade is slightly different than what the Council approved, it is consistent with the MDHA Design Review Committee requirements. The overall building design is consistent with the SP district approved by Council.

The base element will contain uses that create an active street level. The residential units and hotel rooms are located in the tower. The base contains a restaurant, meeting rooms and ballrooms for the hotel, and an amenity pool, deck and grill area on the roof.

Parking is provided on-site for all residential uses at a ratio of one space per bedroom. Additional off-site parking will be provided through a valet service for the hotel and restaurant uses. The plan is consistent with the UZO requirements for parking.

Since there is a proposed vehicular drop-off lane for hotel valet parking along 5th Avenue North, pedestrians will be required to walk around the pull-in area, under the proposed porte-cochere and into the hotel/condo private space. A pedestrian easement is proposed where the public will walk around the valet, pull-in area. Staff has been working with the applicant to make pedestrian travel along 5th Avenue North safer and less inconvenient for pedestrians walking in front of the proposed building. This has been accomplished by increasing the travel path between the valet pull-in area and the “base” building by about 2.5 feet in width to a total of 11.5 feet in width by reducing the overall width of the valet pull-in area. Planters and bollards have also been included on the plan and agreed upon by the applicant. Special pavement around the valet parking area is also proposed so that pedestrians can clearly distinguish the different zones.

Reason for SP

The SP was originally adopted, in place of the Central Core (CC) zoning to allow for a maximum floor area ratio (FAR) greater than the CC maximum of 15, that is, the maximum square footage of the building can be 15 times the area of the site. The maximum allowable FAR for this project is 20. A FAR of 18.5 is included in this Final Site Plan.



Metro Planning Commission Meeting of 9/27/2007

Staff recommendation

Staff recommends approval with conditions.

PUBLIC WORKS

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.

Vaults are to be ADA compliant.

Canopies are not to overhang into roadway.

Encroachment agreements are required for all private canopies, utilities, infrastructure, etc. located within the right of way.

Provide access easement for pedestrian route outside of right of way.

STORMWATER RECOMMENDATION

Approved

CONDITIONS

1. Bollards shall be installed around the valet pull-in area on 5th Avenue North to provide a buffer between the vehicular area and the pedestrian area, and shall be in compliance with the Downtown Streetscape Elements Design Guidelines.
2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met.
3. These plans as approved by the Planning Commission will be used 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.
4. This final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission. The revised plans must be



Metro Planning Commission Meeting of 9/27/2007

received within 60 days of Metro Council's final approval.

5. In order to achieve more sustainable design, it is the expressed intent of the Metropolitan Council that this development is required to achieve Leadership in Environmental and Energy Design (LEED) certification. A LEED Accredited Professional assigned by the property owner shall monitor all design and construction. Prior to issuance of a temporary certificate of occupancy for any use of the development, a report (including an executive summary and a LEED scorecard including four levels of probability of attainment for each classification of LEED point scoring) shall be provided by an independent LEED Accredited Professional for review by the Department of Codes Administration. The report shall indicate that, where feasible, all construction practices and building materials used in the construction are in compliance with the LEED certified plans and shall report on the likelihood of certification. If certification appears likely, certificates of occupancy (as set forth below) may be issued. Quarterly reports shall be provided as to the status of certification and the steps being taken to achieve certification.
6. To ensure that LEED certification is attained the Department of Codes Administration is authorized to issue a certificate of occupancy once the building is otherwise completed for occupancy and prior to attainment of LEED certification. Provided, however, that in the event that LEED certification is not obtained within twelve (12) months of the issuance of a certificate of occupancy, Developer shall be responsible for payment of a LEED noncompliance fee of \$50 per day until such time as LEED certification is obtained and evidence of such certification is provided to the Department of Codes Administration. If LEED certification is not obtained within fifteen (15) months of a certificate of occupancy, then the LEED noncompliance fee (for each month after the fifteenth month) will increase to \$75 per day until such time as LEED certification is obtained and evidence of such certification is provided to the Department of Codes Administration. If LEED certification is not obtained within eighteen (18) months of a certificate of occupancy, then the LEED noncompliance fee (for each month after the eighteenth month) will increase to \$100 per day until such time as LEED certification is obtained



Metro Planning Commission Meeting of 9/27/2007

and evidence of such certification is provided to the Department of Codes Administration.

7. To ensure that LEED certification is maintained, the property owner is required to hold a valid certificate of LEED compliance for a period of 10 years following initial certification. This certificate shall be issued by the Department of Codes Administration following the presentation of information by the property owner or their authorized agent that the building remains a LEED certified building. The information shall be prepared by an approved independent LEED accredited professional. The fee for a certificate of compliance shall be \$100 or as may be otherwise set by the Metro Council. The certificate of LEED compliance shall be valid for 2 years.

If the building during the required 10 year period, the property fails to maintain LEED certification, the Department of Codes Administration is authorized to issue a short-term certificate of LEED noncompliance. This certificate will allow the building to retain its certificate of occupancy pending reattainment of LEED certification. A certificate of LEED noncompliance shall be for a period not to exceed three (3) months and may be renewed as necessary to achieve certification. The fee for a certificate of LEED noncompliance shall be based on the following formula:

$$F = [(26-CE)/26] \times CV \times 0.0075,$$

where:

F is the fee;

26 is the minimum number of credits to earn LEED certification;

CE is the number of credits earned as documented by the report; and

CV is the Construction Value as set forth on the building permit for the structure.

During the required 10 year period, a valid certificate of LEED compliance or certificate of LEED noncompliance is necessary to maintain a certificate of occupancy.

9. All requirements and conditions of the Public Works Department shall be designed and bonded and/or completed prior to issuance of building permits and if bonded, completed prior to issuance of a certificate of occupancy. Prior to the issuance of any permits, confirmation of final approval of this proposal shall



Metro Planning Commission Meeting of 9/27/2007

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

10. This approval does not include approval of any signs. Business accessory or development signs must be approved by the Metropolitan Department of Codes Administration. All signage shall follow the requirements of any applicable MDHA design guidelines and the allowable signage of the CC-Commercial Core district zoning district (whichever is more restrictive).
11. 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.



Project Nos.
Project Name

2007SP-038G-10 and 2007S-042G-10
Granny White Pike Property SP (Final Site Plan and Development Plan)

Council District
School Board District
Requested By

34 - Todd
8 – Fox
Hawkins Partners, applicant for Bethel World Outreach Center, owner

Staff Reviewer
Staff Recommendation

Jones
Disapprove unless revised plans are submitted and approved by all Metro reviewing agencies. If a revised plan is submitted and satisfies the requirements of all reviewing agencies prior to the Planning Commission meeting, then the recommendation is to approve with conditions.

APPLICANT REQUEST
Final SP Site Plan
(2007SP-038G-10)

A request for approval of a final Specific Plan (SP) site plan to permit the development of six lots for six single-family detached dwelling units on a portion of properties located at 5638 and 5640 Granny White Pike.

Development Plan
(2007S-042G-10)

A request for development plan approval to create 16 lots on 13.97 acres located on properties at 5638, 5640, 5644 and 5648 Granny White Pike, zoned SP.

PLAN DETAILS
Final SP Site Plan

The final SP site plan proposes six lots on 2.94 acres. Development of the six lots would be limited to single family detached dwelling units only. The lots range in size from 18,800 square feet to 23,380 square feet. The uses allowed within this SP site plan will be those permitted by the RS20 zoning district of the Metro Zoning Code. Acceptable building materials include brick, case stone, cultured stone, cementitious siding (Hardiplank), stucco or wood. Vinyl and metal siding are prohibited. The development standards include front, side and rear minimum setbacks of 30 feet, 10 feet, and 20 feet, respectively, and a maximum building height of three stories at the front setback to the eave line.

Development Plan

The six lot site plan is a part of a larger development plan which is planned for a total of 16 lots on 13.97 acres. The remaining 10 lots range from 40,003 square feet to 41,314 square feet. Four of the lots will front Granny White Pike and all other lots will be accessible from an internal road that ends in a cul-de-sac.



Metro Planning Commission Meeting of 9/27/2007

Access

Lots will be accessed from a new public road that connects to Granny White Pike. A public access easement provides a connection to lots 12a and 13a.

Sidewalks

Sidewalks are planned on Granny White Pike and both sides of the new public road.

Open Space

A common open space area has been designated on the plan behind lots 11a and 11b, and also within the street median.

Preliminary Plan

The final SP site plan is generally consistent with the approved preliminary plan. The one exception would be the easement depicted on the final SP to provide access to lots 12a and 13a.

Staff Recommendation

Staff recommends disapproval unless revised plans are submitted and approved by all Metro reviewing agencies. If revised plans are submitted and approved by all reviewing agencies prior to the Planning Commission meeting, then the recommendation is to approve both the final SP site plan and the subdivision development plan with conditions.

History

The preliminary SP district was considered by the Planning Commission on March 22, 2007. The Commission recommended that the Metro Council approve the SP with conditions and it was subsequently approved by Metro Council in May 2007.

PUBLIC WORKS RECOMMENDATION

Final SP Site Plan

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.

Development Plan

1. Remove proposed bio retention area from within the public right of way that jeopardizes the integrity of the roadway subgrade.
2. Provide documentation of adequate intersection sight distance per AASHTO standards at the intersection of Granny White Pike and the project access.



Metro Planning Commission Meeting of 9/27/2007

STORMWATER RECOMMENDATION

Sufficient plans were received on 9/18/07. No technical review comments yet.

FIRE MARSHAL'S RECOMMENDATION

No comment.

CONDITIONS (if approved)

1. All Stormwater conditions must be addressed prior to the issuance of any building permits including grading permits.
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. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
6. These plans as approved by the Planning Commission will be used by the Department of Codes Administration and Planning 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.



Metro Planning Commission Meeting of 9/27/2007

7. 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
Associated Case
Council Bill
Council District
School District
Requested By
Deferral

2007SP-118U-05
Venita Axley Townhomes
2007CP-16U-05
Filed with Council Office
7 - Cole
5 - Porter
Fisher & Arnold Inc., applicant, for Venita Axley, owner.
Deferred from the June 28, 2007, Planning Commission meeting.

Staff Reviewer
Staff Recommendation

Sexton
Approve with conditions, subject to approval of the associated Community Plan Amendment

APPLICANT REQUEST
Preliminary SP

A request to change from One and Two Family Residential (R10) to Specific Plan (Mixed Residential) (SP(MR)) zoning, a portion of property located at 942 Riverside Drive, approximately 140 feet south of Rosebank Avenue (0.58 acres), to permit the development of 3 new attached townhome units and to retain one existing single-family home.

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-MR.”
- The SP District is not subject to the traditional zoning districts’ development standards. Instead, urban design elements are determined **for the specific development** and are written into the zone change ordinance, which becomes law.



Metro Planning Commission Meeting of 9/27/2007

- 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.

EAST NASHVILLE COMMUNITY PLAN

EXISTING 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.

PROPOSED POLICY

Neighborhood Center (NC)

NC policy 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 type of development conforms to the intent of the policy.

Consistent with Policy?

Yes, subject to approval of the Community Plan amendment. The existing RLM policy allows a density range of 2 to 4 dwelling units per acre. The proposed plan calls for a total density of 8 units an acre which exceeds the RLM policy density. There is an associated land use policy amendment from RLM to NC with this rezoning request. The zone change from R10 to Specific Plan Zoning is consistent with the proposed NC policy which is intended for uses such as multifamily residential.

Staff Recommendation

Staff recommends approval, subject to approval of the associated Community Plan amendment.



Metro Planning Commission Meeting of 9/27/2007

PLAN DETAILS

Site Plan

The proposed SP plan includes a single family residence and 3 townhome units. Each townhome unit will contain a base floor area of 800 square feet. The existing single-family residence located on the southerly portion of the property, will remain.

The front setback along Riverside Drive is 10 feet for the townhomes. Rear and side setbacks are 5 feet

The property will need to be subdivided in the future. The townhome units will be on 0.35 acres and the single family home will be on 0.23 acres.

Access

Primary access is located in the front of the townhome units located off of Riverside Drive.

Parking

The plan proposes a total of six parking spaces provided in the rear of the units.

Sidewalks

Sidewalks are required and shown on the site plan along Riverside Drive.

PUBLIC WORKS RECOMMENDATION

Maximum Uses in Existing Zoning District: R10

| Land Use (ITE Code) | Acres | Density | Total Number of Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|----------------------|-----------------------|--------------|--------------|
| Single-family detached (210) | 1.07 | 3.71 | 3 | 29 | 3 | 4 |

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 |
|------------------------------|-------|---------|-----------------------|-----------------------|--------------|--------------|
| Single-Family detached (210) | 1.07 | n/a | 3 | 29 | 3 | 4 |

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

| | | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----|--|----|--|-----------------------|--------------|--------------|
| -- | | | | 0 | 0 | 0 |



Metro Planning Commission Meeting of 9/27/2007

METRO SCHOOL BOARD REPORT

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Rosebank Elementary School, Litton Middle School, and Stratford High School. None of the schools have been identified as being overcapacity by the metropolitan School Board. This information is based upon data from the school board last updated April 2007.

CONDITIONS

1. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, Lot 2 shall be subject to the standards, regulations and requirements of the RS10 zoning district and Lot 1 shall be subject to the standards and regulations of RM9 zoning, effective at the date of the building permit. This zoning district must be shown on the plan.
2. Elevations showing all exterior and vertical building materials to be used must be approved by staff.
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. 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.



Metro Planning Commission Meeting of 9/27/2007

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. 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 150 feet diameter.
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.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-149G-06
Filed with Council Office
35 – Mitchell
9 - Warden
Civil Site Design Group, applicant for Trinity Land Group LLC, owner

Staff Reviewer
Staff Recommendation

Jones
Approve

APPLICANT REQUEST

A request to change 2.87 acres from Agricultural/Residential (AR2a) to Single Family Residential (RS10) zoning property located at 7972 McCrory Lane and a portion of property located at Beautiful Valley Drive (unnumbered), approximately 1,735 feet north of I-40.

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 existing zoning would permit one lot.

Proposed Zoning
RS10 District

RS10 requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. The proposed zoning would permit 11 lots.

BELLEVUE 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 RS10 district permits low density single family residential development. This district supports the Residential Low Medium policy and would result in development that is consistent with the surrounding area.

Staff Recommendation

Staff recommends approval. The zone change request is consistent with policy and would permit development that is compatible with the surrounding area. The RS10 district would be an extension of the recently approved single



Metro Planning Commission Meeting of 9/27/2007

family residential district on the adjacent parcel which is currently being developed as Travis Place Subdivision.

RECENT REZONINGS

In October 2005, the Metro Council approved a request to rezone 43.70 acres from AR2a to RS10 on parcel 60 and a portion of parcel 142 on tax map 126. Subsequently, a preliminary plat to create 140 single family lots in Travis Place Subdivision was approved by the Planning Commission in February 2006.

