

# Metropolitan Planning Commission



## Staff Reports

February 28, 2008



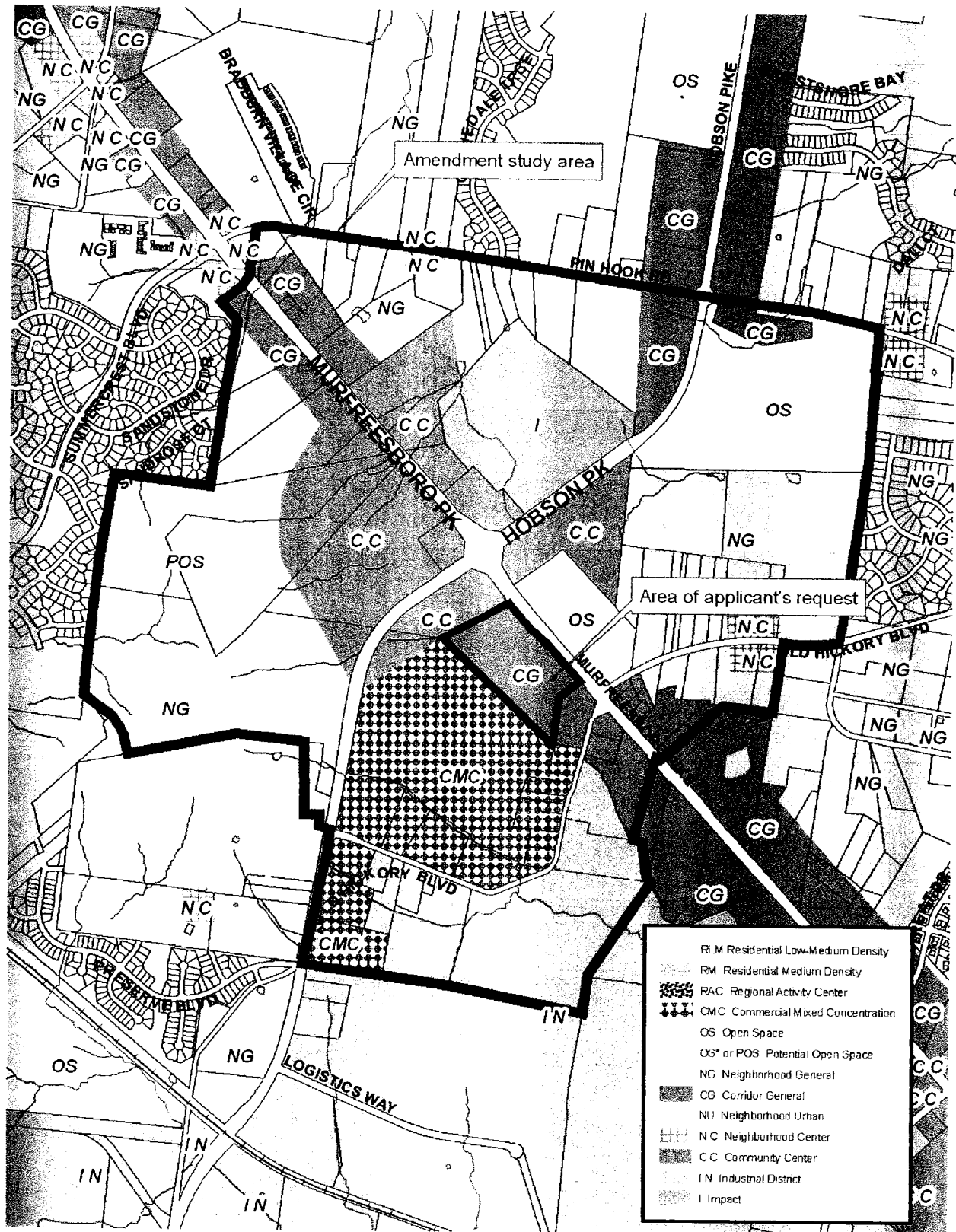
**COMMUNITY PLAN  
AMENDMENT**

**SEE NEXT PAGE**



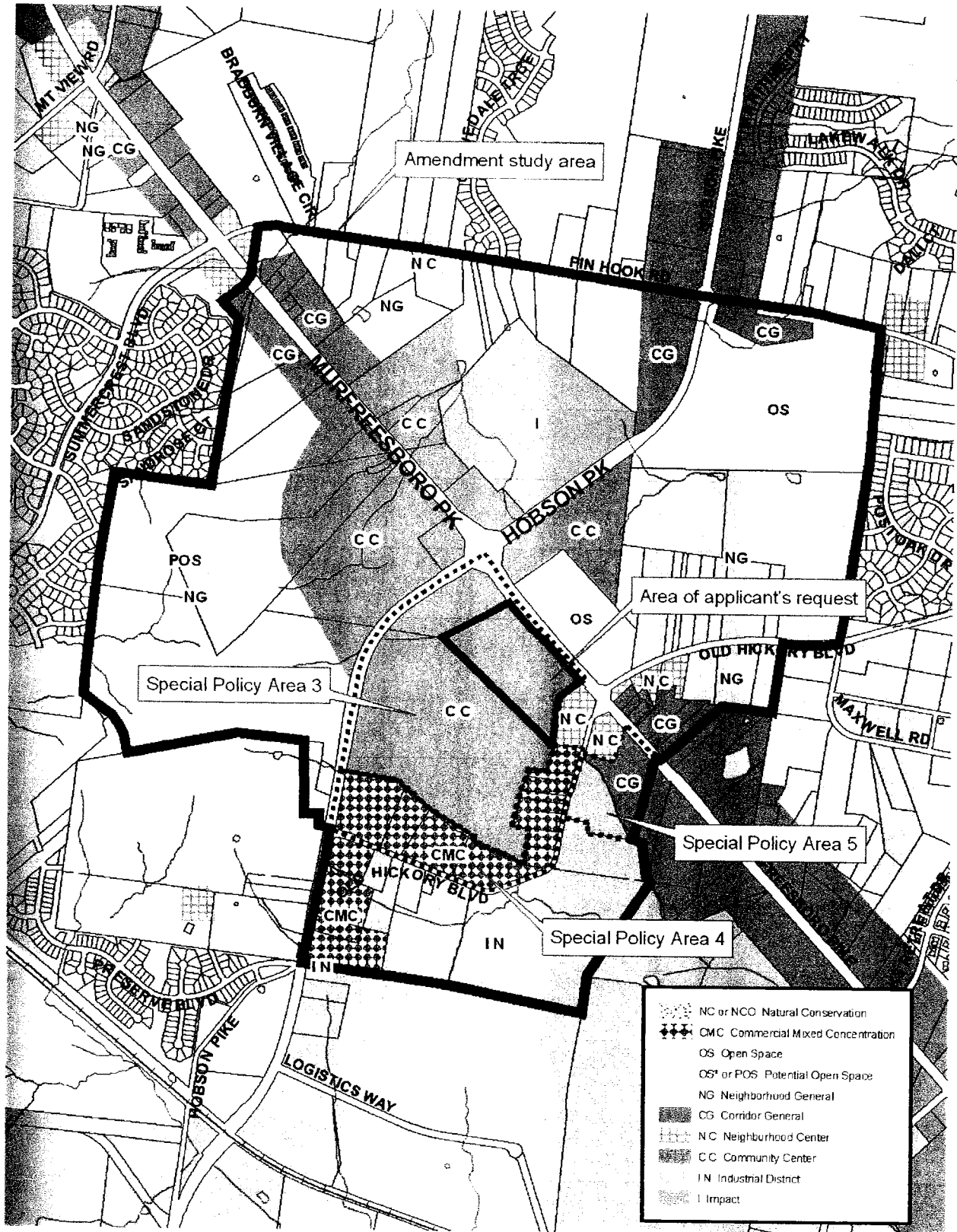


2007CP-021U-13 Land Use Policies Before Amendment





2007CP-021U-13 Land Use Policies After Amendment





**Project No.  
Request**

**2007CP-21U-13  
Amend the Antioch-Priest Lake Community  
Plan: 2003 Update**

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

2008SP-002U-13  
32 - Coleman  
6 - Johnson  
R. Chris Magill Consulting, LLC, applicant, for  
Vastland Starwood Development LLC, owner.

**Staff Reviewer  
Staff Recommendation**

Wood  
*Disapprove applicant request and approve staff's  
recommended plan amendment.*

---

**APPLICANT REQUEST**

**A request to amend the *Antioch-Priest Lake Community Plan: 2003 Update* to replace Corridor General land use policy with Commercial Mixed Concentration land use policy for a portion of Map 164, Parcel 41 located along the south margin of Murfreesboro Pike at Hobson Pike.**

---

**CURRENT LAND USE  
POLICY  
Corridor General (CG)**

Corridor General is for areas at the edge of a neighborhood that extend along a segment of a major street and are predominantly residential in character. Corridor General areas are intended to contain a variety of residential development along with larger scale civic and public benefit activities. Examples might include single family detached, townhouses, or two-family houses; but multi-family development might work best on such busy corridors.