PUBLIC WORKS RECOMMENDATION

No Exception Taken

Typical Uses in Existing Zoning District: AR2a

| Land Use (ITE Code) | Acres | Density | Total Number of Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|----------------------|-----------------------|--------------|--------------|
| Single-Family detached (210) | 2.87 | 0.5 | 1 | 10 | 1 | 2 |

Typical Uses in Proposed Zoning District: RS10

| Land Use (ITE Code) | Acres | Density | Total Number of Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|----------------------|-----------------------|--------------|--------------|
| Single-Family detached (210) | 2.87 | 3.7 | 11 | 106 | 9 | 12 |

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

| Land Use (ITE Code) | Acres | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|-----|-----------------------|--------------|--------------|
| | | | +10 | 96 | 8 | 10 |

METRO SCHOOL BOARD REPORT

Projected student generation

1 Elementary 1 Middle 1 High

Schools Over/Under Capacity

Students would attend Gower Elementary, Hill Middle School and Hillwood High School. All three schools are identified as having capacity to accommodate the projected student generation. This information is based upon data from the school board last updated April 2007.



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

Zone Change 2007SP-150G-14
Evan’s Hill
Filed with Council Office
12 - Gotto
4 – Glover
Wamble and Associates, applicant for H Group, LLC,
owner

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Preliminary SP

A request to change approximately 71.69 acres located at 1209, 1213 Tulip Grove Road, Tulip Grove (unnumbered) and, Valley Grove Drive (unnumbered), from Single-Family Residential (RS7.5) and Single-Family Residential (RS15) to Specific Plan (Mixed Residential) (SP(MR)) zoning to permit a residential development with a total of 340 dwelling units.

Existing Zoning
RS7.5 District

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

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
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-MR.”
- 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 9/27/2007

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

DONELSON/HERMITAGE/OLD-HICKORY 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.

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.

Street Plan

The Donelson/Hermitage/Old Hickory Community Plan also includes a transportation element which identifies locations for needed street connections. The plan identifies north south and east west connections across this property.

Consistent with Policy?

Yes. The project falls within RLM and RM policies. As proposed, the density of the SP does not exceed what the two policies combined would allow. The plan goes beyond the two policies and provides a community oriented development that is in keeping with sound planning principals and provides for needed street connections within the area.

PLAN DETAILS

General

The plan calls for a total of 340 dwelling units with an overall density of approximately 4.7 units per acre. Lots are arranged in a logical way to minimize disturbance of environmentally sensitive lands, provide accessible and usable open space, and create a well connected street system.

The existing properties are mostly vacant and consist of densely wooded forest and some rolling hills that include some steep slopes in excess of 25 percent. Dry Creek runs along the northern property boundary and a tributary of Dry Creek also bisects the site.



Metro Planning Commission Meeting of 9/27/2007

Housing Types

The SP calls for four housing types:

- single-family lots with street access (front loaded);
- single-family with alley access (rear loaded);
- rowhouses; and
- townhomes.

As proposed, there will be 239 single-family lots, 119 rowhouses, and 62 townhomes. Out of the 239 single-family lots, 37 (15%) will be front loaded.

Both single-family lot types and rowhomes will front new public streets. The townhomes will front court yards. The townhome units proposed closer to Tulip Grove Road will be situated on the top of a hill and will look over the site to the north and east.

Bulk Standards

The proposed bulk standards are as follows:

Single-Family Front Loaded

| | |
|---|-----------------------------------|
| Min. Lot Area | 4,000 Sq. Ft. |
| Min. Lot Width | 40 Ft. |
| Min. Front Setback (Principle Building) | 10 Ft. |
| Min. Garage Front Setback | 20 Ft. |
| Min. Side Setback | 5 Ft. |
| Min. Side Setback (Street) | 10 Ft. |
| Rear Setback | 5 Ft. Min. or > 15 Ft. for garage |
| Max Height Principal Building | 2 1/2 Stories |
| Max Height Out Building | 2 Stories |

Single-Family Rear Loaded

| | |
|-------------------------------|---------------|
| Min. Lot Area | 4,000 Sq. Ft. |
| Min. Lot Width | 40 Ft. |
| Min. Front Setback | 10 Ft. |
| Max Front Setback | 20 Ft. |
| Min. Side Setback | 5 Ft. |
| Min. Side Setback (Side) | 10 Ft. |
| Min. Rear Setback | 10 Ft. |
| Max Height Principal Building | 2 1/2 Stories |
| Max Height Out Building | 2 Stories |

Rowhouse

| | |
|----------------|---------------|
| Min. Lot Area | 2,000 Sq. Ft. |
| Min. Lot Width | 20 Ft. |



Metro Planning Commission Meeting of 9/27/2007

| | |
|-------------------------------------|----------------------------|
| Min. Front Setback | 10 Ft. |
| Min. Porch Setback | 5 Ft. |
| Min. Side Setback | 0 Ft. |
| Min. Side Street Setback | 5 Ft. |
| Min. Rear Setback | 5 Ft. |
| Alternative Rear Setback | 20 Ft. |
| Min. Distance B/T Detached Building | 10 Ft. |
| Min. Raised Foundation | 2 Ft. above entry sidewalk |
| Max Height Principal Building | 2 1/2 Stories* |
| Max Height Out Building | 2 Stories |

* See SP Document for specific details.

Townhome

| | |
|-------------------------------------|-----------------------------|
| Min. Lot Area | 2,000 Sq. Ft. |
| Min. Lot Width | 20 Ft. |
| Front Setback | 5 Ft. Min/15 Ft. Max |
| Min. Porch Setback | 5 Ft. |
| Min. Side Setback | 0 Ft. |
| Min. Side Street Setback | 5 Ft. |
| Min. Rear Setback | 5 Ft. or >15 Ft. for garage |
| Min. Distance B/T Detached Building | 10 Ft. |
| Min. Raised Foundation | 2 Ft. above entry sidewalk |
| Max Height Principal Building | 2 1/2 Stories* |
| Max Height Out Building | 2 Stories |

*See SP Document for specific details.

Elevations

While elevations have not been provided, the Evan's Hill SP document does set architectural standards. Elevations may be required at the final review.

Street Connectivity/Access

The plan provides a well connected street system which will allow for traffic to move efficiently throughout the site. The plan also provides connections to adjacent properties which will improve street connectivity within the area. All streets will include sidewalks along both sides of street



Metro Planning Commission Meeting of 9/27/2007

Environmental Sensitive Areas

which will allow for safe and efficient pedestrian movement.

The plan provides access for all lots from new public streets and alleys. New streets are shown on the plan that are proposed to connect to Tulip Grove Road, Myra Drive, Elijah Court and Woodway Lane. A stub street for a future connection to the north is also provided and will allow for connectivity if and when the vacant property to the north develops. Because of the stream that bisects the site, staff does not recommend a second internal street connection in the western area of the site between the northern and southern halves, but a pedestrian connection should be provided in that area.

The site contains some natural environmentally sensitive areas such as steep hill sides and streams. According to the SP document a majority of the site (approximately 81%) contains slopes of less than 20 percent. Slopes greater than 20% should generally be minimally disturbed, and slopes of 25% or greater should be undisturbed. The plan is arranged in a way to minimize grading and, as proposed, no lots will be located on slopes of 25% or greater. If upon submission of a final site plan it is determined that lots will be on slopes of 25% or greater, then those lots should be removed and shown as open space. Grading on single-family lots with slopes 20% or greater should be minimized and be in keeping with the hillside development standards stipulated in Section 17.28.030 of the Metro Zoning Code. These lots need to be identified as Critical Lots on the final plat.

The plan minimizes impacts on Dry Creek and its tributary by providing appropriate buffering for both streams. There will be some stream and buffer disturbance required to provide street connectivity. Stream and buffer disturbances will likely require approval from the Stormwater Management Committee.

Open Space

As proposed, approximately 21 acres (30% of the site) will be provided as formal and informal open space. These areas will provide for active and passive recreation and preservation of the site's natural features. Of the 21 acres, approximately 14% will be informal green areas, such as pocket parks, and court yards.

Buffering/Landscaping

As proposed, no lot or unit will be adjacent to an existing lot or property line. The minimum distance shown between any new lot within the development and any existing



Metro Planning Commission Meeting of 9/27/2007

adjacent lot is 20 feet. No specific buffer yards are proposed. Buffers may be required. A detailed landscaping plan is required with the final SP site plan, and if upon review it is determined that additional landscaping/buffering is needed then a specific landscape buffer yard will be required.

Staff Recommendation

The proposed SP meets and exceeds the standards of the land use policies by providing a development that is well connected internally and to the surrounding area, protects naturally environmentally sensitive lands, and provides a variety of housing types. Staff recommends approved with conditions.

RECENT REZONINGS

None

STORMWATER RECOMMENDATION

Approved

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 Tulip Grove Road. Label and dedicate right of way 30 feet from centerline to property boundary. 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. Identify pedestrian and bikeway connections.
4. Modify phasing plan to access Tulip Grove Road, and to minimize the impact of construction traffic on proposed phases and adjacent developments.
5. Identify plans for solid waste collection and disposal.

Typical Uses in Existing Zoning District: RS15

| Land Use (ITE Code) | Acres | Density | Total Number of Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|----------------------|-----------------------|--------------|--------------|
| Single-Family detached (210) | 71.69 | 2.47 | 177 | 1,759 | 134 | 180 |

Typical Uses in Proposed Zoning District: SP

| Land Use (ITE Code) | Acres | Density | Total Number of Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|----------------------|-----------------------|--------------|--------------|
| Single-Family detached (210) | 71.69 | n/a | 181 | 1,795 | 137 | 183 |

Typical Uses in Proposed Zoning District: SP



Metro Planning Commission Meeting of 9/27/2007

| Land Use (ITE Code) | Acres | Density | Total Number of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------------------|-------|---------|-----------------------|-----------------------|--------------|--------------|
| Residential Condo/Townhome (230) | 71.69 | n/a | 159 | 953 | 75 | 88 |

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

| Land Use (ITE Code) | Acres | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|--|-----------------------|--------------|--------------|
| | | | | 989 | 78 | 91 |

METRO SCHOOL BOARD REPORT

Projected student generation

52 Elementary 33 Middle 32 High

Schools Over/Under Capacity

Students would attend Dodson Elementary School, Dupont-Tyler Middle School and McGavock High School. Dupont-Tyler Middle School and McGavock High School have been identified as full by the Metro School Board but there is additional capacity within the adjacent Stratford, Glenclyff clusters. This information is based upon data from the school board last updated April 2007.

School site dedication

Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with capacity of 500 students.

The land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Antioch High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final plat consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.



Metro Planning Commission Meeting of 9/27/2007

CONDITIONS

1. No lots or residential unit shall be located on slopes greater than 25%. If upon further analysis it is found that proposed lots will be located on slopes greater than 25%, then those lots shall be removed and shown as open space.
2. Single-family lots on slopes 20% or greater shall minimize grading and be in keeping with the hillside development standards stipulated in Section 17.28.030 of the Metro Zoning Code, and shall be identified as Critical Lots on the final SP site plan.
3. Front yard setbacks for Single-Family (front loaded) types shall be changed to 15 Ft. Minimum and 20 Ft. Max. Front yard setbacks for Single-Family (rear loading) types shall be changed to 10 Ft. Minimum and 15 Foot Maximum.
4. A pedestrian connection shall be provided within the western portion of the site between the northern and southern halves bisected by the stream. Further study into the feasibility of a trail system around this stream shall also be required prior to final approval. If it is determined that a trail system would be feasible within this area then it shall be provided and shown on the final SP site plan.
5. No specific buffer yards are proposed but may be required with the final SP site plan. A detailed landscaping plan is required with the final SP site plan, and if upon review it is determined that additional landscaping/buffering is needed then appropriate landscape buffer yards or equivalents to the standard buffer yards specified in Section 17.24.240 of the Metro Zoning Code shall be required.
6. While this request is currently within the General Services District and is not currently serviced by Metro garbage pickup, a solid waste collection and disposal plan must be approved by the Waste Management Division of Public Works. As proposed the SP calls for trash pick-up/collection that is not consistent with Metro Standard. Prior to final SP plan approval the trash collection plan must be approved by the Waste Management Division of Public Works. If the proposed trash pick-up/collection plan is not approved then the plan shall be revised to accommodate Metro



Metro Planning Commission Meeting of 9/27/2007

trash pick-up/collection requirements, and could result in the reduction of the total number of units. Any changes that are not consistent with the concept of the original plan shall require approval from Metro Council.

7. Solid waste disposal notes shall be removed from the SP document.
8. All parking, utilities, meter boxes, back flow preventer, heating and cooling units and other mechanical systems shall be screened to a minimum height of 3 feet, or located from public view.
9. Due to the potential impact of this development on the public school system, the applicant shall offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with capacity of 500 students.
10. All Metro Public Works conditions listed above shall be made on the preliminary plan.
11. The stub street to the north shall only be constructed to where the bridge would begin. A bond shall be required with the bonding or construction of Myra Drive for the portion of the bridge on this property.
12. 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 RM6 zoning district effective at the date of the building permit. This zoning district must be shown on the plan.
13. 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



Metro Planning Commission Meeting of 9/27/2007

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

14. 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.
15. 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.
16. 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.
17. 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. Except through an ordinance approved by Metro Council, adjustments shall not be permitted 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.
18. 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.
Project Name
Council Bill
Council District
School District
Requested by

Zone Change 2007SP-151U-13
Bright Pointe SP
Filed with Council Office
32 – Coleman
6 – Johnson
Anderson, Delk, Epps & Associates Inc., applicant, for
Bright Pointe LLC, owners

Staff Reviewer
Staff Recommendation

Logan
Approve with conditions

APPLICANT REQUEST
Preliminary SP

A request to change from Agricultural/Residential (AR2a) to Specific Plan (Mixed Residential) (SP(MR)) zoning properties located at 3781, 3791, 3799, and 3803 Pin Hook Road and Pin Hook Road (unnumbered), approximately 2,430 feet west of LaVergne Couchville Pike (19.29 acres), to permit 42 multi-family units and 57 single-family lots.

Existing Zoning
AR2a District

Agricultural/Residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. 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-MR.”
- 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



Metro Planning Commission Meeting of 9/27/2007

or redevelopment districts. The more stringent regulations or guidelines control.

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

ANTIOCH/PRIEST LAKE COMMUNITY PLAN POLICY

Neighborhood Center (NC)

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)

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. Single-family and multi-family are both appropriate uses. The proposed density is 5.13 units/acre, which is appropriate when the unit placement is carefully arranged. This plan provides an interconnected street network and unit placement consistent with both policies.

PLAN DETAILS

Site Plan

Bright Pointe has 42 multi-family units and 57 single-family lots arranged on public streets. The multi-family units front Pin Hook Road and Post Oak Drive. The single-family lots are 3,600 and 4,000 square feet. While these lots are quite small, they provide a transition between the multi-family housing and the existing single-family development.



Metro Planning Commission Meeting of 9/27/2007

Open Space and Landscaping

The plan includes a park of approximately 17,600 square feet, with single-family homes arranged around and fronting on it. There is open space along the southern property line to accommodate a possible stream. There is also a 10 foot landscape easement along the western and eastern property lines. The landscape plan shows that the easement roughly corresponds to a B-3 buffer.

Elevations

The elevations have been reviewed by staff. The units are approximately 2,000 square feet. There are 3 plans for single-family houses and one townhouse plan, which is designed to look like one large home.

Sidewalks

Sidewalks are shown on both sides of the new streets and along Pin Hook Road.

Access

There are two access points from Pin Hook Road. There is also a connection to the existing Post Oak Drive.

Parking

The plan calls for a total of 98 parking spaces for the multi-family units, which is about 2.3 spaces per unit. Each single-family lot will have two parking spaces.

Staff Recommendation

Staff recommends approval with conditions. The development is consistent with community plan policies and provides necessary connectivity in the area.

PUBLIC WORKS RECOMMENDATION

The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.

Coordination solid waste disposal and recycling collection with the Department of Public Works.

In accordance with the recommendations of the traffic impact study, the following improvements are required:

Provide adequate intersection and stopping sight distance at both project access roads onto Pinhook Road per AASHTO standards.

Construct both project access roads at Pinhook Road with one entering and two exiting lanes (LT and RT) with a minimum of 50 ft of storage and transitions per AASHTO/MUTCD standards.



Metro Planning Commission Meeting of 9/27/2007

Widen Pinhook Road to provide a 3 lane cross section along the entire property frontage with transitions per AASHTO/MUTCD standards. Include curb and gutter on both sides.

Construct a westbound left turn lane on Pinhook Road at eastern project access road with 100 ft of storage and transitions per AASHTO/MUTCD standards.

Typical Uses in Existing Zoning District: AR2a

| Land Use (ITE Code) | Acres | Density | Total Number of Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|----------------------|-----------------------|--------------|--------------|
| Single-Family detached (210) | 19.29 | 0.5 | 9 | 87 | 7 | 10 |

Typical Uses in Proposed Zoning District: SP

| Land Use (ITE Code) | Acres | Density | Total units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------------------|-------|---------|-------------|-----------------------|--------------|--------------|
| Residential Condo/Townhome (230) | 19.29 | n/a | 42 | 308 | 26 | 30 |

Typical Uses in Proposed Zoning District: SP

| Land Use (ITE Code) | Acres | Density | Total Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|------------|-----------------------|--------------|--------------|
| Single-Family Detached (210) | 19.29 | n/a | 57 | 620 | 50 | 65 |

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

| Land Use (ITE Code) | Acres | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|--|-----------------------|--------------|--------------|
| | | | | 841 | 69 | 85 |

STORMWATER RECOMMENDATION

Preliminary SP approved except as noted:
 * Possible stream located at the south section of site. At this moment, the climate is too dry to make a stream determination. If it is determined to be a stream in the future, then several lots (at the southern portion of the site) may need to be removed.

NASHVILLE ELECTRIC SERVICE RECOMMENDATION

- 1) Developer to provide high voltage layout for underground conduit system and proposed transformer locations for NES review and approval.
- 2) Developer to provide construction drawings and a digital .dwg file @ state plane coordinates that contains the civil site information (after approval by Metro Planning).



Metro Planning Commission Meeting of 9/27/2007

- 3) 20-foot easement required adjacent to all public right of way or behind sidewalk to start 20' PUE.
- 4) NES can meet with developer/engineer upon request to determine electrical service options.
- 5) NES needs any drawings that will cover any road improvements to Pin Hook that Metro PW might require.
- 6) Developer should work with Metro PW on street lighting required future location(s) due to Metro's requirements.
- 7) NES follows the National Fire Protection Association rules; Refer to NFPA 70 article 450-27; and NESC Section 15 - 152.A.2 for complete rules.
- 8) NES needs load information asap for each different lot type and size. (NES required to determine load capacity).

FIRE MARSHAL RECOMMENDATION

Two buildings not 10' from each other will both need to have a 1hr. wall on the side facing each other building.

1 way traffic lane shall be 14', hydrant flow data needed

METRO SCHOOL BOARD REPORT

Projected student generation

11 Elementary 8 Middle 7 High

Schools Over/Under Capacity

Students would attend Mt. View Elementary School, Kennedy Middle School, or Antioch High School. All three schools have been identified as being over capacity by the Metro School Board. Another middle school in the cluster has capacity. The fiscal liability for the elementary students is \$154,000 and for the high school students is \$140,000. This information is based upon data from the school board last updated April 2007.

CONDITIONS

1. 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



Metro Planning Commission Meeting of 9/27/2007

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.

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 RS3.75 and RM15 zoning districts at the effective date of this ordinance, which must be shown on the plan.
3. 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.
4. 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.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. 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 9/27/2007

7. 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.
8. Prior to third reading at Metro Council, obtain letter from Tennessee Department of Environment and Conservation or a botanical inventory from a qualified biologist stating if endangered species exist on this site. Presence of endangered species may require modification to the plan. Failure to obtain letter/inventory or failure to re-refer a revised plan to the Planning Commission shall result in a recommendation of disapproval by the Planning Commission.
9. Developer shall construct Post Oak Drive to connect to the existing Post Oak Drive.
10. Final SP site plan shall comply with all Public Works, Stormwater, Fire Marshal, and NES conditions.
11. Within 120 days, submit revised plans that include the following corrections:
 - a) Alley entrances shall be screened with five evergreen shrubs or equivalent landscaping approved by the Urban Forester, maintained at a height of 3 to 3 1/2 feet. Parking between Lots 95 and 96 and the area west of Lot 78 shall be screened with evergreen shrubs at 3' separation or equivalent landscaping approved by the Urban Forester.
 - b) Update all pages to depict the current Metro GIS images.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-152G-04
Filed with the Council Office
10 - Ryman
3 - North
Charley Hankla, applicant for National Loan Investors, LP, owner

Staff Reviewer
Staff Recommendation

Swaggart
Approve

APPLICANT REQUEST

A request to change approximately 46 acres located at 700 Edenwold Road and Edenwold Road (unnumbered), approximately 1,300 feet east of Gallatin Pike from Industrial Restrictive (IR), Industrial Warehouse/Distribution (IWD), and Single-Family Residential (RS7.5) to Commercial Services (CS) zoning.

Existing Zoning
IR District

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

IWD District

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

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.

Proposed Zoning
CS District

Commercial Service is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

MADISON COMMUNITY PLAN
Commercial Mixed Concentration (CMC)

CMC policy is intended to include Medium High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

Retail Concentration Super Community (RCS)

RCS policy is intended for large size retail uses and to provide a wide array of goods and services. Typical RCS uses include retail shops, consumer services, restaurants, and entertainment. In RCS areas that are located at highway interchanges, a limited amount of uses intended



Metro Planning Commission Meeting of 9/27/2007

to serve travelers is also appropriate. In addition, super community scale retail concentrations usually contain large, single, specialized retail stores, which draw people from a wider market area.

Consistent with Policy?

Yes. The proposed Commercial Service (CS) district is consistent with the area's CMC and RCS policies.

Staff Recommendation

Since the requested CS district is consistent with the area's CMC and RCS policies staff recommends that the request be approved.

RECENT REZONINGS

None

PUBLIC WORKS RECOMMENDATION

No Exception Taken

Typical Uses in Existing Zoning District: IR, IWD and RS7.5

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------|-------------------|-----------------------|--------------|--------------|
| Warehousing (150) | 46.93 | 0.128 | 261,666 | 1,314 | 165 | 140 |

Typical Uses in Proposed Zoning District: CS

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------|-------------------|-----------------------|--------------|--------------|
| Specialty Retail Center (820) | 46.93 | 0.299 | 611,236 | 22,028 | 464 | 2,068 |

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

| Land Use (ITE Code) | Acres | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|----------|-----------------------|--------------|--------------|
| -- | 46.93 | | +349,570 | 20,714 | 299 | 1,928 |

Maximum Uses in Existing Zoning District: IR, IWD, RS7.5

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------|-------|-----|-------------------|-----------------------|--------------|--------------|
| Light Industrial (110) | 46.93 | 0.6 | 1,226,562 | 9,061 | 1,359 | 1,591 |

Maximum Uses in Proposed Zoning District: CS

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-----------------------|-------|-----|-------------------|-----------------------|--------------|--------------|
| Shopping Center (820) | 46.93 | 0.6 | 1,226,562 | 34,641 | 705 | 3,275 |

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 |
|---------------------|-------|----|---|-----------------------|--------------|--------------|
| -- | 46.93 | | 0 | 25,580 | -654 | 1,684 |



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-153U-11
Filed with the Council Office
16 - Page
7 - Kindall
Tim Curtis, applicant for Nancy Rich Stanley and F.W. Rich, owners

Staff Reviewer
Staff Recommendation

Swaggart
Disapprove

APPLICANT REQUEST

A request to change approximately 4.36 acres located at 2803 Foster Avenue and 311 Carter Street from Commercial Service (CS) to Industrial Warehousing/Distribution (IWD) district.

Existing Zoning
CS District

Commercial Service is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

Proposed Zoning
IWD District

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

**SOUTH NASHVILLE
COMMUNITY PLAN POLICY**

Residential Medium (RM) 5B

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. There are six RM areas within the South Nashville Plan. The properties to be rezoned are within Area 5B. These properties are specifically called out and the policy discourages the expansion of nonresidential uses, and furthermore it suggests that existing business in the area should be monitored for compliance with existing performance standards. The South Nashville Plan is being updated, and the proposed policy for this area remains residential.

Consistent with Policy?

No. The proposed IWD district is not consistent with the existing residential policy. The South Nashville Community Plan policy is currently being updated, but the proposed new policy is also expected to be a residential policy and the proposed CS would still not be appropriate.



Metro Planning Commission Meeting of 9/27/2007

Staff Recommendation

Since the requested IWD district is *not* consistent with the area's residential policy, staff recommends that the request be disapproved.

RECENT REZONINGS

None

PUBLIC WORKS RECOMMENDATION

No Exception Taken

Typical Uses in Existing Zoning District: CS

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-------|-------------------|-----------------------|--------------|--------------|
| General Office (710) | 4.36 | 0.230 | 43,682 | 706 | 97 | 128 |

Typical Uses in Proposed Zoning District: IWD

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------|-------------------|-----------------------|--------------|--------------|
| Warehousing (150) | 4.36 | 0.337 | 64,003 | 586 | 61 | 46 |

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

| Land Use (ITE Code) | Acres | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|---------|-----------------------|--------------|--------------|
| -- | 4.36 | | +20,321 | -120 | -36 | -82 |

Maximum Uses in Existing Zoning District: CS

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-----|-------------------|-----------------------|--------------|--------------|
| General Office (710) | 4.36 | 0.6 | 113,953 | 1,476 | 209 | 207 |

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) | 4.36 | 0.8 | 151,937 | 910 | 112 | 91 |

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 |
|---------------------|-------|----|---------|-----------------------|--------------|--------------|
| -- | 4.36 | | +37,984 | -566 | -97 | -116 |



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-154G-06

Filed with Council Office

22 – Crafton

9 - Warden

Dale & Associates, applicant, for Frank D. Williams et ux,
owner

Staff Reviewer
Staff Recommendation

Jones

Approve

APPLICANT REQUEST

A request to change from One and Two-Family Residential (R20) and Shopping Center Regional (SCR) to Commercial Limited (CL) on 2.7 acres located at 611 Old Hickory Boulevard, approximately 1,230 feet south of I-40.

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.

SCR District

Shopping Center Regional is intended for high intensity retail, office, and consumer service uses for a regional market area.

Proposed Zoning
CL District

Commercial Limited is intended for a limited range of commercial uses primarily concerned with retail trade and consumer services, general and fast food restaurants, financial institutions, administrative and consulting offices.

BELLEVUE COMMUNITY PLAN

Commercial Mixed
Concentration (CMC)

CMC policy is intended to include Medium High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

Consistent with Policy?

Yes. The Commercial Limited (CL) district is consistent with the Commercial Mixed Concentration (CMC) policy. The development intensities that would result from a CL district would be appropriate within this land use policy



Metro Planning Commission Meeting of 9/27/2007

Staff Recommendation

area that supports retail, office and other commercial type uses.

Staff recommends approval. The zone change request is consistent with the adopted community plan.

RECENT REZONINGS

In July 2001, parcel 292 of tax map 114 received approval from the Metro Council to rezone 0.59 acres from Multi-Family Residential (RM4) to Commercial Limited (CL).

PUBLIC WORKS RECOMMENDATION

No Exception Taken

Maximum Uses in Existing Zoning District: R20

| Land Use (ITE Code) | Acres | Density | Total Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|------------|-----------------------|--------------|--------------|
| Single-Family Detached (210) | 1.35 | 1.85 | 2 | 20 | 2 | 3 |

Maximum Uses in Existing Zoning District: SCR

| Land Use (ITE Code) | Acres | FAR | Total Sq. Ft. | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-----|---------------|-----------------------|--------------|--------------|
| General Office (710) | 1.35 | 1.0 | 58,806 | 887 | 123 | 145 |

Typical Uses in Proposed Zoning District: CL

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------|-------|-------|-------------------|-----------------------|--------------|--------------|
| Convenience Market (852) | 2.7 | 0.06* | 7,056 | NA | 219 | 244 |

*Adjusted as per use

Maximum Uses in Proposed Zoning District: CL

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|------|-------------------|-----------------------|--------------|--------------|
| General Office (710) | 2.7 | 0.60 | 70,567 | 1,020 | 142 | 158 |

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

| | | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----|--|----|--|-----------------------|--------------|--------------|
| -- | | | | NA | 236 | 254 |



Project No.
Project Name

Zone Change 2007SP-155U-14
Taxi USA OF Tennessee SP
(Preliminary and Final Site Plan)

Council Bill
Council District
School District
Requested by

Filed with the Council Office
15 - Claiborne
4 - Glover
Adams and Reese LLP, applicant, for William H. Bodenhamer, Jr. et al. Trust, owner

Staff Reviewer
Staff Recommendation

Sexton
Approve with conditions

APPLICANT REQUEST
Preliminary SP and
Final Site Plan

A request to change 1.77 acres from Commercial Service (CS) to Specific Plan (Auto Uses) (SP(A)) zoning property located at 1510 Lebanon Pike for preliminary development plan and final site plan approval to permit automobile convenience, vehicular rental/leasing, vehicular sales and service, limited, and all other uses permitted by the Commercial Service zoning. Existing Zoning

CS District

Commercial Service is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

Proposed Zoning
SP District

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

- The SP District is a base zoning district, not an overlay. It will be labeled on zoning maps as “SP-A.”
- 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 9/27/2007

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

DONELSON - HERMITAGE COMMUNITY PLAN

Commercial Arterial Existing (CAE)

CAE policy is intended to recognize existing areas of “strip commercial” which is characterized by commercial uses that are situated in a linear pattern along arterial streets between major street intersections. The intent of this policy is to stabilize the current condition, prevent additional expansion along the arterial, and ultimately redevelop into more pedestrian friendly areas.

Consistent with Policy?

Yes. The proposed specific plan provides for uses identified in the Commercial Arterial Existing land use policy, specifically office, automobile rental, sales and service. The scale and orientation of the existing building to the street complements the pedestrian environment.

PLAN DETAILS

Site Plan

The site contains an existing 1,351 square foot, brick building on 1.77 acres of land. The building is used as a taxi cab dispatch center. A 379 square foot detached garage is located on the east side of the dispatch facility. No new structures are proposed by this plan.

The purpose for the requested zone change to Specific Plan zoning is to allow for the continued use of vehicular renting, leasing, sales and service of new and used taxi cabs on the site. These uses are currently prohibited under the existing CS zoning.

The proposed site is surrounded by industrial uses to the north and commercial uses on the southeast and west corner of Lebanon Pike and Spence Lane.

Access

Main access into the site is located off of Lebanon Pike.

Parking

The plan calls for a total of eleven parking spaces for staff and one additional handicap parking space.