---

**APPLICANT'S REQUESTED  
LAND USE POLICY  
Commercial Mixed  
Concentration (CMC)**

CMC accommodates major concentrations of mixed commercial development providing both consumer goods and services and employment. Unlike strictly retail concentrations, CMC areas may contain an equal or greater proportion of other commercial uses such as offices.

---

**STAFF'S RECOMMENDED  
LAND USE POLICIES  
Community Center (C C)**

C C is intended for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends



## Metro Planning Commission Meeting of 2/28/08

along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a "town center" of activity for a group of neighborhoods. Appropriate uses within CC areas include single- and multi-family residential, offices, commercial retail and services, and public benefit uses.

### Neighborhood Center (N C)

N C 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 N C 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.

---

### COMMUNITY PARTICIPATION

A community meeting was held on February 7, 2008, at the Mt. View Elementary School cafeteria. It was attended by about 22 people.

---

### ANALYSIS

This plan amendment request is associated with a Specific Plan zone change proposal 2008SP-002U-13, which calls for a retail and residential development on the former Starwood Amphitheater site that is between Hobson Pike, Murfreesboro Pike, and Old Hickory Boulevard. All but approximately 17 acres of the 65-acre site are in Commercial Mixed Concentration policy. The remaining 17 acres are in Corridor General policy.

---

### Existing Policy

The Commercial Mixed Concentration policy was placed on most of the applicant's site and several surrounding properties to accommodate the use of the property at the time - Starwood Amphitheater. Starwood Amphitheater has since left the site. The remaining three quadrants of the intersection, including the property between the Starwood parcel and Hobson Pike, were placed in Community Center policy. This was with the intent of developing one of two new community-scaled mixed use areas to provide consumer services with supportive higher density residential to the planned new urban neighborhoods in the fast-growing Mt. View area.



## Metro Planning Commission Meeting of 2/28/08

The second planned mixed use area is under development at the Davidson-Rutherford county line, where Planning staff, Councilman Coleman, and area residents and property owners worked together for several months to develop the Hickory Woods Specific Plan in order to implement the Community Center policy. Further toward Downtown, a similar effort was undertaken by Councilman Coleman, Planning staff, and area representatives for another Community Center area that is more developed than the two more outlying nodes, the Rural Hill Road Specific Plan. Both these implementation efforts paid significant attention to urban design to create highly functional, pedestrian-friendly concentrations of thoroughly integrated and synergistic mixed use development. A similar level of attention to urban design is appropriate for this site.

The Corridor General policy along Murfreesboro Pike was placed along the undeveloped frontage of Starwood in response to the presence of the Mt. View Elementary School across the street. The primary intent was to provide a policy that required design-based zoning for its implementation and avoided traditional suburban strip commercial style development on a site that is highly visible from a prominent civic site, the Mt. View Elementary School across Murfreesboro Pike.

While the mixture of commercial and residential land uses proposed by the applicant for the site is generally appropriate for the location, the requested land use policy is not appropriate. The use of Commercial Mixed Concentration policy would be an expansion of an outdated policy that was put in place primarily to accommodate a special use (Starwood Amphitheater) that is no longer in existence. Now that the use is gone, it is appropriate to reexamine this site in light of its location at a planned community-scaled mixed use intersection that is intended to be developed with high standards of urban design. This is also appropriate in light of the goals of the Antioch-Priest Lake Community Plan: 2003 Update regarding Commercial and Residential Development:

- *Goal: Promote a high quality of life by offering a wide range of housing opportunities in response to the residents' needs.*



## Metro Planning Commission Meeting of 2/28/08

- *Goal: Serve the area with a commercial mix at appropriate locations.*
- *Goal: Establish better controls for commercial development, including design, building materials, landscaping, and signage.*

### Applicant Request

Commercial Mixed Concentration policy is appropriate for locations where there is no preference as to whether the mix of uses within the policy area is balanced and thoughtfully integrated, or for that matter whether there is any mix of uses at all. Commercial Mixed Concentration areas are intended to achieve their development pattern solely through market forces as they arise at the given point in time when each particular CMC area develops. In addition, there is no requirement under CMC policy to use urban design-based zoning tools such as Planned Unit Development or Urban Design Overlays or the Specific Plan District.

Community Center (C C) policy, on the other hand, is specifically intended to be used for the purpose of developing concentrations of integrated commercial and higher density residential development that serve several neighborhoods. The residential development within C C areas can occur in the form of a component of vertical mixed use development or as free-standing residential that often serves as a transition between the commercial and/or mixed use portions of the C C policy area and adjacent neighborhoods. In either case, these residences serve to provide additional market support to the commercial uses within the center and provide local residents with a housing option that enables them convenient access to consumer goods and services.

### Staff Alternative

As an alternative to the applicant's requested amendment, staff recommends that the entire parcel have Community Center policy to better integrate the property into the planned mixed-use, community-scaled intersection at Hobson and Murfreesboro Pikes.

Planning staff has reviewed the policies within the overall amendment study area that was established for this case and is recommending a few other associated policy changes. One is to move the Neighborhood Center node that is located approximately 1,200 feet east of Murfreesboro Pike from its current planned



## Metro Planning Commission Meeting of 2/28/08

location to the intersection of Old Hickory Boulevard and Murfreesboro Pike, where there is already some commercial zoning in place. There is no commercial zoning at the current N C location and it is more likely that the policy will be implemented at the proposed location. In addition, staff recommends that Special Policies be put in place in the area as specified below. This is particularly important when so much time and attention has been paid to the implementation of appropriate urban design principles for the other nearby emerging Community Center areas along Murfreesboro Pike.

---

### **Special Policy Area 3 – Former Starwood Site Community Center Policy Area**

The following design principles should be followed in the development of this site:

**Access** - Access is provided from Murfreesboro Pike and Hobson Pike. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the street. Access is designed to be easily crossed by pedestrians. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites.

**Block Length** – Curvilinear and linear block structure with moderate to short distance between intersections is appropriate. It is recognized that this is a suburban environment but it is still intended to be compact, mixed-use, and pedestrian friendly.

**Building Placement (Mass, Orientation, Scale)** - Buildings are massed and scaled to complement the emerging and planned adjacent neighborhoods that the center serves and the infrastructure to which it has access. The massing of buildings results in a footprint with moderate lot coverage, ideally with 70,000 square feet or less of individual first floor tenant space. To accommodate greater mass, buildings are encouraged to add stories.

Buildings, including entrances, are oriented to the street. If the building is internal to the development, it



## Metro Planning Commission Meeting of 2/28/08

may be oriented to an internal street, private drive, or open space, but is not oriented to parking.

Buildings are generally one to three stories, and in some locations up to five stories. The height is based on the building type and location within the Community Center policy area. Consideration is given to the following factors: proximity to other community character policies and the role of the building in transitioning between policies, height of surrounding buildings, and adjacent civic buildings.

Setbacks are shallow and consistent; they may be deep enough to allow for one row of parking in front of the building or where additional pedestrian access and areas for patios and street furniture are needed. Buildings lining Murfreesboro Pike opposite Mt. View Elementary School should form a strong street wall.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods is moderate and is provided by sidewalks, bikeways, and greenways. Pedestrian connectivity within the Community Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center. Crosswalks are provided at intersections and vehicular access points and are clearly marked.

**Connectivity (Vehicular)** – Connectivity to surrounding neighborhoods and suburban corridors is moderate. Connectivity within the center is provided through coordinated access and circulation, which may include the construction of new streets, drives and alleys. Mass transit is provided near easily accessed areas of the center, such as major entrances, and coordinated with sidewalks and bikeways.

**Density/ Intensity** – The density and intensity of the Community Center is secondary to form. The density of residential development is envisioned to be slightly higher than that of the developing neighborhoods surrounding it, which typically do not exceed 20 dwelling units per acre in any location. Residential development should serve the purpose of providing transitional land uses between the center and less intense residential areas. The density of residential





## Metro Planning Commission Meeting of 2/28/08

development is moderate to support the center's commercial, office and mixed use development. The intensity of non-residential development is moderate with generally one to three story buildings and the potential for up to five story buildings, and a moderate geographic scale, generally centered around the intersection of Murfreesboro and Hobson Pikes and not to exceed a half-mile in diameter. Intensification should take place within the defined boundaries of the Community Center policy rather than through expansion of the policy.

**Landscaping** – Landscaping is formal. Street trees, bushes, and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings are provided. Nonresidential uses and surface parking lots are buffered when they abut residential development. Consideration should be given to the use of native plants and natural rainwater collection to minimize maintenance costs and the burden on infrastructure.

**Lighting** – Lighting is provided to create a safe, welcoming environment in the Community Center policy area without encroaching into surrounding non-center policies. As a result, the scale and design of the lighting is appropriate for pedestrians and to the scale and character of the center, and lighting is projected downward and onsite. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings.