Staff Recommendation

The proposed specific plan complies with the land use policy, staff recommends approval with conditions.



Metro Planning Commission Meeting of 9/27/2007

HISTORY

On January 22, 2004, The Planning Commission recommended approval for a request to rezone this property to Commercial Service (CS). This request was approved by the Metro Council on March 22, 2004.

PUBLIC WORKS RECOMMENDATION

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

Maximum Uses in Existing Zoning District: CS

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-----|-------------------|-----------------------|--------------|--------------|
| General Office (710) | 1.77 | 0.6 | 46,260 | 737 | 102 | 131 |

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 |
|---------------------|-------|-----|-------------------|-----------------------|--------------|--------------|
| Used Car Sales (0) | 1.77 | n/a | 3,000* | 101 | 7 | 8 |

*estimated building square footage

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

| | | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----|------|----|---------|-----------------------|--------------|--------------|
| -- | 1.77 | | -43,260 | -636 | -95 | -123 |

CONDITIONS

1. Show and dimension right of way along Lebanon Pike at property corners. Label and show reserve strip for future right of way, 54 feet from centerline to property boundary, consistent with the approved major street plan (U6-108'ROW) on revised site plan.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district at the effective date of this ordinance, which must be shown on the plan.



Metro Planning Commission Meeting of 9/27/2007

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. 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 as the final site plan. Deviation from these plans will require review by the Planning Commission and approval by the Metropolitan Council.
4. All existing landscaping shall remain.
5. All parking areas shall be paved with asphalt. Existing gravel area shall be paved within 120 days of the effective date of the ordinance and prior to the issuance of any final use and occupancy permit.
6. No chain link fence shall be within 25 feet of any public right of way. No razor wire, barbed wire or similar materials shall be allowed on the property. All light and glare shall be directed on-site to ensure surrounding properties are not adversely affected by increases in direct ambient light. All signs shall be either monument or on-building signage. Pole mounted signs shall not be permitted. Any existing billboards shall be removed within two years from the effective date of the enacting SP ordinance by Metro Council.
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 upon review of the building permit. 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 the enacting ordinance, or add vehicular access points not currently present or approved.
8. Within 120 days of Planning Commission approval of this final SP plan, and in any event prior to any



Metro Planning Commission Meeting of 9/27/2007

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



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

Zone Change 2007SP-156U-12
National College SP
2007CP-15U-12
Filed with Council Office
32 – Coleman
2 – Brannon
Ragan-Smith Associates, applicant, for William Dyer,
owner

Staff Reviewer
Staff Recommendation

Jones
*Approve with conditions, subject to approval of the
associated Community Plan amendment*

APPLICANT REQUEST

Preliminary SP

A request to change from Agricultural/Residential (AR2a) to Specific Plan (SP -Office) zoning properties located at Bell Road (unnumbered), at the southeast corner of Old Hickory Boulevard and Bell Road (6.34 acres), to permit a 2-story, 31,200 square foot business school.

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 existing zoning would permit three 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 design base-zoning district, not an overlay. It will be labeled on zoning maps as “SP-O.”
- 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 9/27/2007

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

SOUTHEAST COMMUNITY PLAN

Office Transition (OT)

OT policy is intended for small offices intended to serve as a transition between lower and higher intensity uses where there are no suitable natural features that can be used as buffers. Generally, transitional offices are used between residential and commercial areas. The predominant land use in OT areas is low-rise, low intensity offices.

Consistent with Policy?

Yes. An amendment to change the community plan from Neighborhood General (NG) to Office Transition (OT) policy accompanies this zone change request. If approved, the SP district to permit an office/business use would be consistent with the intensity of development encouraged within Office Transition policy areas.

RECENT REZONINGS

None

PLAN DETAILS

Site Plan

The site plan proposes a 31,200 square foot building to be used as a business school on 6.34 acres. The building covers roughly 10 percent of the site, while the remainder of the property will be used for surface parking and reserved for floodplain areas. The building height is two stories with a front setback of 90 feet from the centerline of Bell Road, and 75 feet from the centerline of Old Hickory Boulevard.

Sidewalks

Pedestrian access is provided by an existing sidewalk along Bell Road. A sidewalk is also required along Old Hickory Boulevard to provide a continuation of the existing network; however, the site plan does not illustrate this connection.

Access

Vehicular access to the site will be provided by two curb cuts – one driveway connecting to Bell Road and an access drive to Old Hickory Boulevard.

Parking

The proposed 287 parking spaces shown on the site plan exceeds the minimum number of required spaces for this land use type.

Landscaping

A 10 foot scenic landscape buffer is provided between the site boundary line and Bell Road because it is classified as



Metro Planning Commission Meeting of 9/27/2007

Staff Recommendation

a scenic arterial in the major street plan. Additional landscaping is shown around the perimeter of the site to the screen the parking area, and a 25 foot greenway conservation easement will be dedicated within the floodway.

Staff recommends approval with conditions of the SP zone change and the preliminary SP site plan. This request is consistent with the proposed policy recommended elsewhere in this agenda and would provide a use that is better suited for this location given the intensity of the current development pattern along Old Hickory Boulevard and Bell Road. An office or educational use at this location is more compatible with the existing commercial uses to the north and west, but also serves a logical transition to the residentially zoned land to the east and south of this site.

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.
2. Show and dimension right of way along Old Hickory Boulevard. Label and dedicate right of way 30' from centerline to property boundary, consistent with the approved major street / collector plan.
3. Show and dimension right of way along Bell Road at property corners. Label and show reserve strip for future right of way, 60 feet from centerline to property boundary, consistent with the approved major street plan (S6 - 120' ROW).
4. Pavement marking modifications may be required at building permit application / issuance.
5. Relocate the proposed access drive on Old Hickory Boulevard to align directly across from the existing driveway on the west side of Old Hickory Boulevard.
6. In accordance with the recommendations of the traffic impact study, the following improvements are required:



Metro Planning Commission Meeting of 9/27/2007

- Construct the proposed access drive onto Bell Road with one entering and two exiting lanes (LT and RT).
- Provide adequate intersection and stopping sight distance at the proposed access drive onto Bell Road per AASHTO standards for the posted speed limit.
- Provide adequate intersection and stopping sight distance at the proposed access drive onto Old Hickory Boulevard per AASHTO standards for the posted speed limit.

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) | 6.34 | 0.5 | 3 | 29 | 3 | 4 |

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 |
|-----------------------|-------|-----|-------------------|-----------------------|--------------|--------------|
| Business School (540) | 6.34 | n/a | 31,200 | 858 | 94 | 80 |

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

| | | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----|------|----|--|-----------------------|--------------|--------------|
| -- | 6.34 | | | 829 | 91 | 76 |

STORMWATER RECOMMENDATION

Approved except as noted:

1. Single water quality unit does not receive full credit for water quality. Additional measures will be required during the review of the Construction Drawings.

FIRE MARSHAL RECOMMENDATION

1. Fire hydrant flow shall comply with 2006 edition of NFPA 1 table H
2. 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
3. Fire hydrants shall be in-service before any combustible material is brought on site.



Metro Planning Commission Meeting of 9/27/2007

CONDITIONS

1. Pursuant to Section 17.20.120 of the Metro Zoning Code, the final SP site plan shall provide a sidewalk along the property frontage on Old Hickory Boulevard to connect to the existing sidewalk segment on Bell Road.
2. Pursuant to Section 17.32.070 (B) of the Metro Zoning Code, the maximum height of the flagpole shall be 40 feet.
3. Prior to final SP site plan approval, the conditions of approval established by Public Works must be met.
4. 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.
5. 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 OR20 zoning districts at the effective date of this ordinance, which must be shown on the plan.
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



Metro Planning Commission Meeting of 9/27/2007

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 utilizing the approved design 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.
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.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-157U-13
Filed with the Council Office
33 - Duvall
6 - Johnson
Digidata Corporation, applicant for D.L. Buttery et ux, owners

Staff Reviewer
Staff Recommendation

Swaggart
Approve

APPLICANT REQUEST

A request to change approximately 9.6 acres located at 3214 Murfreesboro Road, approximately 1,590 feet north of Mt. View Road from Agricultural/Residential (AR2a) to Multi-Family Residential (RM20).

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
RM20 District

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

ANTIOCH/PRIEST LAKE COMMUNITY PLAN

Corridor General (CG)

CG is intended for areas at the edge of a neighborhood that extend along a segment of a major street and are predominantly residential in character. CG 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. 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.

Hamilton Hills Urban Design Overlay District

This request is within the Hamilton Hills Urban Design Overlay District. The district plan calls for residential at this location and the request is consistent with the UDO,



Metro Planning Commission Meeting of 9/27/2007

and is needed to implement the plan. Development on the site will require a final UDO which will ensure compliance with the UDO standards.

Consistent with Policy?

Yes. The proposed RM20 district is consistent with the area's Corridor General policy and the Hamilton Hills Urban Design Overlay District.

Staff Recommendation

The requested RM20 district is consistent with the area's Corridor General policy and the Hamilton Hills Urban Design Overlay District. Staff recommends approval.

RECENT REZONINGS

None

**PUBLIC WORKS
RECOMMENDATION**

No Exception Taken

Maximum Uses in Existing Zoning District: AR2a

| Land Use (ITE Code) | Acres | Density | Total Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|------------|-----------------------|--------------|--------------|
| Single-Family Detached (210) | 9.6 | 0.5 | 5 | 48 | 4 | 6 |

Maximum Uses in Proposed Zoning District: RM20

| Land Use (ITE Code) | Acres | Density | Total Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------|-------|---------|-------------|-----------------------|--------------|--------------|
| Res. Condo/Townhome (230) | 9.6 | 20 | 192 | 1,118 | 88 | 103 |

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

| | | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----|--|----|------|-----------------------|--------------|--------------|
| -- | | | +187 | 1,070 | 84 | 97 |

METRO SCHOOL BOARD REPORT

Projected student generation

21 Elementary 12 Middle 10 High

Schools Over/Under Capacity

Students would attend Edison Elementary School, Kennedy Middle School and Antioch High School. All schools have been identified as full by the Metro School Board and there is no additional capacity within adjacent clusters. The fiscal liability for elementary students is \$294,000, \$186,000 for middle students and \$200,000 for high school students. This information is based upon data from the school board last updated April 2007.



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

Zone Change 2007SP-159U-07
Cameron Car Wash
Filed with the Council Office
24 – Holleman
9 – Warden
Dale & Associates, applicant, for James H. Cobb and James Cobb, owners

Staff Reviewer
Staff Recommendation

Sexton
Approve with conditions

APPLICANT REQUEST

Preliminary SP

A request to change from Commercial Service (CS) to Specific Plan (Auto Uses) (SP(A)) zoning property located at 304, 306, and 308 White Bridge Pike, approximately 120 feet north of Burgess Avenue (0.38 acres), to permit a 2,400 square foot car wash facility.

Existing Zoning
CS District

Commercial Service is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

Proposed Zoning
SP District

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

- The SP District is a base-zoning district, not an overlay. It will be labeled on zoning maps as “SP-A.”
 - 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 9/27/2007

WEST NASHVILLE COMMUNITY PLAN

Commercial Mixed
Concentration (CMC)

CMC policy is intended to include Medium High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

Consistent with Policy?

Yes. The proposed plan includes uses that are consistent with the Commercial Mixed Concentration policy area, specifically all types of retail trade and commercial services.

RECENT REZONINGS

None

PLAN DETAILS

The plan calls for development of a 2,400 square foot, self service car wash tunnel. Eight vacuuming stations lie to the west of the proposed tunnel. Automobiles will have access to the car wash tunnel via a 14 foot, one way drive aisle. There are 3 retaining walls located on the site. The first retaining wall sits on the northwest side of the property and is 3 feet in height. The second retaining wall sits on the southeast side of the property and is 5 feet in height. The final retaining wall sits on the northeast side of the property and is 1 foot in height.

Currently, there are two separate commercial establishments on the site totaling 10,633 square feet that will be demolished prior to the development of this site.

The front setback is 45 feet from White Bridge Road. The maximum height is 1 story at front setbacks.

Sidewalks

Sidewalks are required and are shown on the site plan.

Parking & Access

The plan calls for a total of 10 parking stalls. Eight parking spaces adjacent to the proposed tunnel contain vacuuming equipment. There is one access point from White Bridge Pike

Elevations

The elevation plans show the proposed car wash tunnel. No sign details have been provided.

Staff Recommendation

Staff recommends approval with conditions



Metro Planning Commission Meeting of 9/27/2007

PUBLIC WORKS RECOMMENDATION

Show and dimension right of way along White Bridge Pike. Label and show reserve strip for future right of way 42 feet from the centerline to property boundary, consistent with the approved major street plan (U4 – 84’ ROW).

Maximum Uses in Existing Zoning District: CS

| Land Use (ITE Code) | Acres | FAR | Total Sq. Ft. | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-----|---------------|-----------------------|--------------|--------------|
| General Office (710) | 0.38 | 0.6 | 9,932 | 226 | 30 | 30 |

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 |
|---------------------|-------|-----|-------------------|-----------------------|--------------|--------------|
| Car Wash (947) | 0.38 | n/a | 2,400 | NA | NA | 28 |

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

| | | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----|--|----|--------|-----------------------|--------------|--------------|
| -- | | | -7,532 | NA | NA | -2 |

CONDITIONS

1. Sign details shall be provided with the submission of the final site plan.
2. Final Plat should include parcel 063 in order to shift the lot line between parcels 062 and 063.
3. Elevations showing all exterior and vertical building materials to be used must be approved by staff.
4. Show and dimension right of way along Lebanon Pike at property corners. Label and show reserve strip for future right of way, 54 feet from centerline to property boundary, consistent with the approved major street plan (U6-108’ROW) on revised site plan.
5. 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



Metro Planning Commission Meeting of 9/27/2007

standards, regulations and requirements of the CS zoning district at the effective date of this ordinance, which must be shown on the plan.

6. 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. 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 as the final site plan. Deviation from these plans will require review by the Planning Commission and approval by the Metropolitan Council.



Project No.
Council Bill
Council District
School District
Requested by

Zone Change 2007Z-160G-02
Filed with Council Office
10 – Ryman
3 - North
Stan Bradley of RSB Inc., applicant, for Robert A. and Mary A. Jones, Trust owners

Staff Reviewer
Staff Recommendation

Bernards
Approve

APPLICANT REQUEST

A request to rezone 8.5 acres from One and Two-Family Residential (R20) to Multi-Family Residential (RM2) property located at 1083 Old Dickerson Pike, approximately 1,020 feet north of Fontaine Drive and terminus of Genelle Drive.

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. R20 permits approximately 16 lots with 25% duplex, or a total of 20 dwelling units on this property.

Proposed Zoning
RM2 District

RM2 is intended for single-family, duplex, and multi-family dwellings at a density of 2 dwelling units per acre. RM2 permits a total of 17 multi-family units on this property.

PARKWOOD/UNION HALL COMMUNITY PLAN

Residential Low (RL)

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

Consistent with Policy?