**Parking** – Parking is provided on-street, on-site in surface lots, or on-site in structured parking. Whether structured or surface, parking is located behind, beside or beneath the primary structure. If parking is located in front of the primary structure, then the parking is screened, from the primary street(s), by buildings on out-parcels. Out-parcels may have one row of parking between the structure and the street. Those buildings are oriented to face the primary street with setbacks that frame the street and spacing to create a “wall” along the street. Surface parking is divided into sections by landscape islands and internal street networks designed to allow future development or infill as a street with buildings lining it. In all cases, on site parking is screened from view of the street and from view of



## Metro Planning Commission Meeting of 2/28/08

abutting residential properties. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. It is especially important to break up the parking that is visible from Mt. View Elementary School.

**Service Area** – This Community Center policy area provides services to meet the daily needs of residents within a ten to twenty minute drive as well as services that are needed less frequently and provide a draw to the larger community.

**Signage** – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for vehicles. Monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs.

### **Special Policy Area 4 – Old Hickory Boulevard Commercial Mixed Concentration Area**

The following design principles should be followed in the development of this Commercial Mixed Concentration policy area, and the use of urban design-based zoning (Planned Unit Development or Urban Design Overlay or Specific Plan District) is required for its implementation:

**Access (Pedestrian/Bicycle)** - There is a high level of connectivity between streets and sidewalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and corners and are raised or clearly marked.

**Access (Vehicular)** – Vehicular access is obtained from Old Hickory Boulevard.

**Building Placement (Orientation, Mass, Scale)** - Building height, scale, and orientation within this Commercial Mixed Concentration Area provides a transition between the adjacent Industrial policy area and the residential component of the adjacent



## Metro Planning Commission Meeting of 2/28/08

Community Center policy area. Buildings are located and oriented to create a pedestrian friendly environment. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians.

**Landscaping** - Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, shrubs, and other plantings is provided. Nonresidential uses and surface parking lots are buffered when they abut residential development. Additional buffering may be necessary at the interface of this and other policy areas. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs.

**Lighting** - Lighting is provided to enhance the streetscape and provide safety. Lighting is designed to blend with the character of the adjacent neighborhoods and Community Center policy area. Lighting near residential areas is down lighting and does not intrude into residential areas.

**Parking** - Parking contains heavily landscaped medians and is designed to minimize visibility and/or the appearance of vast contiguous areas of parking.

**Signage** - Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming. The design and location of signage complements and contributes to the envisioned character of the Commercial Mixed Concentration area, which is expected to be at a moderate scale with a mixture of uses ranging from residential and institutional to office and business park uses. Signage is generally scaled for vehicles, but some pedestrian activity is expected in the area because of the emerging adjoining residences and the adjacent Community Center. Monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs.



## Metro Planning Commission Meeting of 2/28/08

### **Special Policy Area 5: Transitional Industrial Parcel on Murfreesboro Pike East of Old Hickory Boulevard**

The following guidance should be followed for the development of this site, the current use of which does not conform to the land use policy, in order to bring it into future conformance with the community plan:

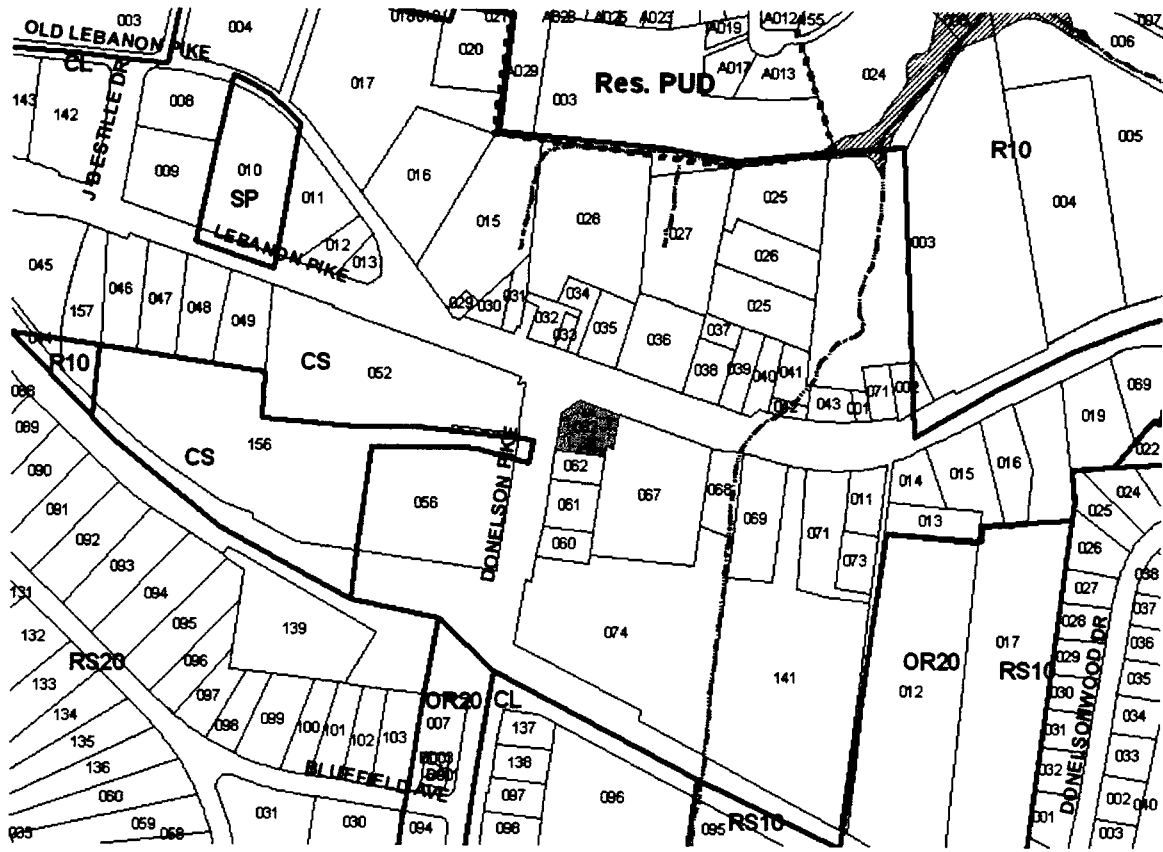
This parcel is zoned IWD and contains a light industrial use. The portion of the parcel that is south of the stream that bisects the property is in Industrial policy while the northern portion, which adjoins Murfreesboro Pike, is in Corridor General policy. To aid in implementing these policies, the property should not be rezoned to IR or IG, but rather should be rezoned to either a base district that would create a transition towards the intended policy arrangement combined with either a Planned Unit or Urban Design Overlay, or should be rezoned to a Specific Plan District that achieves the same intent. Applicants are encouraged to work with the Planning Department to establish the most appropriate combination of uses and urban design on the site, with the understanding that the site's Murfreesboro Pike frontage is most appropriate for shallow setbacks with very limited parking in front of the building and a solid street wall.

---

#### **STAFF RECOMMENDATION**

Staff recommends disapproval of the applicant request for Commercial Mixed Concentration policy and approval of the staff recommendation of Community Center policy, Neighborhood Center policy, and accompanying Special Policies as outlined above.

## **PREVIOUSLY DEFERRED ITEMS**



**2007SP-148U-14**  
 2801 Lebanon Pike  
 Map 096-01, Parcel 062-01  
 Subarea 14 (2004)  
 Council District 14 - James Bruce Stanley



**Project No.** Zone Change 2007SP-148U-14  
**Project Name** Lebanon Pike SP  
**Council Bill** BL2007-33  
**Council District** 14 – Stanley  
**School District** 4 – Glover  
**Requested by** Bob Grayson, applicant, for Leroy J. Humphries and Beverly S. Beam, owner  
**Deferrals** *Deferred from the October 25, 2007, Planning Commission meeting*

**Staff Reviewer** Sexton  
**Staff Recommendation** *Disapprove*

**APPLICANT REQUEST**

**Preliminary SP & Final Site Plan** A request to change from Commercial Service (CS) to Specific Plan-Auto (SP-A) zoning property located at 2801 Lebanon Pike, at the southeast corner of Lebanon Pike and Donelson Pike (0.31 acres), to permit an existing structure to be used for used automobile sales.

**History** At its October 25, 2007, meeting, the Planning Commission deferred this case indefinitely at the request of the applicant. The Councilmember has introduced the Council Bill for the March 4, 2008, Council public hearing. The Planning Commission should make a recommendation on this ordinance prior to it being heard at second reading by the Council.

**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-A District Specific Plan-Auto is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes automobile uses.

**DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN**

Community Center (CC) CC is intended for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at



DONELSON PIKE  
(90.72' R.O.W.)

LEBANON PIKE  
(96.62' R.O.W.)