Yes. The RM2 zoning district is consistent with the RL policy calling for one to two dwelling units per acre. While the predominant development type of this policy is intended for single-family homes, the policy is also intended to conserve large areas of established, low density residential development. There is a single-family subdivision to the west of this site. The properties to the north and east are largely undeveloped. The City of Goodlettsville, which has its own zoning districts, is across Old Dickerson Pike to the south. The property



Metro Planning Commission Meeting of 9/27/2007

Staff Recommendation

immediately to the south of 1083 Dickerson Park is zoned for agricultural uses but has been developed as a church. The adjacent parcels are zoned High Density Residential in a Planned Unit Development (HDR-PUD.) The HDR-PUD zoning district allows up to 7 units per acre.

Staff recommends approval. The application is within the density supported by the policy. The provision in RL policy that supports predominantly single family development does not apply in this location. The majority of the property surrounding 1083 Dickerson Pike to the north and east is undeveloped. In addition, across Dickerson Pike in the City of Goodlettsville, the zoning allows for higher residential development of 7 dwelling units per acre.

RECENT REZONINGS

None

PUBLIC WORKS RECOMMENDATION

No Exception Taken

Maximum Uses in Existing Zoning District: R20

| Land Use (ITE Code) | Acres | Density | Total Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|------------|-----------------------|--------------|--------------|
| Single-Family Detached (210) | 8.5 | 1.85 | 16 | 154 | 12 | 17 |

Maximum Uses in Proposed Zoning District: RM2

| Land Use (ITE Code) | Acres | Density | Total Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------|-------|---------|-------------|-----------------------|--------------|--------------|
| Res. Condo/Townhome (230) | 8.5 | 2 | 17 | 143 | 13 | 15 |

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

| | | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----|--|----|--|-----------------------|--------------|--------------|
| -- | | | | -11 | 1 | -2 |

METRO SCHOOL BOARD REPORT

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Old Center Elementary School, Brick Church Middle School, and Hunter Lane High School. Old Center Elementary School and Hunter Lane High School are identified as overcrowded by the Metro School Board. While the schools are overcrowded, the



Metro Planning Commission Meeting of 9/27/2007

projections show no additional students would be generated by this zone change request. This information is based upon data from the school board last updated April 2007.



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

Zone Change 2007SP-162U-05
Winberry Place
Filed with Council Office
5 – Murray
5 - Porter
Barge Cauthen & Associates, applicant, for B & V
Development and Vernon Winfrey, owners

Staff Reviewer
Staff Recommendation

Bernards
Approve with conditions

APPLICANT REQUEST

A request to change from Commercial Neighborhood (CN) and Single-Family Residential (RS5) to Specific Plan (Mixed Use) (SP(MU)) zoning properties located at 927, 929, 1001, and 1003 Lischey Avenue, on the east side of Lischey Avenue at Vernon Winfrey Avenue (0.74 acres), to permit 6 single-family homes, 3 townhome units, and a 2-story mixed-use building.

Existing Zoning
CN District

Commercial Neighborhood is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

RS5 District

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

Proposed Zoning
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-MU.”
- 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



Metro Planning Commission Meeting of 9/27/2007

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.

EAST NASHVILLE COMMUNITY PLAN POLICY Neighborhood Center (NC)

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)

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.

Cleveland Park East Detailed Neighborhood Design Plan Mixed Use (MxU)

MxU 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.

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.



Metro Planning Commission Meeting of 9/27/2007

Single Family Detached (SFD)

SFD is intended for single family housing that varies based on the size of the lot. Detached houses are single units on a single lot.

Consistent with Policy?

Yes. The portion of the property designated as MxU is proposed for a two-story, mixed-use building with ground floor retail and three apartment above and one single family residential unit. A three unit townhouse project and one single family residential unit are proposed for the portion of the property designated as MH. Two single family residential units are proposed for the portion of the property designated as SFD and for the portion of the property designated NG. The single family residential units provide a transition to the adjacent single family units.

PLAN DETAILS

Site Plan

The proposed SP plan calls for a two-story mixed use building, a three unit townhouse development and six single family residential units. Exterior materials include masonry foundations, fiber-cement board siding and fiberglass roofing shingles. Commercial signage will consist of one sign per occupant illuminated by overhanging lights.

Access

Vehicular access to the properties will be from alleys to the rear. The sidewalks adjacent to the property are generally in poor condition. These will need to be upgraded with the development of Winberry Place.

Parking

The properties are located within the Urban Zoning Overlay. The first 2,000 sq. ft. of retail uses are exempt from parking requirements. In addition, the proposed development qualifies for a full 25% reduction provided for in Section 17.20.040 for the Zoning Code based on proximity to transit, pedestrian access, and contextual front setbacks. The project requires 18 parking spaces. Sixteen spaces are provided on site with the remaining 2 spaces to be provided on street. Immediately adjacent to the development, there are 15 on street parking spaces.

Staff Recommendation

The proposed SP is consistent with the land use policies. Staff recommends approval with conditions.

RECENT REZONINGS

None



Metro Planning Commission Meeting of 9/27/2007

STORMWATER RECOMMENDATIONS

The following note shall be included on the final plat: "All common area outside building footprints to be Open Space / Public Utility and Drainage Easement."

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.

Along Lischey Avenue, label and dedicate right of way 30 feet from centerline to property boundary, consistent with the approved major street/collector plan.

Maximum Uses in Existing Zoning District: CN

| Land Use (ITE Code) | Acres | FAR | Total Sq. Ft. | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|------|---------------|-----------------------|--------------|--------------|
| General Office (710) | 0.37 | 0.25 | 4,029 | 113 | 15 | 15 |

Maximum Uses in Existing Zoning District: RS5

| Land Use (ITE Code) | Acres | Density | Total Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|------------|-----------------------|--------------|--------------|
| Single-Family Detached (210) | 0.37 | 7.42 | 2 | 20 | 2 | 3 |

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 Retail/Restaurant (814) | 0.74 | n/a | 3,800 | 201 | 11 | 31 |

Maximum Uses in Proposed Zoning District: SP

| Land Use (ITE Code) | Acres | density | Total Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|---------|------------|-----------------------|--------------|--------------|
| Single-family detached (210) | 0.74 | n/a | 6 | 58 | 5 | 7 |

Maximum Uses in Proposed Zoning District: SP

| Land Use (ITE Code) | Acres | density | Total units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------------------|-------|---------|-------------|-----------------------|--------------|--------------|
| Residential Condo/Townhome (230) | 0.74 | n/a | 3 | 26 | 3 | 3 |

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

| | | -- | | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----|------|----|--|-----------------------|--------------|--------------|
| -- | 0.74 | | | 152 | 2 | 23 |



Metro Planning Commission Meeting of 9/27/2007

METRO SCHOOL BOARD REPORT

Projected student generation

4 Elementary 2 Middle 2 High

Schools Over/Under Capacity

Students would attend Glenn Elementary School, Jere Baxter Middle School, or Maplewood High School. None of these schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated April 2007.

CONDITIONS

1. The following note shall be included on the final plat:
"All common area outside building footprints to be Open Space / Public Utility and Drainage Easement."
2. Articles of Incorporation and Bylaws for a homeowners' association to provide for improvement and maintenance of common areas shall be required with the Final Site Plan.
3. The back flow preventer shall not be visible from the street.
4. Sidewalks shall be upgraded to meet the design standards of the Public Works Department.
5. Along Lischey Avenue, label and dedicate right of way 30 feet from centerline to property boundary, consistent with the approved major street/collector plan.
6. 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 9/27/2007

7. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL zoning district for the Residential District at the effective date of this ordinance, which must be shown on the plan.
8. 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.
9. 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.
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.
11. 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.
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



Metro Planning Commission Meeting of 9/27/2007

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.
Project Name
Council District
School Board District
Requested By

Staff Reviewer
Staff Recommendation

Subdivision 2007S-229U-08
October Homes
 21 – Langster
 1 – Thompson
 M.D.H.A., Nashville & Western Railroad, and Bess Bubis, owners

Jones
Defer until an environmental assessment has been completed and a letter of approval has been provided by the Metro Health Department.

APPLICANT REQUEST
Concept Plan

ZONING
 R6 District

A request for concept plan approval to create 42 lots of which 32 lots are designated for single-family and 10 lots for duplex for a total of 52 dwelling units on 19.81 acres, located at 2400 and 2404 W. Heiman Street, and W. Heiman Street (unnumbered), approximately 1,850 feet east of Ed Temple Boulevard.

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. The R6 zoning permits a maximum of 122 cluster lots or a total of 153 units with 25% duplex units.

SUBDIVISION DETAILS

Access/Connectivity

The concept plan proposes 32 single-family lots and 10 duplex lots for an overall density of 2.62 dwelling units per acre. Lots range in size from 6,000 square feet to 10,462 square feet and meet the minimum required lot size for the R6 district.

The plan shows access to the site by a new public street that will connect to West Heiman Street. The proposed street terminates at a cul-de-sac and provides no secondary access or future street connections to the surrounding area. The Nashville & Western rail line which runs parallel to the site prevents any at-grade crossings to the east, the university owned property to the west offers no connections at this time, and the north portion of the site is constrained by floodplain and other site limitations that prevent a connection.

The proposed public street also exceeds the maximum length of a street with a turnaround as permitted by the Metro Subdivision Regulations. Section 3-9.2.i. of the subdivision regulations limits the maximum length of



Metro Planning Commission Meeting of 9/27/2007

Open Space

streets with turnarounds to 750 feet. The proposed new road exceeds this length by 400 feet. The applicant has requested a variance to the Subdivision Regulations stating a hardship created by the railroad to the east, developed properties to the west and the floodplain to the north.

Approximately 11.49 acres of the site has been reserved for passive open space. A 25 foot public greenway easement is proposed along the rear of lots 22 through 42.

Previous Industrial Use

Records from the Metro Codes Department indicate the site was previously occupied by several industrial companies (Tennessee Tufting Company, Curing Kiln, Sherman Concrete Pipe and Conway Metal). Although the site is presently vacant, the Metro Health Department has received several complaints about overgrown weeds, abandoned vehicles and trash dumping on the site. Consequently, it is possible that hazardous materials are still on the site and an environmental assessment should be performed and approved by Metro Health.

Staff Recommendation

In light of the evidence of potential hazardous materials on the site, staff recommends that the Commission defer consideration of the application until an environmental assessment can be performed. If an assessment is performed and approved by the Metro Health Department that indicates no hazardous materials are present, then staff would recommend approval with conditions of the concept plan and the variance to Section 3-2.2.i of the Metro Subdivision Regulations. Given the geographic limitations, there are few design alternatives for developing this site. As such, the plan makes up for those constraints by providing a mix of housing types, both single-family and duplex, and preserves a significant portion of the site as open space. This plan is generally consistent with the Detailed Neighborhood Design Plan for Hadley Park in terms of providing open space and pedestrian facilities. A more coordinated access plan is preferred; however the current surrounding uses restrict access to West Heiman Street. Nevertheless, a second street connection would be encouraged if an opportunity presents itself in the future.

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION



Metro Planning Commission Meeting of 9/27/2007

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. Provide adequate intersection and stopping sight distance at the proposed access drive onto West Heiman Street per AASHTO standards.
3. Advance warning signage (MUTCD W10-4) shall be installed on the proposed access drive approximately 75ft in advance of the intersection with West Heiman Street.

FIRE MARSHAL RECOMMENDATION

Fire hydrants shall comply with NFPA 1 Table H.

CONDITIONS (if approved)

1. Prior to development plan approval, the site must undergo an environmental assessment.
2. Prior to development plan approval, the cul-de-sac must be shifted so that it abuts the western property boundary for future access.
3. 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.
4. 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.
5. 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.



Metro Planning Commission Meeting of 9/27/2007

Street lighting is required in the Urban Services district.

6. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, if this application receives conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to any application for a final plat, and in no event more than 30 days after the effective date of the Commission's conditional approval vote.
7. 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.



Project No.
Project Name
Council District
School District
Requested By

Subdivision 2007S-246U-14
Addition to Martinwood Heights
15 - Claiborne
4 - Glover
Ronald Grizzard and Frank Batson, owners, Weatherford and Associates, surveyor

Staff Reviewer
Staff Recommendation

Logan
Approve with conditions

APPLICANT REQUEST
Concept Plan

A request for concept plan approval to create 8 lots on property located at 410 Donelson Pike, at the northwest corner of Donelson Pike and Lakeland Drive (3.26 acres), zoned Office Limited (OL) and 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.

OL District

Office Limited is intended for moderate intensity office uses.

PLAN DETAILS

The plan proposes five commercial and three residential lots along Lakeland Drive. There is a stub street to the north that lines up with the exiting Seneca Drive. This provides access to develop the property to the north and will create a connection to Emery Drive in the future.

History

On April 26, 2007, a request to rezone this property and the neighboring property to the north from Office/Residential (OR20) and One and Two-Family Residential (R10) to Office Limited (OL) was approved by the Planning Commission. The request, initially for the entirety of parcels 73 and 74, was deferred by the Planning Commission at the April 12, 2007, meeting. The Commission requested that the applicant consider decreasing the amount of property requested to be rezoned in order to lessen the encroachment of office uses into a residential neighborhood and to allow for a future street connection to Seneca Drive.

Staff Recommendation

Staff recommends approval with conditions.

PUBLIC WORKS
RECOMMENDATION

Show and dimension right of way along Donelson Pike.



Metro Planning Commission Meeting of 9/27/2007

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).

Provide a cross access easement between all commercial lots and to Parcel 09609007300.

STORMWATER RECOMMENDATION

Approved

NES RECOMMENDATION

- 1) Developer to provide construction drawings and a digital .dwg file @ state plane coordinates that contains the civil site information (after approval by Metro Planning)
- 2) 20-foot easement required adjacent to all public right of way or behind sidewalk to start 20' PUE.
- 3) NES can meet with developer/engineer upon request to determine electrical service options
- 4) NES needs any drawings that will cover any road improvements to Lakeland Dr that Metro PW might require

CONDITIONS

1. 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.
2. All Public Works and NES conditions shall be satisfied with the development plan submittal.



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2007S-147U-10
Talley Property Subdivision

17 - Moore
7 - Kindall

M. Carl Talley, Lisa Wheeler, and Lisa Wheeler as Trustee for Jesse L. Talley, owners, Cherry Land Surveying, surveyor

Staff Reviewer
Staff Recommendation

Logan

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

A request for final plat approval to create two lots from three parcels located at 2699, 2711 Franklin Pike and Franklin Pike (unnumbered), between Gale Lane and I-440 (4.5 acres).

ZONING
CS District

Commercial Service is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

PLAN DETAILS

Minor/Major Subdivision
(Section 2-1.2)

This subdivision proposes to create 2 lots. There are currently three parcels. Because a water line must be extended, this request was initially for concept plan approval. Construction plans for the water line have been approved and will be bonded prior to recording the final plat. Therefore, this application is able to proceed as request for final plat approval.

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 a public water line be extended, the plat is a major subdivision. While the request constitutes a major subdivision under the new



Metro Planning Commission Meeting of 9/27/2007

Staff Recommendation

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

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

No Exception Taken

WATER SERVICES RECOMMENDATION

Indicate the proposed public water main and fire hydrant on the plat.

STORMWATER RECOMMENDATION

Approved

CONDITIONS

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

1. Revise purpose note. "The purpose of this plat is to create two lots."
2. Add a note stating "Sidewalks will be determined per the Metro Zoning Ordinance with the issuance of any building permit."
3. Continue cross access easement along northern property line.
4. Prior to recording the final plat, confirm with the Zoning Administrator that the parking requirements are met on Lot 2.