I=00-26-08  
R=6510.74'  
T=24.75'  
L=49.49'  
C=49.49'  
BRC=N8-27-16E

L.J. HUMPHRIES AND J.A. BEAM, III ETUX  
TAX MAP 96-01  
PARCEL 67  
BOOK 10681, PAGE 953, R.O.D.C., TN.

C.Y. THURMAN, ETUX  
TAX MAP 96-01  
PARCEL 62  
BOOK 8359, PAGE 666, R.O.D.C., TN.

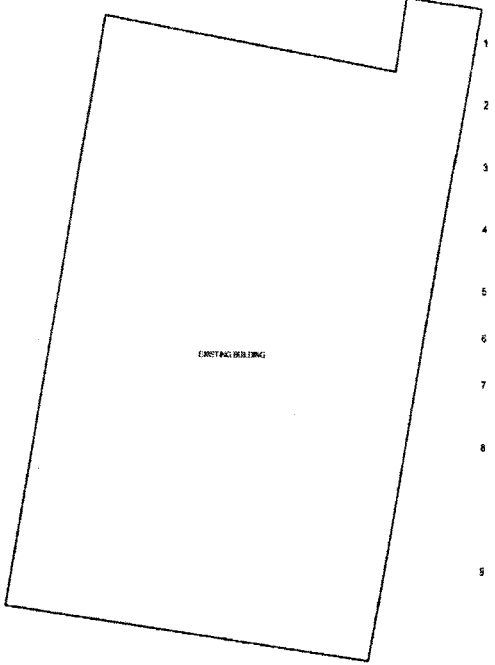
**SITE & UTILITIES PLAN**

SCALE: 1" = 20'-0"

**NOTES**

NOTE: ALL ASPHALT SURFACES TO REMAIN, NO NEW ASPHALT WILL BE ADDED.

NOTE: THERE WILL BE NO CHANGE REQUIRED IN IMPERVIOUS SURFACES.







## Metro Planning Commission Meeting of 2/28/08

the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods. Appropriate uses within CC areas include single- and multi-family residential, offices, commercial retail and services, and public benefit uses. An accompanying Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms to the intent of the policy.

*Donelson Station 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.

### **Consistent with Policy?**

No. While auto related use may be appropriate in CC areas under certain circumstances, used car lots are not the type of use that is contemplated within the vision of the Donelson Station Detail Neighborhood Design Plan. Auto-oriented uses are not conducive to creating a pedestrian-oriented streetscape.

---

### **PLAN DETAILS**

Site Plan

The site contains an existing one story, 1,785 square foot brick garage with an attached 14 foot canopy, on 0.31 acres of land. A portion of the garage includes a 466 square foot auto detailing facility. The existing building is proposed to remain and be converted into the used auto dealership.

The front setback along Lebanon Pike is 57 feet. The site is proposed to be enclosed by a 24 inch cultured stone veneer knee wall and contains interior landscaping.

Sidewalks

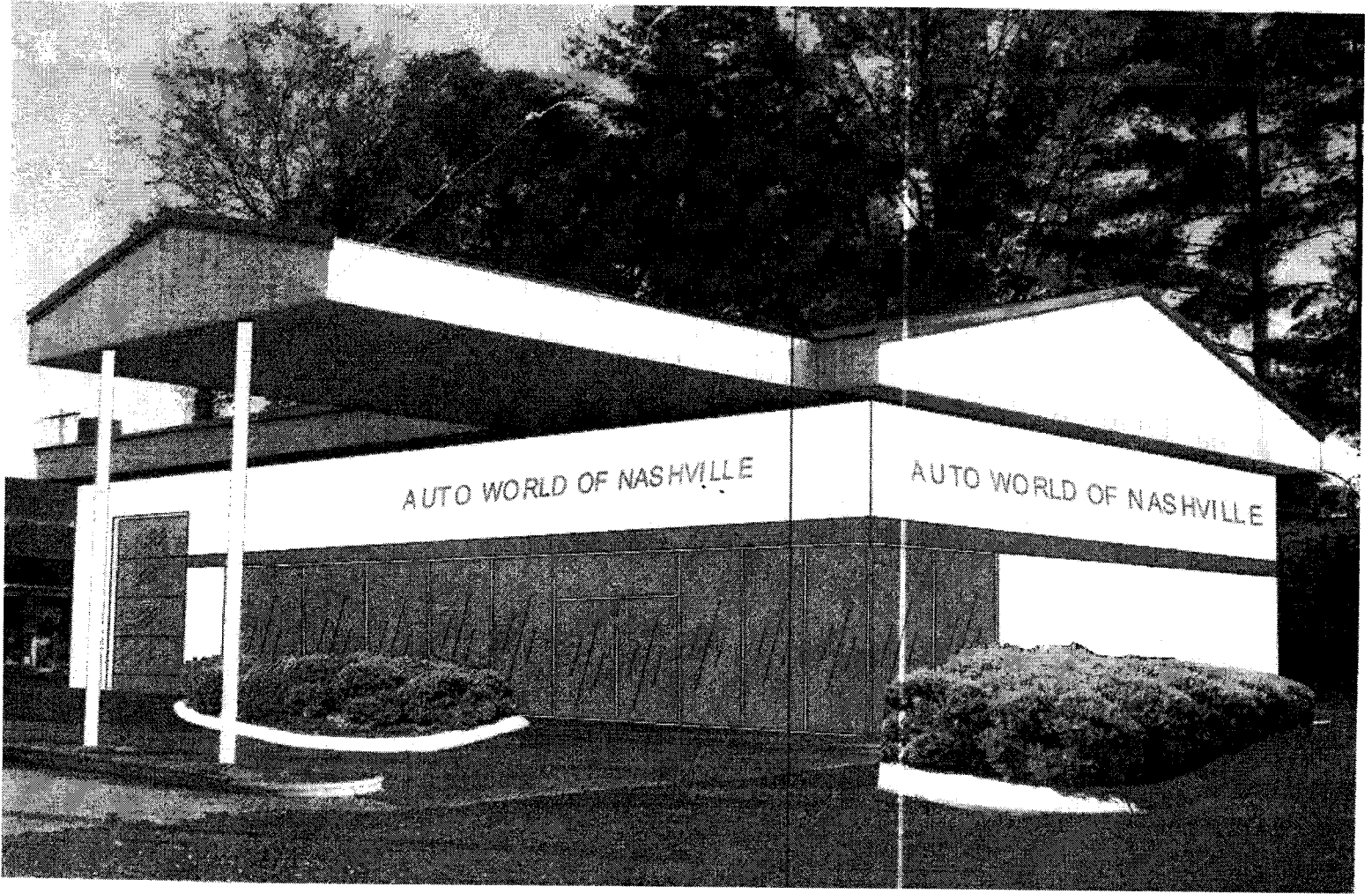
Sidewalks are shown on the site plan.

Parking

The plan calls for 22 parking spaces and one handicap parking space.

Access

The main access to the site is located off Lebanon Pike. A secondary access is located off Donelson Pike.





## Metro Planning Commission Meeting of 2/28/08

### **PUBLIC WORKS RECOMMENDATION**

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

- Identify existing right of way and easements along Donelson Pike and Lebanon Pike. (Reference: Fed. Aid Proj. No. STP-M-24(8), State Proj. No. 19041-3265-54, P.E. No. 19041-1263-54)
  
- Along Lebanon Pike, 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)..

#### **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)	0.31	0.198	2,673	83	11	11

#### **Typical Uses in Proposed Zoning District: SP**

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Automobile Sales (Used) (841)	0.31	n/a	1,920	65	4	6

#### **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
--			-753	-18	-7	-5

#### **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
Strip Shopping (814)	0.31	0.60	8,102	385	14	41

#### **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
Automobile Sales (Used) (841)	0.31	n/a	1,920	65	4	6

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--			-6,182	-320	-10	-35



## Metro Planning Commission Meeting of 2/28/08

---

### STAFF RECOMMENDATION

Staff recommends disapproval because the request to rezone to SP-A to permit a used auto sales dealership is inconsistent with the Downtown Donelson Detailed Neighborhood Design Plan.

---

### CONDITIONS

(if approved)

1. All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions. Identify existing right of way and easements along Donelson Pike and Lebanon Pike. (Reference: Fed. Aid Proj. No. STP-M-24(8), State Proj. No. 19041-3265-54, P.E. No. 19041-1263-54)
2. Along Lebanon Pike, 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).
3. All signs shall be either monument or façade-mounted building signage. Pole mounted signs, including billboards, shall not be permitted.
4. The proposed knee wall design shall be approved by planning staff prior to issuance of any building or use permit for the property. The knee wall shall be constructed along Donelson and Lebanon Pike. The knee wall shall be a minimum 24 inch height and the wall shall be constructed of either: concrete, stone, split-faced masonry or other similar material; or pillars with vertical pickets of wrought iron or similar material between the pillars.
5. Any adjacent right of way shall include a sidewalk or if the condition of the existing side walk is inadequate per Metro standards for construction, a new sidewalk shall be constructed by the applicant.
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.