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2007S-190U-11
Cato Bass Subdivision
16 - Page
7 – Kindall
Cato Bass, owner, H & H Land, surveyor

Staff Reviewer
Staff Recommendation

Logan
Approve with conditions

APPLICANT REQUEST

A request for final plat approval to create 2 single-family lots on property located at 706 Old Glenrose Avenue, approximately 160 feet north of Glenrose Avenue (2.16 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

This subdivision proposes to create two single-family lots. The lots front onto Old Glenrose Avenue and railroad right-of-way. Access will be from a driveway off of Old Glenrose Avenue. Lot 1 contains the existing home and Lot 2 contains a barn, which is intended to be converted into a residence.

There was a previous application to subdivide this property into four lots. Staff determined that a new road was necessary so that all of the new lots would have road frontage. The request was heard by the Planning Commission on October 28, 2004, and was deferred. The request did not return to the Planning Commission.

Staff has determined that this is an appropriate location for two lots, without the extension of the road. Both lots have frontage along Old Glenrose Avenue, though there is a very small amount of frontage for Lot 2.

Variance to Section 3-8

Section 3-8 of the Subdivision Regulations requires the construction of sidewalks on existing streets or a financial contribution to Metro in lieu of construction. Because the lot with the most frontage on Old Glenrose Avenue contains the existing home, which is to remain, the normal procedure is to require either the new lot to show the sidewalk or confirm that the in lieu fee has been paid before recording the final plat. In this case, the lot required to show the sidewalk has very little frontage on



Metro Planning Commission Meeting of 9/27/2007

Old Glenrose Avenue. The majority of the property fronts onto the railroad right-of-way. Staff has determined that this condition is unique to this property and recommends a variance from Section 3-8.

Staff Recommendation

Staff recommends approval.

**PUBLIC WORKS
RECOMMENDATION**

No Exception Taken

**STORMWATER
RECOMMENDATION**

Approved

**WATER SERVICES
RECOMMENDATION**

Approved as marked

CONDITIONS

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

1. Correct zoning district in Legend. Property is zoned RS10.



Project No.
Project Name
Council District
School District
Requested by

House Move 2007S-218G-14
Woods Street
11 - Jernigan
4 - Glover
Charles E. Rhoten, house seller, and William and Lucy Fox, property owners and house buyers

Staff Reviewer
Staff Recommendation

Bernards
Approve

APPLICANT REQUEST
House Move

A request to relocate a house from 774 East Main Street in Hendersonville (Sumner County) to vacant property located at Woods Street (unnumbered), approximately 100 feet north of Fourth Street (0.67 acres), zoned R8.

ZONING
R8 District

R8 requires a minimum 8,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 5.41 dwelling units per acre including 25% duplex lots.

HOUSE MOVE APPROVALS

Public Chapter 246, which was adopted by the Tennessee Legislature in 2007 and became effective on May 10, 2007, requires certain criteria to be met before a permit will be issued to move a single family residence from an existing foundation to another foundation located within a developed area of single family residences. For purposes of this determination, a developed area of single family residences means an area generally referred to as a subdivision as indicated on a plat filed in the register of deeds office.

Approving Body

Under the newly adopted state law, in situations where the house is to be relocated to a subdivision where there is a Homeowner’s Association or a Neighborhood Association, it is up to those bodies to determine if the criteria are met. When neither body exists, the Planning Commission becomes the body that determines if the criteria are met.

Criteria for Approval

The criteria for approval include:

- 1. The age of the house to be moved must be within 10 years of the average age of existing structures in the subdivision.*



Metro Planning Commission Meeting of 9/27/2007

The houses in the subdivision where the applicant proposes to move the house, on average, were built in 1957. The house to be moved was built in 1953, falling within the 10 year time frame. This criterion has been met.

- 2. The appraised value of the house to be moved must initially appraise at least at the average appraisal of the existing structures within the subdivision after all planned improvements have been completed once the house is moved.*

The average appraised value of the houses in the subdivision is \$69,000. The house to be moved is appraised at \$73,393. This criterion has been met.

- 3. The size of the house to be moved must be within 100 sq. ft. of the existing structures within the subdivision.*

The average size of the houses in the subdivision is 1,122 square feet. The size of the house to be moved is 1,028 square feet. This criterion has been met.

- 4. The house to be moved must be consistent in appearance with the existing residences within the subdivision.*

The houses in the subdivision are characterized by frame siding exteriors, asphalt roofing, front stoops and carports. The house to be moved is similar in character with a frame siding exterior, asphalt roofing, a front stoop and a carport. This criterion has been met.

Staff Recommendation

As the request to relocate the house to Woods Street (unnumbered) meets all four criteria of the state law, staff recommends approval.



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2007S-222G-04
Strong Tower II Subdivision
9 - Forkum
3 - North
Strong Tower LLC, owner, Mark Devendorf, surveyor

Staff Reviewer
Staff Recommendation

Bernards
Approve, including a variance to the requirements of Section 3-4.2.f of the Subdivision Regulations for lot depth to width ratio

APPLICANT REQUEST

Final Plat

A request for final plat approval to create 2 lots on property located at Larkin Springs Road (unnumbered), approximately 100 feet north of Bubbling Well Road (0.87 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 two single-family lots approximately 19,900 sq. ft. in size. While the lots pass lot comparability, both lots have 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 two lots are only 12.65% of the average lot depth. The applicant has requested a variance to this requirement.

Previous Subdivision Application

The Planning Commission disapproved a request for a subdivision that included this property at its May 10, 2007, meeting. At that time, the applicant included properties to the north and south of this property and requested a six-lot subdivision. The six-lot subdivision included property adjacent to an unimproved portion of Bubbling Well 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:



Metro Planning Commission Meeting of 9/27/2007

| | Lot Comparability | | | |
|--------------|-------------------|----------|----------|----------|
| | Area | | Frontage | |
| | Required | Proposed | Required | Proposed |
| Lot 1 | 7,781 | 19,955 | 44 | 50.18 |
| Lot 2 | 7,781 | 19,964 | 44 | 50.18 |

Both lots meet the minimum requirements under the lot comparability analysis for frontage and area.

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. In this case, due to the configuration of the lot to be subdivided, creating a lot less than four times longer than wide would not be possible.

Staff Recommendation

Staff recommends approval, including a variance to section 3-4.2.f of the Metro Subdivision Regulations.

**PUBLIC WORKS
RECOMMENDATION**

All work within the right-of-way requires an excavation permit and compliance with the design standards of the Department of Public Works.

**STORMWATER
RECOMMENDATION**

Approved



| | |
|-----------------------------|--------------------------------------|
| Project No. | Subdivision 2007S-227U-13 |
| Project Name | Shoppes of Edge-O-Lake, Lot 4 |
| Council District | 29 - Whilhoite |
| School District | 6 - Johnson |
| Requested by | Murfreesboro Edge-O-Lake LLC, owner |
| Staff Reviewer | Jones |
| Staff Recommendation | <i>Approve with condition</i> |

APPLICANT REQUEST

A request for final plat approval to create 2 lots at 2520 Murfreesboro Pike approximately 615 feet south of Edge-O-Lake Drive (1.33 acres), zone MUL.

ZONING
MUL District

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

PLAN DETAILS

The final plat submitted proposes to subdivide lot 4 to create one additional lot. The site is currently undeveloped and has road frontage along Murfreesboro Pike. A 24 foot access easement extends across the front of each lot and connects to a 36 foot access easement providing a connection to Murfreesboro Pike. Each lot is accessible to the rear by a 25 foot access easement that extends to Edge-O-Lake Drive.

History

A final plat to create four lots on 4.94 acres was approved in May 2004, for the Shoppes of Edge-O-Lake, formerly Mark Marshal One. The plat included the 25 foot access easement which extended along the rear of lots 1 through 4 and provided a connection to Edge-O-lake Drive. The 36 foot access easement located between lots 3 and 4 provided a connection to Murfreesboro Pike and to the 25 foot access easement along the rear.

Staff Recommendation

Staff recommends approval of the two lot subdivision with a condition that access to Murfreesboro Pike be limited to the current access easements shown on the plat. Given recent commercial development activity along the eastern side of Murfreesboro Pike, particularly between Nashboro Boulevard and Dover Glen Drive, controlled access along this stretch of arterial is important to ensure the safe and continuous flow of traffic.

An example of a commercial development with controlled access in the area is the Nashboro Square Commercial PUD, located just north of the Shoppes of Edge-O-Lake. This development includes two connections to



Metro Planning Commission Meeting of 9/27/2007

Murfreesboro Pike for roughly 30,000 square feet of retail and office uses. The site is also accessible by a third driveway connecting to Brooksboro Terrace which also intersects Murfreesboro Pike. Within the development, there is a 24 foot joint ingress/egress easement that connects to a private driveway which extends throughout the entire development.

Staff recommends a similar coordination of access drives for the Shoppes of Edge-O-Lake to ensure safe travel along Murfreesboro Pike, and to reduce potential traffic conflict points. Requiring a note that specifically states that no driveways will be permitted outside of the designated cross-access easements is in accordance with the Metro Subdivision Regulations, and consistent with the intent of the access easements previously approved on the preliminary plat.

Section 3-4.4 of the Metro Subdivision Regulations states that when property is divided along an existing street, the Planning Commission may require that lots shall not, if avoidable, derive access from arterial or collector streets. Where driveway access from arterial or collector streets may be necessary, the Planning Commission may require that lots be served by combined driveways (usually one driveway entrance shared by two lots), or by a private access drive serving more than two lots (if necessary shared maintenance arrangements shall be incorporated into the subdivision deeds) in order to limit driveway entrances and potential traffic hazards.

**PUBLIC WORKS
RECOMMENDATION**

No Exception Taken

**STORMWATER
RECOMMENDATION**

Approved

**FIRE MARSHAL'S
RECOMMENDATION**

No construction, no comments at this time.

CONDITION

1. Prior to final plat recordation, a note shall be added to the plat stating: "No additional driveways onto Murfreesboro Pike other than through the designated cross-access easement areas."



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2007S-233U-05
The Map of Inglewood Place, Resub. Lot 215
8 - Bennett
5 - Porter
Eric Lesueur et ux, owners, Mark Devendorf, surveyor

Staff Reviewer
Staff Recommendation

Logan
Approve, including an exception to the lot comparability standards for frontage

APPLICANT REQUEST

A request for final plat approval to create 2 lots on property located at 1219 McChesney Avenue, approximately 435 feet east of Katherine Street (0.42 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

This subdivision proposes to create two lots. The lots, as originally proposed, passed lot comparability. In that configuration, the existing garage on the rear portion of Lot 2 was in violation of the side setback requirement in the Zoning Ordinance. The interior lot line was shifted to meet that requirement. The current request is still consistent with the pattern of development in the area.

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.): |
| McChesney Ave | 7,405 | 47.0 |

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



Metro Planning Commission Meeting of 9/27/2007

Lot Comparability Exception

- Lot 1: 9,527.33 Sq. Ft., (.219 Acres), with 46.18 ft. of frontage
- Lot 2: 10,954.07 Sq. Ft., (.251 Acres), with 50 ft. of frontage

Lot 1 does not pass lot comparability for frontage.

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 **two** of the qualifying criteria of the exception to lot comparability:

- If the proposed subdivision is within a one-quarter mile radius of any area designated as a “Mixed Use,” “Office,” “Commercial,” or “Retail” land use policy category. This request is within one-quarter mile of a Mixed-Use policy area.
- Where the proposed lot sizes are consistent with the adopted land use policy that applies to the property. 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.

Section 3-4.2.f

Lot 1 has a frontage of 46.18 feet and a depth of approximately 205 feet. The frontage of Lot 1 is only 22.5% 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.

Staff Recommendation

The request is consistent with the pattern of development. Staff recommends the granting of an exception to lot comparability and a variance to Section 3-4.2.f.

PUBLIC WORKS RECOMMENDATION

All work within the existing right of way requires an excavation permit and compliance with the design standards of the Department of Public Works.



Metro Planning Commission Meeting of 9/27/2007

**STORMWATER
RECOMMENDATION**

Approved

CONDITIONS

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

1. Show sidewalk on Lot 1.



Project No.
Project Name

Subdivision 2007S-234U-05
The Map of Inglewood Place, Resub. Lots 270 & 271

Council District
School District
Requested by

8 - Bennett
5 - Mills
Eric and Jerri Dawn Lesueur, owners, Mark Devendorf, surveyor

Staff Reviewer
Staff Recommendation

Logan
Disapprove

APPLICANT REQUEST

A request for final plat approval to create 2 lots on property located at 3816 Kingswood Avenue, approximately 300 feet north of Stratford Avenue (0.5 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

This subdivision proposes to create two lots. The existing house is proposed to remain on Lot 1. Lot 2 has a large sewer easement that forces the building envelope to the rear of the property. The character of Kingswood Avenue and the greater area of Inglewood includes a streetscape with consistent front setbacks. The front setback along this side of Kingswood Avenue is approximately 40 feet. The setback on the proposed lot would be 80 to 100 feet. This difference would severely disrupt the rhythm and character of Kingswood Avenue.

This request does not satisfy the requirements of the Subdivision Regulations because it does not meet lot comparability. If a subdivision does not meet lot comparability, staff evaluates whether an exception to the lot comparability section of the Subdivision Regulations would be appropriate based on the policy. In this case, the proposed subdivision is within the Neighborhood General (NG) policy. NG is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. For rezonings, 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. Even though the request meets one of the other criteria for an exception, because NG is a design based policy, it is



Metro Planning Commission Meeting of 9/27/2007

Lot Comparability

inappropriate to recommend an exception that would guarantee building placement that is inconsistent with the surrounding area. NG policy calls for careful arrangement of the various housing types. This subdivision would allow a new lot with a building location that is inconsistent with the existing houses on the street.

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.): |
| Kingswood Ave | 7,841 | 61.7 |

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

- Lot 1: 10,788.6 Sq. Ft., (.24 Acres), with 56.17 ft. of frontage
- Lot 2: 10,727.31 Sq. Ft., (.24 Acres), with 56.17 ft. of frontage

Neither lot passes lot comparability 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:

- If the proposed subdivision is within a one-quarter mile radius of any area designated as a "Mixed Use," "Office," "Commercial," or "Retail" land use policy categories. This request is within one-quarter mile of an Office policy area.



Metro Planning Commission Meeting of 9/27/2007

Staff Recommendation

The subdivision does not meet the Subdivision Regulations and does not qualify for an exception because it is contrary to the Neighborhood General policy. Staff recommends disapproval.

PUBLIC WORKS RECOMMENDATION

All work within the existing right of way requires an excavation permit and compliance with the design standards of the Department of Public Works.

STORMWATER RECOMMENDATION

Approved

CONDITIONS (if approved)

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

1. Show sidewalks on Lot 2



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

Subdivision 2007S-242U-10
Sharondale Heights, Resub. Lot 11
25 – McGuire
8 - Fox
H and H Land Surveying, applicant for Eugene Collins
Trustee, owner

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions, including a variance from the sidewalk requirement.

APPLICANT REQUEST
Final Plat

A request for final plat approval to create 2 lots on 0.56 acres including a variance from the sidewalk requirements for property located at 2119 Sharondale Drive, approximately 190 feet south of White Oak Drive.