## Metro Planning Commission Meeting of 2/28/08

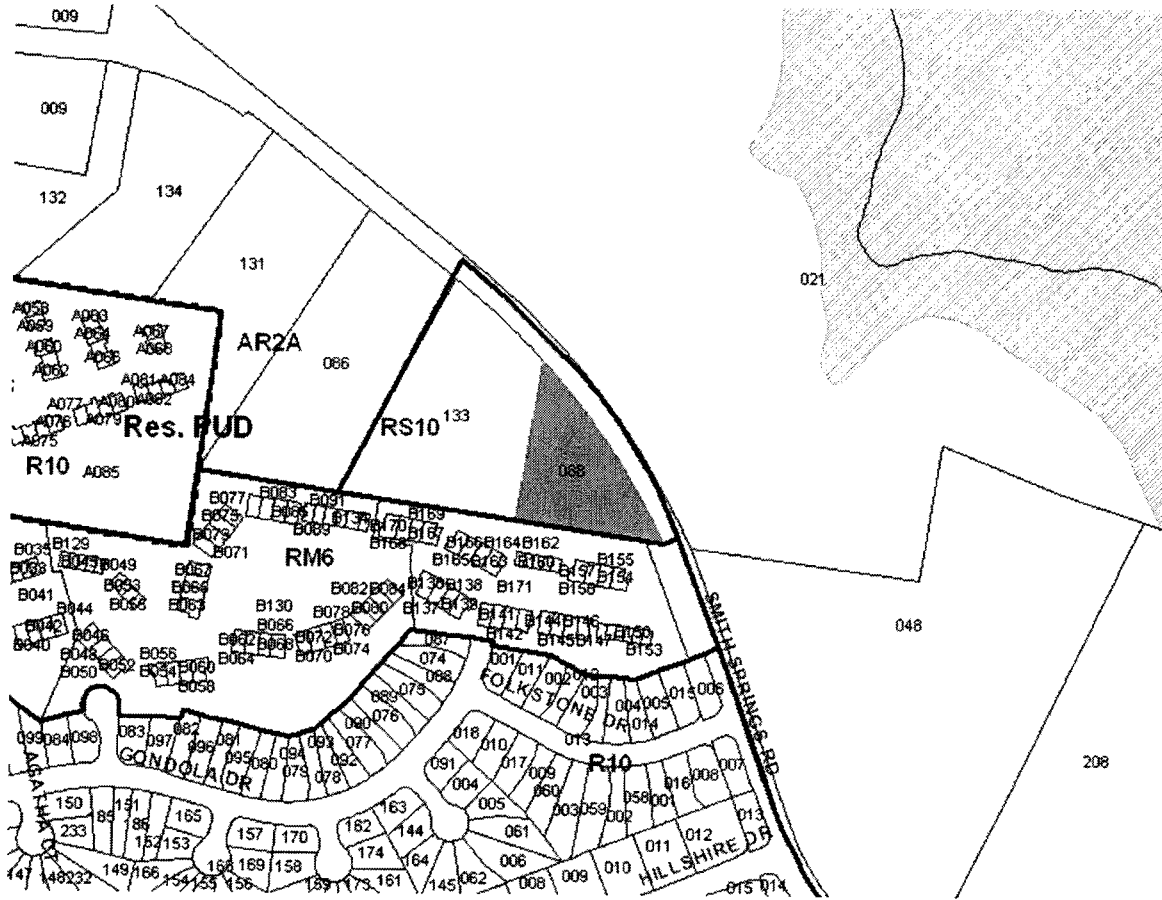
7. All light and glare shall be directed on-site to ensure surrounding properties are not adversely affected by increases in direct ambient light.
8. The uses in this SP are limited to used automobile dealership and uses allowed in MUN zoning.
9. For any development standards, regulations and requirements 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 CS zoning district as of the date of the applicable request or application.
10. A corrected copy of the preliminary and final SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
11. Minor adjustments to the preliminary SP 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 floor area, 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 2/28/08

12. The requirements of the Metro 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.
13. The SP final site plan as approved by the Planning Commission will be used to determine compliance, both in the issuance of permits for construction and field inspection. While minor changes may be allowed, significant deviation from the approved site plans may require reapproval by the Planning Commission and/or Metro Council.

**SEE NEXT PAGE**



2008S-021U-13  
 Smith Springs Cove  
 Map 136-00, Parcel 088.01  
 Subarea 13 (2003)  
 Council District 33 - Robert Duvall





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

**Subdivision 2008S-021U-13**  
**Smith Springs Cove**  
33 – Duvall  
6 - Johnson  
John F. Pratt, owner, Littlejohn Engineering Associates Inc., surveyor

**Deferral**

*Deferred from the January 24, 2008, Planning Commission meeting at the request of the applicant.*

**Staff Reviewer**  
**Staff Recommendation**

Jones  
*Approve with conditions*

**APPLICANT REQUEST**  
**Concept Plan**

**A request for concept plan approval to create 5 lots on property located at Smith Springs Road (unnumbered), approximately 475 feet north of Folkstone Drive (1.44 acres).**

**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.

**SUBDIVISION DETAILS**

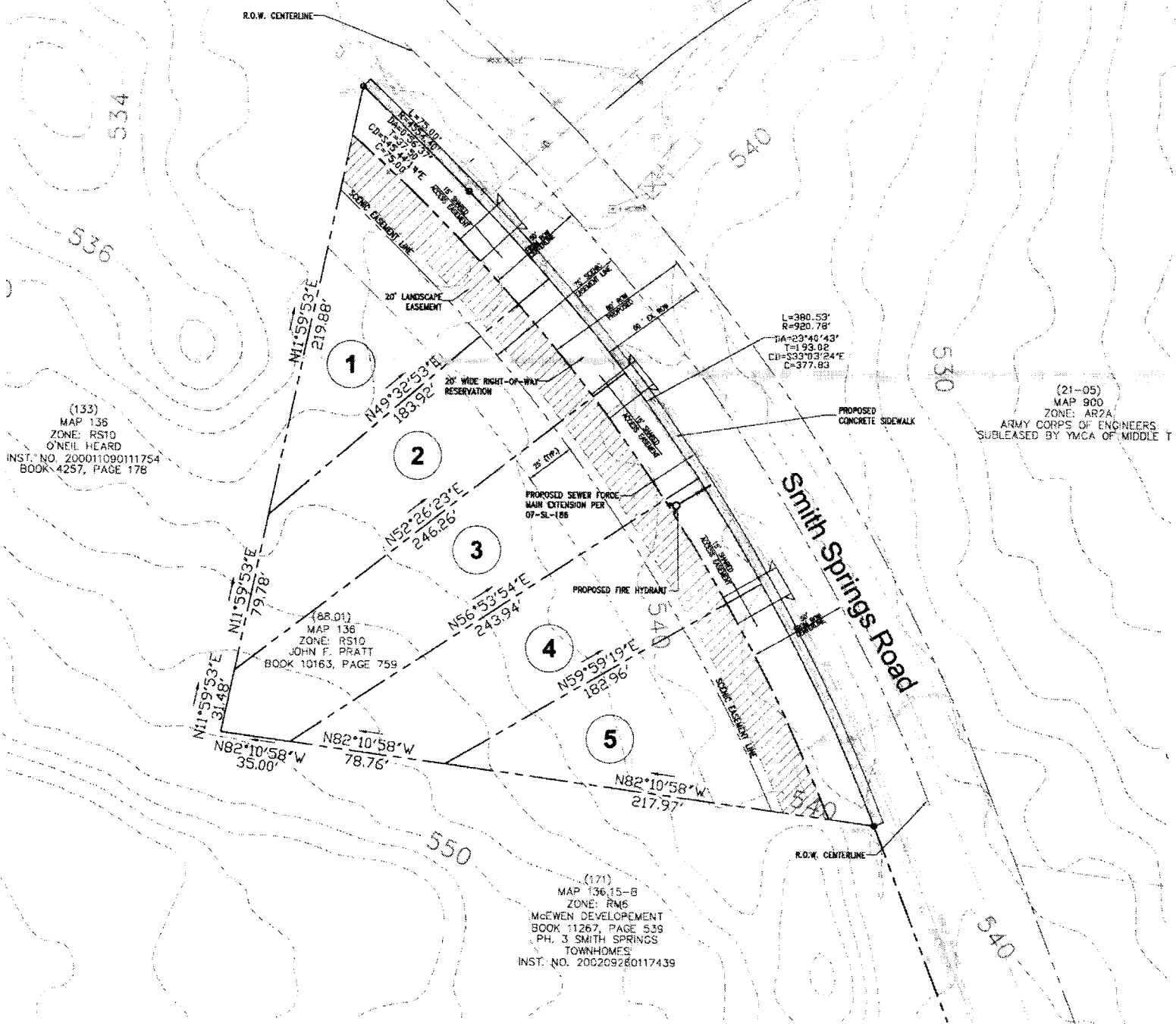
The concept plan for Smith Springs Cove proposes to create five single-family lots from an existing, vacant lot. The lot sizes range in size from 11,934 square feet to 13,995 square feet. The five lots will front onto Smith Springs Road.

Access

The property fronts onto Smith Springs Road, which is classified as a scenic arterial road. Section 3-4.4 of the Metro Subdivision Regulations state that when property is divided along an existing arterial or collector street, combined driveways or a private access drive must be provided in order to limit driveway entrances and potential traffic hazards. A 15-foot shared access easement is proposed for Lots 2 and 3, as well as Lots 4 and 5. Lot 1 will have an individual access that aligns with an access drive on the eastern side of Smith Springs Road. A five foot sidewalk is also planned within the right-of-way of Smith Springs Road to accommodate pedestrian travel.

Landscaping

The classification of Smith Springs Road as a scenic arterial requires a standard A landscape buffer. The plan includes a 20-foot landscape buffer.





## Metro Planning Commission Meeting of 2/28/08

### Setback along a Scenic Arterial

The applicant is requesting a variance from Section 3-10.5.b of the Subdivision Regulations for setbacks along a scenic arterial street. In order to preserve the viewshed along scenic routes, the Subdivision Regulations require that the setbacks along roads designated as scenic arterials be platted by measuring the applicable zone district required yard from the scenic landscape easement line instead of the property line. The applicant is requesting a variance to this section of the Subdivision Regulations, stating that the 40-foot setback from the scenic easement takes away building area, particularly from Lots 1 and 5 where the proposed triangular shape of each lot limits the buildable area and will most likely require specialized floor plans or a reduction in the number of buildable lots. Instead, the applicant is proposing a 25 foot setback measured from the scenic easement line.

### Variances

The Planning Commission may grant a variance from the subdivision regulations provided the following criteria are met:

- The granting of this variance will not be detrimental to the public safety, health, or welfare in the neighborhood in which the property is located.
- The conditions upon which the request for this variance is based are unique to the subject area and are not applicable to other surrounding properties.
- Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
- The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County.

In evaluating the variance to the setback measurement, there are no physical characteristics or topographic conditions that present challenges to developing the



## Metro Planning Commission Meeting of 2/28/08

site. Even with a 40 foot setback from the scenic easement, the site can accommodate the five lots.

The granting of a variance must be based on extraordinary hardship that results from strict compliance with the Subdivision Regulations. The applicant, however, has not identified any unique conditions or characteristics associated with this property that create an undue hardship. To ensure continuous harmonious development along Smith Springs Road, it is important to establish a precedent of adhering to the setback requirements at this site, so that any future development will comply with these regulations, and the need for similar variance requests will be eliminated.

Staff recommends disapproval of the variance request to avoid the scenic route setback requirements. Staff recommends as a condition of approval that the concept plan be revised to show the setback measured 40 feet from the scenic landscape easement line.

---

### **PUBLIC WORKS RECOMMENDATION**

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

---

### **STORMWATER RECOMMENDATION**

Approved. This project will ultimately require an approved Storm Water Grading Plan prior to Final Plat Approval.

---

### **STAFF RECOMMENDATION**

Staff recommends approval of the concept plan with conditions. Staff recommends disapproval of the request for a variance to the setback requirements along a scenic arterial. The variance request is not supported by a showing of hardship, as required by the subdivision regulations. To allow a variance to the regulations would set a precedent in the area for any future development to also request a variance to the setback measurement.

---

### **CONDITIONS**

1. The setback line shall be measured 40 feet from the scenic landscape easement line.

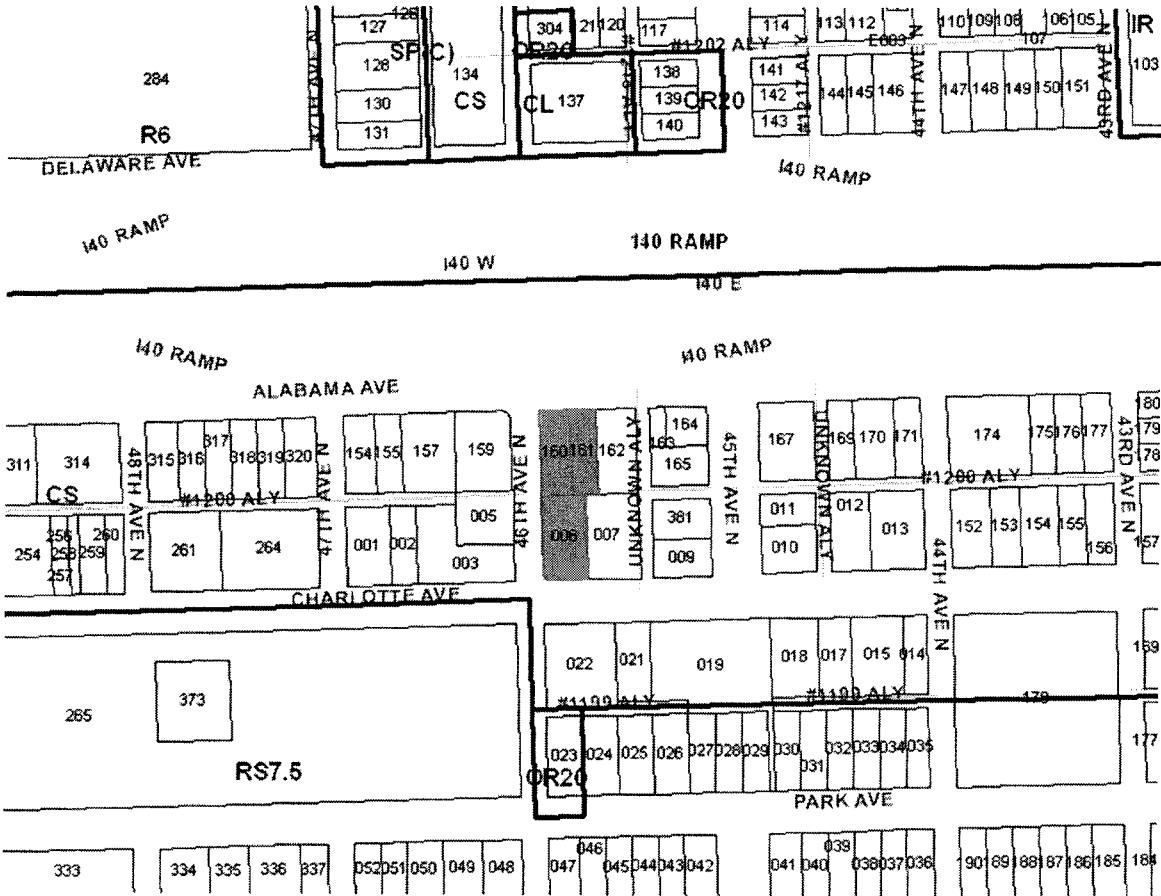


## Metro Planning Commission Meeting of 2/28/08

2. The 20 foot landscape buffer shall comply with the requirements of a 20 foot standard "C" landscape buffer.
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.

**SEE NEXT PAGE**

# **ZONING MAP AMENDMENTS**



**2007Z-182U-07**  
 Charlotte Avenue Church of Christ  
 Map 091-12, Parcels 160, 161  
 Map 091-16, Parcel 006  
 Subarea 7 (2000)  
 Council District 24 - Jason Holleman





<b>Project No.</b>	<b>Zone Change 2007Z-182U-07</b>
<b>Council Bill</b>	BL2008-114
<b>Council District</b>	24 – Holleman
<b>School District</b>	9 – Warden
<b>Requested by</b>	Metropolitan Historic Zoning Commission for Councilmember Jason Holleman
<b>Staff Reviewer</b>	Logan
<b>Staff Recommendation</b>	<i>Approve</i>

---

**APPLICANT REQUEST**

**A request to apply a Historic Landmark Overlay to property located at 4508 Charlotte Avenue, 4509 Alabama Avenue, and 4511 Alabama Avenue, between 45th Avenue North and 46th Avenue North, (.72 acres), zoned Commercial Service (CS).**

**Existing Zoning**  
CS District

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

---

**Proposed Overlay District**  
Historic Landmark

A historic landmark is defined in Section 17.36.120 of the Metro Zoning Ordinance as “a building, structure, site, or object... of high historical, cultural, architectural, or archaeological importance; whose demolition or destruction would constitute an irreplaceable loss to the quality and character of Nashville or Davidson County.” It must meet one or more of the following criteria:

1. Be associated with an event that made a significant contribution to local, state, or national history;
2. Be associated with the lives of persons significant in local, state, or national history;
3. Embody the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or possesses high artistic value;
4. Has yielded or may be likely to yield archaeological information important in history or prehistory; or
5. Be listed or is eligible for listing in the National Register of Historic Places.

Metro Historic Commission staff has determined that the Charlotte Avenue Church of Christ is eligible for



## Metro Planning Commission Meeting of 2/28/08

listing in the National Register of Historic Places, which satisfies criteria five above.