ZONING
Sharondale Drive SP District

Sharondale Drive SP limits the number, size and building coverage of duplex units and limits the size height and building coverage of single-family homes for all properties within the SP District (BL2007-1485).

SUBDIVISION DETAILS
General

The plan calls for the creation of two new lots on an existing lot that is located at 2119 Sharondale Drive.

Lot Comparability

Section 3-5 of the Subdivision Regulations stipulates that new lots in areas previously subdivided and 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.): |
| Sharondale Dr. | 9,334 | 64.0 |

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

- Lot 1: 12,647 sq. ft., (.29 acres), with 68 linear ft. of frontage.



Metro Planning Commission Meeting of 9/27/2007

- Lot 2: 11,303 sq. ft., (.26 acres), with 68 linear ft. of frontage.

Both lots pass for area and frontage, and are consistent with the surrounding lot pattern.

Access

The lots front onto Sharondale Drive. There is a stream that runs adjacent to the southern side of Sharondale Drive at this location. The existing lot is currently accessed by a bridge across the stream. The applicant has proposed a second access point for lot 2, which would require an additional bridge or culvert. Access for lot 2 would also require additional disturbance of the stream buffer, and will require approval from the Stormwater Management Committee. A shared access that would only require a single stream crossing would appear to be the most environmentally sound solution. The applicant could either use the existing bridge, which would require an access easement across lot 1, or the existing bridge could be removed and a new bridge constructed at the shared lot line, which would require a joint access easement along the property line for both lots.

Variance to Section 3-8

Section 3-8 of the Metro Subdivision Regulations requires the construction of sidewalks on existing streets or a financial contribution to Metro in lieu of construction. Because of the stream that is immediately adjacent Sharondale Drive, requiring a sidewalk would likely require that the stream be piped at this location. Additional disturbance to the stream is not appropriate and should not be encouraged with the requirement of a sidewalk. Staff has determined that this condition is unique to this property and recommends a variance from Section 3-8.

Staff Recommendation

Staff recommends approval including variance from the sidewalk requirement of the Subdivision Regulations.

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No Exception Taken

CONDITIONS

1. A single stream crossing shall be used for access to both lots, unless the Metro Stormwater Management Committee determines that two stream crossings



Metro Planning Commission Meeting of 9/27/2007

provide better compliance with Metro standards and will result in an environmentally sound solution.

2. Both lots must meet all requirements of the Sharondale SP district. Building permits shall not be issued until building plans have been approved by Metro Planning.
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. | House Move 2007S-243G-04 |
| Project Name | 505B Charles Drive |
| Council District | 4 - Craddock |
| School District | 3 - North |
| Requested by | Norma Faye Patterson, property owner and house buyer |
| Staff Reviewer | Bernards |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST
House Move

A request to relocate a house from 1007 Joyce Lane in Nashville to vacant property located at 505 B Charles Drive, approximately 315 feet west of Walker Street (0.35 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.

HOUSE MOVE APPROVALS

Public Chapter 246, which was adopted by the Tennessee Legislature in 2007 and became effective on May 10, 2007, requires certain criteria to be met before a permit will be issued to move a single family residence from an existing foundation to another foundation located within a developed area of single family residences. For purposes of this determination, a developed area of single family residences means an area generally referred to as a subdivision as indicated on a plat filed in the register of deeds office.

Approving Body

Under the newly adopted state law, in situations where the house is to be relocated to a subdivision where there is a Homeowner’s Association or a Neighborhood Association, it is up to those bodies to determine if the criteria are met. When neither body exists, the Planning Commission becomes the body that determines if the criteria are met.

Criteria for Approval

The criteria for approval include:

- 1. The age of the house to be moved must be within 10 years of the average age of existing structures in the subdivision.*

The houses in the subdivision, on average, were built in 1948. The house to be moved was built in 1952, falling



Metro Planning Commission Meeting of 9/27/2007

within the 10 year time frame. This criterion has been met.

- 2. The appraised value of the house to be moved must initially appraise at least at the average appraisal of the existing structures within the subdivision after all planned improvements have been completed once the house is moved.*

The average appraised value of the houses in the subdivision is \$110,496. The house to be moved is appraised at \$105- \$115,00 This criterion has been met.

- 3. The size of the house to be moved must be within 100 sq. ft. of the existing structures within the subdivision.*

The average size of the houses in the subdivision is 1,388 square feet. The size of the house to be moved is 1,404 square feet. This criterion has been met.

- 4. The house to be moved must be consistent in appearance with the existing residences within the subdivision.*

The houses in the subdivision are characterized by brick, stone or frame siding exteriors with asphalt roofing, front stoops or small covered porches. The house to be moved is similar in character with brick exterior, asphalt roofing and a small covered porch. This criterion is met.

Staff Recommendation

As the request to relocate the house to 505B Charles Drive meets all four criteria of the state law, staff recommends approval.



| | |
|-----------------------------|--|
| Project No. | Planned Unit Development 191-69-G-14 |
| Project Name | Priest Lake Center PUD |
| Council District | 14 – Stanley |
| School District | 4 – Glover |
| Requested By | Atkisson-Harber Architects, applicant, for Bimal, Maya, Kirit and Jyotshna Patel, owners |
| Staff Reviewer | Jones |
| Staff Recommendation | <i>Approve with conditions.</i> |

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| APPLICANT REQUEST | |
| Revise Preliminary and Final PUD | A request to revise the preliminary plan and for final approval of a portion of a Planned Unit Development located at 4021 Mills Road (1.38 acres), zoned Commercial Limited (CL), to permit a 13,125 square foot office and retail building. |

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| PLAN DETAILS | |
| General | The plan proposes a one-story building with 13,125 square feet on lot 4 within the overall PUD. The building will consist of approximately 8,750 square feet of retail space and 4,375 square feet of office space. |
| Parking | The proposed 62 parking spaces exceeds the minimum number of spaces (59) required by the Metro Zoning Code. A total of three spaces are reserved as handicap spaces. |
| Access | The site has direct access to Mills Road which intersects Old Hickory Boulevard to the east. Lot 4 will also provide a future connection internal to the PUD when lots 6 and 7 are completed. |
| Preliminary Plan | The PUD was originally approved in 1969 for a variety of uses, and included a 22,000 square foot hotel use. In February 2000, the preliminary PUD was amended to permit a 9,097 square foot motel. |
| Staff Recommendation | Staff recommends approval with conditions of the revised preliminary and final plan. The proposed retail and office use is consistent with current uses in the PUD. Current land uses within the PUD include a 2,800 square foot convenience market with gas station, a 7,514 square foot retail strip center, and a cell tower on 0.09 acres. The addition of a 13,125 square foot retail and office use building would not result in any greater intensification of uses within the PUD or the surrounding area. |



Metro Planning Commission Meeting of 9/27/2007

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.
2. Remove western driveway ramp to Mills Road. Site distance does not appear available.
3. Improve Mill Road along property frontage to the Department of Public Works standards and specifications.

STORMWATER RECOMMENDATION

Approve with conditions:

1. Add Vicinity Map to plans.
2. Provide NOC.
3. Show TOW / BOW elevations.
4. For the erosion control measures, add inlet protection (to Sheet C4.0).
5. For the erosion control measures, reference our BMP's (TCP 13, etc.).
6. For the storm structures, where does drainage basins A2 and A3 drain to (no roof drains were observed).
7. For the storm structure, provide hydraulic grade lines.
8. For the detention calculations, the rainfall volumes are incorrect. Double check the 10, 25, 50, and 100 year precipitations (IDF Curve).
9. For the detention pond, maintain a 2% bottom slope.
10. For the water quality measures, the pond appears to be short-circuiting.
11. For the water quality calculations, provide a separate drainage map. There may be excessive bypass. If so, some offsite water can be treated to compensate (such as basin D1).
12. For the live pool orifice calculations, always size down.
13. For the downstream structure information, show the spread at E1. If excessive, another inlet may be added upstream (possibly at entrance connecting to B3).



Metro Planning Commission Meeting of 9/27/2007

14. For the pond outlet structure detail, wrap the perforated riser with fabric. Add a note stating that the fabric and stone will be removed after the site is stabilized (just leaving the riser).
15. Provide a Dedication of Easement form or provide plat showing that the water quality / quantity devices are located within an easement. Provide recording fees.

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



Metro Planning Commission Meeting of 9/27/2007

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. | Planned Unit Development 18-84-U-10 |
| Project Name | Burton Hills, Revision, Lot 1 |
| Council District | 25 - McGuire |
| School Board District | 8 - Fox |
| Requested By | Barge Cauthen and Associates, applicant for EP real Estate Fund, L.P., owner |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Approve with conditions</i> |

| | |
|--------------------------|---|
| APPLICANT REQUEST | |
| Preliminary PUD | A request to revise the preliminary plan for a portion of the Burton Hills Planned Unit Development located at 1 Burton Hills Boulevard (9.17 acres), zoned One and Two-Family Residential (R15), to permit a 54,000 square foot office building and parking where surface parking was previously approved |

| | |
|---------------------|---|
| PLAN DETAILS | |
| Site Plan | <p>The plan calls for one new office building and the rearrangement of existing parking areas. As proposed, the new office building will be four stories in height, provide 54,000 square feet of floor space, and will include a below grade parking garage. The proposed location for the building is south east of the Hillsboro Pike and Burton Hills Boulevard intersection where a surface parking area now exists.</p> <p>With the placement of the new office building, the existing parking area just south east of the Hillsboro Pike and Burton Hills Boulevard intersection will be altered and will be designed to allow for safe pedestrian movement between the new building and the existing building. The parking area east of the existing office building will also be redesigned and include a design that allows for safe pedestrian movement.</p> |
| Preliminary Plan | <p>The Burton Hills PUD was originally approved in 1984 and includes office, multi-family, single-family, amenities and a church. There have been many revisions to this PUD. The plan was last amended in 1989 to include 550,000 square feet of office. As proposed, the total office area within the PUD will increase to 604,000 square feet which is less than 10% of what was last approved by Council. While the request will increase the total floor area beyond what was last approved by Council, the Metro Zoning Code allows that increases of less than 10% do not require reapproval from Council. Since the request does</p> |



Metro Planning Commission Meeting of 9/27/2007

Staff Recommendation

not increase the office space by more than 10% of what was last approved and is not inconsistent with the overall PUD concept, the plan can be approved by the Planning Commission as a revision.

The request is consistent with the concept of the original PUD, and does not increase the office space more than 10% of the floor area last approved by Council Staff recommends approved with conditions as a revision.

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.

STORMWATER RECOMMENDATION

No Comments at this time.

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 owners 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



Metro Planning Commission Meeting of 9/27/2007

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.
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 239-84-G-13
Canter Chase PUD (Swett’s Restaurant Final)
28 - Dominy
6 – Johnson
Lukens Engineering Consultants, applicant, for Swett Investments, owner.

Staff Reviewer
Staff Recommendation

Leeman
Approve with conditions

APPLICANT REQUEST
Revise Preliminary and Final PUD

A request to revise the preliminary plan and for final approval for a portion of a Commercial Planned Unit Development district located along Murfreesboro Pike, at the southwest corner of Murfreesboro Pike and Harding Place (2.4 acres), for final approval to permit a 6,850 sq. ft. restaurant, and preliminary approval to revise the remaining portion of the plan to permit 30,000 sq. ft of office/retail, a 6,000 sq. ft. restaurant, and a 4,200 sq. ft. restaurant, replacing 33,800 sq. ft. of office/retail uses and a 6,000 sq. ft restaurant, and a 4,200 sq. ft. restaurant.

PLAN DETAILS

The proposed plan changes a portion of the approved PUD plan to permit a 6,850 square foot restaurant, replacing an undeveloped, 5,000 square foot restaurant at the corner of Murfreesboro Pike and Harding Place. The plan also proposes to revise the remaining portion of the PUD to permit 30,000 sq. ft of office/retail, a 6,000 sq. ft. restaurant, and a 4,200 sq. ft. restaurant, replacing 33,800 sq. ft. of office/retail uses and a 6,000 sq. ft restaurant, and a 4,200 sq. ft. restaurant. The proposed plan is consistent with the approved preliminary plan in terms of uses, building locations and access points, while it also updates the plan to account for the current Stormwater Regulation requirements. The previously approved PUD plan can no longer be built, as approved, since it had buildings proposed on top of a stream that is required to be protected.

Access

The proposed plan maintains the same number of driveways onto Murfreesboro Pike. The PUD was originally approved with shared access points between the various uses within the PUD. The Canter Chase Commercial plat was recorded in 1989, which included a shared access easement for all properties within the PUD. The language included on the recorded plat states:



Metro Planning Commission Meeting of 9/27/2007

| | |
|--|---|
| Staff Recommendation | <p><i>“Each owner or successive owner shall have a nonexclusive easement over the property of this subdivision plan other than areas covered by any structure for purposes of ingress and egress to and from their respective premises, for the purposes of parking on any paved areas designated for parking. This non exclusive easement shall not apply to areas upon which any structure is located.”</i></p> <p>Staff recommends approval with conditions.</p> |
| PUBLIC WORKS RECOMMENDATION | <p>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.</p> |
| STORMWATER RECOMMENDATION | <p>Approve with condition to provide dedication of easement and recording fee.</p> |
| CONDITIONS (If approved) | <ol style="list-style-type: none">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 building permits, a final plat shall be recorded, including any necessary bonds for public infrastructure.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. Public infrastructure improvements must be bonded, completed or satisfied prior to final plat recordation.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 9/27/2007

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 150 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/revise 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.



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| Project No. | Planned Unit Development 89P-003G-06 |
| Project Name | Still Springs Ridge, Phase 1 |
| Council District | 22 - Crafton |
| School Board District | 9 - Warden |
| Requested By | Dewaal and Associates, applicant for Greater Middle Tennessee Development Partnership, owner. |

| | |
|-----------------------------|--------------------------------|
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST
Final PUD

A request for final approval for a portion of the Still Springs Ridge Planned Unit Development located at Hicks Road (unnumbered) and terminus of Still Spring Hollow Drive (79.29 acres), zoned Single-Family Residential (RS20), to permit 101 single-family lots in 4 sections.

PLAN DETAILS
Site Plan

The plan calls for 101 new single-family residential lots which will all be located along new streets. Access will be from Old Hickory Boulevard through the neighboring Woodbury and Summit Oaks PUDs, and from Hicks Road through Still Springs Hollow PUD. A variance was granted with the last approved preliminary PUD plan to allow for a dead-end street over 750 feet in length. As proposed, the plan is consistent with the last approved preliminary plan with the exception that the plan calls for 101 lots and a condition of the preliminary was that one lot be removed for a total of 100 lots (See Preliminary Plan section for details).

Preliminary Plan

Still Springs Ridge was originally approved in 1989. In 1995, the Still Springs Ridge PUD was amended to absorb the Hicks Road PUD, which is also known as Still Springs Hollow.

Still Springs Ridge was originally approved for 100 single-family lots in phase 1. Phase 2 was approved for a community center or 5 single-family lots. A community center was previously approved for phase 2 and was subsequently revised for two single-family lots. This was approved by the Commission in August 2007. The Hicks Road PUD was approved for 85 single-family lots.