---

### WEST NASHVILLE 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 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.

Charlotte Avenue Church of Christ is listed as worthy of conservation in the West Nashville Community Plan, which was adopted on January 28, 2000. Metro Historic Commission staff has now determined that the building is eligible for the National Register.

#### Consistent with Policy?

Yes. The Historic Landmark Overlay District is consistent with CAE policy in this area. Furthermore, Charlotte Avenue Church of Christ is listed in the West Nashville Plan as “Worthy of Conservation,” and the subarea plan recommends that these properties be protected. The subarea plan also states on page 42 that this area “contains a number of historically significant features that should be preserved.”

#### Metro Historic Zoning Commission Recommendation

At its meeting on February 11, 2008, the Metro Historic Zoning Commission (MHZC) approved the proposed boundaries of the 4508 Charlotte Avenue Historic Landmark District as historically significant. The MHZC noted that the Tennessee Historical Commission had deemed the property eligible for listing in the National Register of Historic Places.

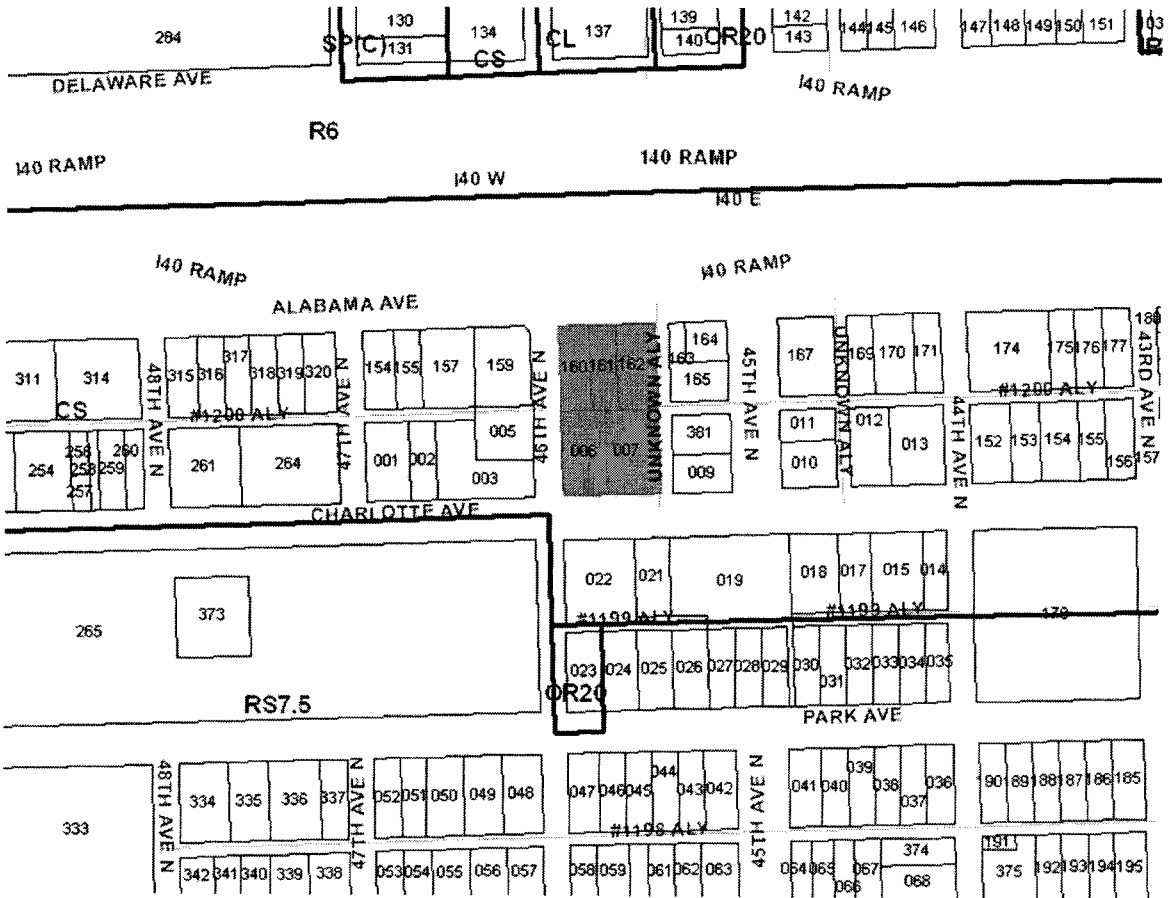
Additionally, the MHZC adopted design guidelines for the district.

---

#### STAFF RECOMMENDATION

Staff recommends approval. The request is consistent with the adopted Community Plan and is eligible for listing on the National Register.

**SEE NEXT PAGE**



**2008SP-005U-07**

Charlotte Avenue Church of Christ

Map 091-16, Parcels 006, 007

Map 091-12, Parcels 160, 161, 162

Subarea 7 (2000)

Council District 24 - Jason Holleman



<b>Project No.</b>	<b>Zone Change 2008SP-005U-07</b>
<b>Project Name</b>	<b>Charlotte Avenue Church of Christ SP</b>
<b>Council Bill</b>	BL2008-141
<b>Council District</b>	24 – Holleman
<b>School District</b>	9 – Warden
<b>Requested by</b>	Metro Planning Department, on behalf of Councilmember Jason Holleman
<b>Staff Reviewer</b>	Logan
<b>Staff Recommendation</b>	<i>Approve with conditions</i>

---

**APPLICANT REQUEST**

**Preliminary SP**

**A request to change from Commercial Service (CS) to Specific Plan-Mixed Use (SP-MU) zoning properties located at 4506 and 4508 Charlotte Avenue and 4507, 4509 and 4511 Alabama Avenue, at the northeast corner of 46th Avenue North and Charlotte Avenue, (1.35 acres), to permit Mixed Use Limited (MUL) uses with building placement and height standards**

**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-MU District

Specific Plan-Mixed Use is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses.

---

**WEST NASHVILLE  
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 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.



## Metro Planning Commission Meeting of 2/28/08

### Consistent with Policy?

Yes. CAE policy recognizes “strip commercial development,” but requires redevelopment to be pedestrian-friendly. The subarea plan states on page 42 that this is “an older commercial area with a mixture of primarily small commercial businesses that generally have their own (sometimes multiple) driveways.” The SP allows commercial uses consistent with CAE policy. The plan further states on page 101 that the Richland Park Shopping District “is a collaboration of older brick buildings that are not set back from the sidewalk. There is parallel parking in front of the buildings. The distinctive character of this area is an asset that should be preserved. Any new development in the area should conform to the existing setback.”

### PLAN DETAILS

The plan is a set of redevelopment standards that are proposed to guide future development. The bulk standards, listed below, are intended to create a pedestrian-friendly development.

Standard	Mixed-use <sup>1</sup>	Office	Stacked flats <sup>1</sup>	Live-work <sup>1</sup>	Townhouses <sup>1</sup>
Front setback (Charlotte Avenue)	Minimum of 80% of front façade must be built within 10 feet of the front property line.				
Side Setbacks	none required			End units: 5 feet minimum	
Street side setback(46th Ave. N)	Minimum of 80% of front façade must be built within 10 feet of the front property line.				
Rear Setback	5 feet minimum				
Building width at build-to line	Buildings must extend across a minimum of 50% of the lot frontage along Charlotte Avenue				
Maximum height	3 stories, not to exceed 53 feet				
Minimum height	One-story buildings to be a minimum height of 23' (14' min. first floor height). All buildings must have their primary facade facing Charlotte Avenue and one-story buildings must be designed to appear to be two stories.				
All other bulk standards	MUL requirements from Metro Zoning Code				

<sup>1</sup> Refer to Bedford UDO for descriptions of building types and materials pages 17-22

This property is located northeast diagonally from Richland Park. It is also on the same street as many buildings that have been determined by the Metro Historic Commission to be worthy of conservation or eligible to be listed on the National Register. These buildings are located close to the street and create a walkable center for the community. If the building that



# Metro Planning Commission Meeting of 2/28/08

currently occupies the site, which is eligible to be listed on the National Register, cannot be saved, this SP will require any redevelopment to respect the historic, pedestrian-friendly character of the area.

The SP prohibits parking and drive-through development from fronting on Charlotte Avenue and prohibits chain link fences and outdoor sales, storage, or display of goods. The SP also requires the primary pedestrian entrance to be along Charlotte Avenue and does not permit pole signs.

## Reviewing Department Recommendations

Due to the nature of this SP as a regulating plan rather than a detailed site plan, other development review Departments did not have enough technical information to provide a complete review of the SP as submitted. All Department approvals must be obtained with the final SP site plan.

## PUBLIC WORKS RECOMMENDATION

A traffic study may be required at development.