With the two PUDs combined the maximum number of lots possible is 190. While a condition of the previous preliminary approval for Still Springs Ridge, Phase 1



Metro Planning Commission Meeting of 9/27/2007

required that one lot be removed, the lot can now be retained as it will not push the overall number of lots over the approved density for both PUDs. There are currently 57 lots approved and occupied within the PUD. With this request for 101 lots, the 27 approved with Still Springs Hollow, Phase 3, and the two lots recently approved for Still Spring Ridge, Phase 2, the total number of lots will be 187.

Staff Recommendation

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. Submit geotechnical report as to the suitability of all cut slopes and retaining wall design.

STORMWATER RECOMMENDATION

Approve with the following conditions:

1. Provide a complete stormwater operation and maintenance agreement including a long-term maintenance plan and drawings of easements on a plat or location map to show the location of the BMP's.
2. Provide NPDES NOC letter and include a note on the plan set indicating the permit number the site is covered under.
3. All slopes that are 3:1 or greater need to be labeled and provided erosion control protection.
4. If the construction is expected to last more than 12 months provide construction schedule and phasing information.
5. Label the location of the pond emergency overflow spillways that are shown in the detail on the plan view.
6. Ponds need to include 1' freeboard over the 100-yr water surface elevation.
7. Provide easement and access easement locations and documentation for the ponds.
8. "Areas to Ponds" drainage map includes additional area labeled "Additional imp. From roofs and drives" draining to the ponds. Why is this area not included in the storm sewer calculations?
9. Ditches are very steep. Provide additional erosion control protection.



Metro Planning Commission Meeting of 9/27/2007

10. Labels for the ditches in the calculations do not match the labels on the plan set.
11. Pond Report page 15 for pond 2 lists a culvert/orifice structure at 704, detail in plan set shows it at 703.
12. In the calculations that show the site meeting the 80% TSS removal, a large portion of the site is designated "natural conservation area". Provide documentation that this area has been designated as such.
13. The text states that the 18" headwall that captures flow released from HW 33 needs improvement. Should these improvements be made with this project? It is also described that the structure downstream of the 196'-18" CMP needs maintenance.
14. Downstream structure #1 in Still Springs Drive (the 24" pipe) is not adequate. Provide design to upgrade.

CONDITIONS

1. Landscape plan shall be approved by the Metro Urban Forrester prior to the issuance of any building permits.
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.
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



Metro Planning Commission Meeting of 9/27/2007

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 Bill
Council District
School District
Requested by

Planned Unit Development 2007P-003U-12
McGee Property PUD
Filed with Council Office
31 - Toler
2 - Brannon
Gresham, Smith and Partners, applicant, for Henry King McGee, owner

Staff Reviewer
Staff Recommendation

Bernards
Disapprove as submitted. Approve with conditions if a street connection to Hill Road and a future connection to the east stubbing to the edge of the property are provided, including a variance along the property frontage of Hill Road to provide the sidewalk in an alternate location.

APPLICANT REQUEST
Preliminary PUD

A request for preliminary PUD approval for property located at 749 Hill Road, approximately 1,820 feet east of Franklin Pike Circle (7.77 acres), zoned One and Two-Family Residential (R40), to permit 8 single-family lots in a cluster-lot PUD.

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.

PLAN DETAILS

The requested Planned Unit Development (PUD) proposes eight single-family lots ranging in size from 20,038 sq. ft. to 77,100 sq. ft. The applicant proposes to use the cluster lot option provided for in Section 17.36.070 of the Zoning Code. The cluster lot option allows lots to be reduced in size by two base zone districts. Since the zoning is R40, lots 20,000 sq. ft. in size are permitted if the plan meets all requirements of the cluster lot option provisions.

Site Access

Access is proposed from a road that has neither been constructed nor dedicated. This road, Turners Retreat Drive, is included in a subdivision to the west of this property. The Turners Retreat subdivision received concept plan approval in April 2007. A Development Plan has not been submitted for this site. The Planning Commission required the new street in Turners Retreat be stubbed to the property edge to provide a future connection to the east. As the Turners Retreat subdivision has not received final plat approval and recorded, and Turners Retreat Drive has not been constructed or dedicated, the proposed PUD does not



Metro Planning Commission Meeting of 9/27/2007

Open Space

have access to a public street. The proposed PUD needs a street connection to Hill Road in order to be accessible. In addition, a future connection to the eastern property line is needed to facilitate development of the large properties to the east. While the PUD plan does show a potential connection to the east, the connection does not extend to the property line.

Sidewalks are shown on the proposed street of the preliminary PUD. Sidewalks are required on Hill Road.

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. There is 15.6% usable open space proposed, which meets the basic open space requirements for cluster lot option policy. While the open space is primarily behind lots 4, 5, and 6, a walking trail is proposed to make it clear that the open space is for all residents of the PUD.

Landscape buffer yards (Standard "C"- 20 feet) are required and proposed along the east, west and south perimeters of the property.

Archaeological Resources

The State Archaeologist conducted a preliminary review of this property and concluded that, due to its proximity to the prehistoric Native American site uncovered during the development of the adjacent Hemmingwood Subdivision, a qualified professional archaeologist conduct an evaluation of the site as part of the preliminary planning.

SOUTHEAST COMMUNITY PLAN

Residential Low (RL)

RL policy is intended to conserve large areas of established, low density (one to two dwelling units per acre) residential development. The predominant development type is single-family homes. In addition, there is a special policy on this and adjacent properties.

Special Policy Area 1

This special policy applies to the large lots along Hill and Baxter Roads: "The zoning for this special policy area should permit lot sizes no smaller than 40,000 square feet in order to most closely conserve the developed character of this area. In addition, the lot design of any permitted



Metro Planning Commission Meeting of 9/27/2007

Consistent with Policy?

resubdivision should protect views from the street and from existing buildings by preserving the trees that line the roads and by orienting new homes so that their rear yards are not in a direct line of sight from the fronts of existing homes.”

Yes. This 8-lot single family development at a density of just over one unit per acre meets the RL policy. The cluster lot provisions of the Zoning Code will allow the existing house to remain on lot 8 and the back portion of the property to accommodate seven new lots. A building envelope has been included for lot 8 so that if the existing house is replaced, the new house will continue to meet the setback requirements of the special policy.

Sidewalk Variance

The trees that line Hill Road are to remain at this time. These trees are in the right-of-way, so future road projects may require their removal. Sidewalks are required on Hill Road. This would be the only section of this portion of Hill Road with sidewalks and would likely require the removal of the trees. The applicant has the option to work with the Councilmember and the Public Works Department to provide the sidewalk at an alternate location in the area where a sidewalk would be more useful.

A variance is required if a sidewalk is not to be built on Hill Road. There are sufficient topographic constraints on the property such that staff can recommend approval of a variance if a condition is included with the variance that the sidewalk be relocated to a nearby alternative location that would be better served by a sidewalk. If a suitable alternative location is identified, staff recommends that a variance be granted and that the required sidewalk along Hill Road be placed in the alternate location.

Staff Recommendation

While the density and setbacks from Hill Road are consistent with the Special Policy, staff recommends disapproval of this PUD as submitted because there is no access to a public street. If a street connection to Hill Road and a future connection to the east stubbing to the edge of the property are provided, staff recommends approval with conditions, including a variance along the property frontage of Hill Road to provide the sidewalk in an alternate location.

STORMWATER RECOMMENDATION

1. Preliminary PUD approved



Metro Planning Commission Meeting of 9/27/2007

2. 40 acre drain observed at the north section of the site. Doesn't appear to be a stream but a determination shall be made prior to further approvals.

NES RECOMMENDATION

1. Developer to provide high voltage layout for underground conduit system and proposed transformer locations for NES review and approval
2. Developer to provide construction drawings and a digital .dwg file @ state plane coordinates that contains the civil site information (after approval by Metro Planning)
3. 20-foot easement required adjacent to all public right of way or behind sidewalk to start 20' PUE.
4. NES can meet with developer/engineer upon request to determine electrical service options
5. NES needs any drawings that will cover any road improvements to Pin Hook that Metro PW might require
6. Developer should work with Metro PW on street lighting required future location(s) due to Metro's requirements
7. NES follows the National Fire Protection Association rules; Refer to NFPA 70 article 450-27; and NESC Section 15 - 152.A.2 for complete rules
8. NES needs load information asap for each different lot type and size. (NES required to determine load capacity)
9. Does developer have any other options on property next to this 1 to be serve ugrd.

PUBLIC WORKS RECOMMENDATION

1. The revised site plan does not provide access to the public right of way.
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.

CONDITIONS (if approved)

1. Provide a street connection to Hill Road.
2. Prior to third reading at Metro Council, an evaluation of the site for archaeological resources shall be conducted by a qualified professional archaeologist. Presence of artifacts may require modification to the



Metro Planning Commission Meeting of 9/27/2007

plan. Failure to evaluate the site or failure to re-refer a revised plan to the Planning Commission shall result in a recommendation of disapproval by the Planning Commission.

3. Provide for a future connection to the east that stubs to the edge of the property.
4. A sidewalk variance along the property frontage of Hill Road is recommended for approval with the condition that a sidewalk be provided in an alternate location.
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.
6. A determination if the 40 acre drain observed at the north section of the site is a stream shall be made prior to final site plan approval.
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. 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.
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.



Metro Planning Commission Meeting of 9/27/2007

10. 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.
11. 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.



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| Project No. | Institutional Overlay 2006IN-001U-10 |
| Project Name | David Lipscomb University |
| Council District | 25 - McGuire |
| School Board District | 8 – Fox |
| Requested By | Tuck Hinton Architects, applicant, for David Lipscomb University, owner |
| Staff Reviewer | Logan |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST
Revise Master Plan and Final Site Plan

A request to revise a portion of the preliminary master plan for the David Lipscomb University Institutional Overlay district located between Granny White Pike and Belmont Boulevard, zoned One and Two-Family Residential (R10), to revise the layout of the approved Residential and Arts Villages and for final site plan approval to construct four residential apartment buildings and a 500 square foot design lab addition.

Zoning Overlay
 IO District

The purpose of the Institutional Overlay district is to provide a means by which colleges and universities situated wholly or partially within areas of the community designated as residential by the General Plan may continue to function and grow in a sensitive and planned manner that preserves the integrity and long-term viability of those neighborhoods in which they are situated. The institutional overlay district is intended to delineate on the official zoning map the geographic boundaries of an approved college or university master development plan, and to establish by that master development plan the general design concept and permitted land uses (both existing and proposed) associated with the institution.

GREEN HILLS/MIDTOWN COMMUNITY PLAN

Major Institutional (MI)

MI is intended to apply to existing areas with major institutional activities that are to be conserved, and to planned major institutional areas, including expansions of existing areas and new locations. Examples of appropriate uses include colleges and universities, major health care facilities and other large scale community services that do not pose a safety threat to the surrounding neighborhood. On sites for which there is no endorsed campus or master plan, an Urban Design or Planned Unit Development



Metro Planning Commission Meeting of 9/27/2007

Consistent with Policy?

overlay district or site plan should accompany proposals in this policy area.

Yes. The IO district is appropriate within the Major Institutional policy.

PLAN DETAILS

Section 17.40.140 of the Zoning Code stipulates that minor changes (not exceeding 10% within the modification area) may be considered revisions by the Planning Commission. Anything over a 10% increase in square footage, building setback, lot coverage, landscaping requirements, parking requirements, or dimensional requirements relating to fences or walls must be considered an amendment.

Preliminary Master Plan

This plan proposes to revise the previously approved plan for 1,648,386 square feet of various institutional uses to add an additional 300 square feet for a total of 1,648,686 square feet. The change accommodates a small addition to the approved art department buildings. The previous amendment included residential buildings of three to four stories. Because the residential buildings are now limited to three stories, the additional buildings do not add any square footage to the total, but do revise the layout of the residential village.

Final Master Plan

The final master plan applies to four residence halls and an addition to the existing art building. Residence halls 35a, b, c, and 36a are apartment style residence halls. They are each 12,000 square feet and 3-stories tall. The elevations match those approved by Metro Council on March 20, 2007. These building are located within the heart of the campus, away from the perimeter adjoining the neighborhood and would fall under the criteria to be treated as a minor revision. The art building is located next to the residence halls. The final master plan includes an addition of 500 square feet to the existing building.

Staff Recommendation

Staff recommends approval with conditions.

PUBLIC WORKS RECOMMENDATION

Comply with all previous conditions of approval for this institutional overlay.

STORMWATER RECOMMENDATION

Approved with conditions

1 Provide a more elaborate Long Term Maintenance plan for the site (see Volume 1, Section 7.9. Because it receives runoff from this development, include a narrative for the



Metro Planning Commission Meeting of 9/27/2007

detention pond. Provide a completed (with signatures) Maintenance Agreement and Dedication of Easement forms.

2. Provide NOC.

3. For the Construction Entrance, show the location on the plans. Also, minimum width = 20'.

4. For the erosion control measures, provide initial erosion control measures on a separate sheet (shown only on existing contours).

5. For the headwall, show outlet protection.

6. Show all civil details (outlet and inlet protection, water quality unit, inlet, etc.).

7. For the storm structures, show the locations of the roof drains and show how they are connected to the overall system.

8. For the storm structures, it is preferred that an inlet is used along the curb line rather than a curb cut. Provide inlet protection to that inlet (label the inlet protection).

9. Provide storm information for the relocated inlet.

10. For the stormwater detention calculations, explain why a CN = 70 and a Tc = 7 minutes was used.

11. For the water quality unit, provide calculations showing that the unit is adequately sized (treatment flow).

CONDITIONS

Within 30 days, submit a plan with the following revisions:

1. Erase parcel numbers for parcels 82 and 89.
2. Revise page 2 to include 36a as part of the final approval.
3. Include colored plan on page 3.



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| Project No. | Urban Design Overlay 2001UD-001G-12 |
| Project Name | Lenox Village Phase 8 |
| Council District | 31 – Toler |
| School District | 2 – Brannon |
| Requested By | Anderson, Delk, Epps and Associates, Inc., applicant for Lenox Village I, LLC, owner |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST

Revise Preliminary and Final UDO

A request to revise phase 8 of the approved final UDO, and for final approval for that portion of the Urban Design Overlay district which is located at Avery Park Drive (unnumbered), at the southeast corner of Avery Park Drive and Stone Lane, classified Multi-Family Residential (RM9), to create 174 townhomes, 22 single-family rear access lots, and 43 single-family street access lots.

PLAN DETAILS

General

Lenox Village Phase 8 was approved by the Planning Commission on December 8, 2005, and called for 193 townhomes, 12 single-family rear access lots, and 43 single-family street access lots.

Site Plan

As proposed, changes on the new plan are minor and are limited to a small portion of Phase 8. Changes consist of the removal of three single-family street access lots along the north side of proposed Avery Park Drive, which are to be replaced with 8 townhomes. A new alley is also proposed and will provide rear access to the additional townhomes. With the proposed changes phase 8 will consist of 174 townhomes, 22 single-family rear access lots, and 43 single-family street access lots for a total of 239 units.

Staff Recommendation

The proposed changes are minor in nature and are consistent with the Lenox Village Urban Design Overlay. Staff recommends approval.

PUBLIC WORKS RECOMMENDATION

No Exception Taken

STORMWATER RECOMMENDATION

No Exception Taken



Metro Planning Commission Meeting of 9/27/2007

CONDITIONS

1. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
3. This approval does not include any signs. All signs within the overlay are regulated by the Lenox Village Urban Design Overlay District.
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. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
6. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.