### 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
Specialty Retail Center(814)	1.35	0.128	7,527	360	14	40

### Typical Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office Building Low Rise (710 )	1.35	0.201	11,820	258	34	34

### 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
Office Building Low Rise(710 )	1.35	0.60	35,283	599	82	119

### 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
Office Building Low Rise(710 )	1.35	1.0	58,806	887	123	145



## Metro Planning Commission Meeting of 2/28/08

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--			+23,523	288	41	26

### STORMWATER RECOMMENDATION

Preliminary SP returned for corrections:

- Add FEMA Note / Information to plans.
- Add North Arrow & Bearing Information to plans.
- Add Vicinity Map to plans.
- Provide the Proposed Site Layout (Scale no less than 1" = 100', Contours no greater than 5').
- Add 78-840 Note to plans:  
(Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with storm water management ordinance No. 78/840 and approved by The Metropolitan Department of Water Services.)
- Add Preliminary Note to plans:  
(This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.)
- Add Access Note to plans:  
(Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities in this site.)
- Add C/D Note to plans:  
(Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15" CMP).)
- Show Existing Topo on plans.
- Provide a Water Quality Concept on plans.
- Provide Room for Detention (if necessary).

### WATER SERVICES RECOMMENDATION

Once a plan has been determined, a request, site plan & \$500.00 must be submitted for a study.

### FIRE MARSHAL RECOMMENDATION

Approved based on no construction being done this application. Any construction will require additional information.





## Metro Planning Commission Meeting of 2/28/08

---

### **METRO SCHOOL BOARD REPORT**

The proposed SP allows for commercial and residential. At this time, the amount of residential development proposed for this property is not able to be determined. Staff will determine the impact, if any, on Metro Schools with the final SP site plan.

Students would attend Sylvan Park Elementary School, West End Middle School, and Hillsboro High School. Hillsboro High School has been identified as being over capacity by the Metro School Board. There is capacity at a high school in an adjacent cluster. This information is based upon data from the school board last updated April 2007.

---

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions because request is consistent with policy and promotes pedestrian-friendly development.

---

### **CONDITIONS**

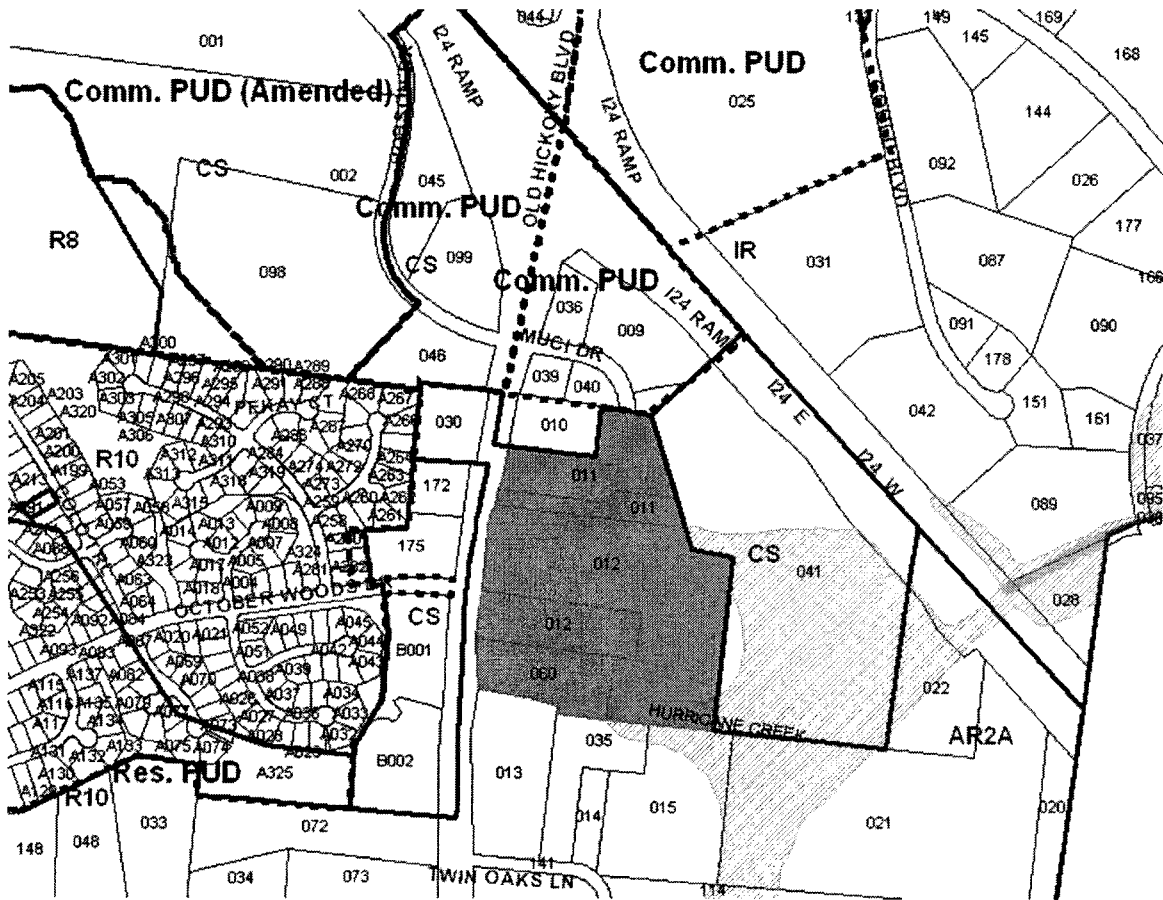
1. Parking will determined with the final SP site plan.
2. The final SP site plan shall meet the requirements of Public Works, Stormwater, Water Services, the Fire Marshal, and the Urban Forester.
3. The following uses are not permitted: Automobile convenience, Automobile parking, Car wash, Commercial amusement (outside), Commuter rail, Distributive business/wholesale, Donation center drop-off, Mobile storage unit, Park, Power/gas substation, Radio/TV/satellite tower, Recycling collection center, Reservoir/water tank, Satellite dish, Telephone service, Warehouse, Waste water treatment, Water treatment plant, Water/sewer pump station.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL zoning district as of the date of the applicable request or application.



## Metro Planning Commission Meeting of 2/28/08

5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, 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.
6. The requirements of the Metro 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.

**SEE NEXT PAGE**



**2008Z-010G-12**  
 Map 183-00, Parcels 011, 011.01, 012, 012.01, 060  
 Subarea 12 (2004)  
 Council District 31 - Parker Toler



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

**Zone Change 2008Z-010G-12**  
Planned Unit Development 2008P-003G-12  
None  
31 - Toler  
2 - Brannon  
Dale and Associates, applicant for Centex Homes, owner

**Staff Reviewer**  
**Staff Recommendation**

Swaggart  
*Disapprove. If approved, the Infrastructure Deficiency Area requirements for this property must be met with any development proposal associated with this zone change.*

---

**APPLICANT REQUEST**

**A request to rezone approximately 24.01 acres located at 13153, 13159, 13167 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 430 feet south of Muci Drive from Agricultural/Residential (AR2a) to Multi-Family Residential (RM9) district (See also PUD Proposal No. 2008P-003G-12).**

**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**  
RM9 District

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

---

**SOUTH EAST COMMUNITY PLAN POLICY**

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.

Infrastructure Deficiency Area

This request is located in the Infrastructure Deficiency Area (IDA), and requires that improvements be made to



## Metro Planning Commission Meeting of 2/28/08

roadway within the IDA. The applicant will be required to improve approximately 4,345 linear feet of roadway within the IDA. Roadway to be improved will be determined by Public Works' staff. This is in addition to any other off site roadway improvements required by Public Works.

### Consistent with Policy?

No. While the proposed RM9 zoning district is supported by area's policy, the associated PUD plan is not consistent with the overall intent of the area's Commercial Mixed Concentration Policy. While highway oriented uses are acceptable, the policy calls for these areas to become, over time, more pedestrian friendly, with buildings set close to the street and with parking placed to the rear. The proposed PUD plan calls for what appears to be a random unit layout that includes individual driveways for every unit, and no centralized or organized open space.

### PUBLIC WORKS RECOMMENDATION

#### Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	24.01	0.5	12	115	9	13

#### Typical Uses in Proposed Zoning District: RM9

Land Use (ITE Code)	Acres	Density	Total Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/Townhome (230)	24.01	9	211*	1211	94	111

\* Associated PUD proposes 211 townhomes

#### 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
--	24.01		+199	+1096	+85	+98

### METRO SCHOOL BOARD REPORT

Projected student generation      14 Elementary    9 Middle    9 High

### Schools Over/Under Capacity

Students would attend AZ Kelly Elementary School, Antioch Middle School, and Antioch High School. All three school have been identified as full by the Metro School Board. There is capacity within the cluster for middle school students, but there is no additional



## Metro Planning Commission Meeting of 2/28/08

capacity for elementary students, and there is no capacity in the adjacent high school cluster. The fiscal liability generated by this request is \$196,000 for elementary students and \$180,000 for high school students. This information is based upon data from the school board last updated April 2007.

---

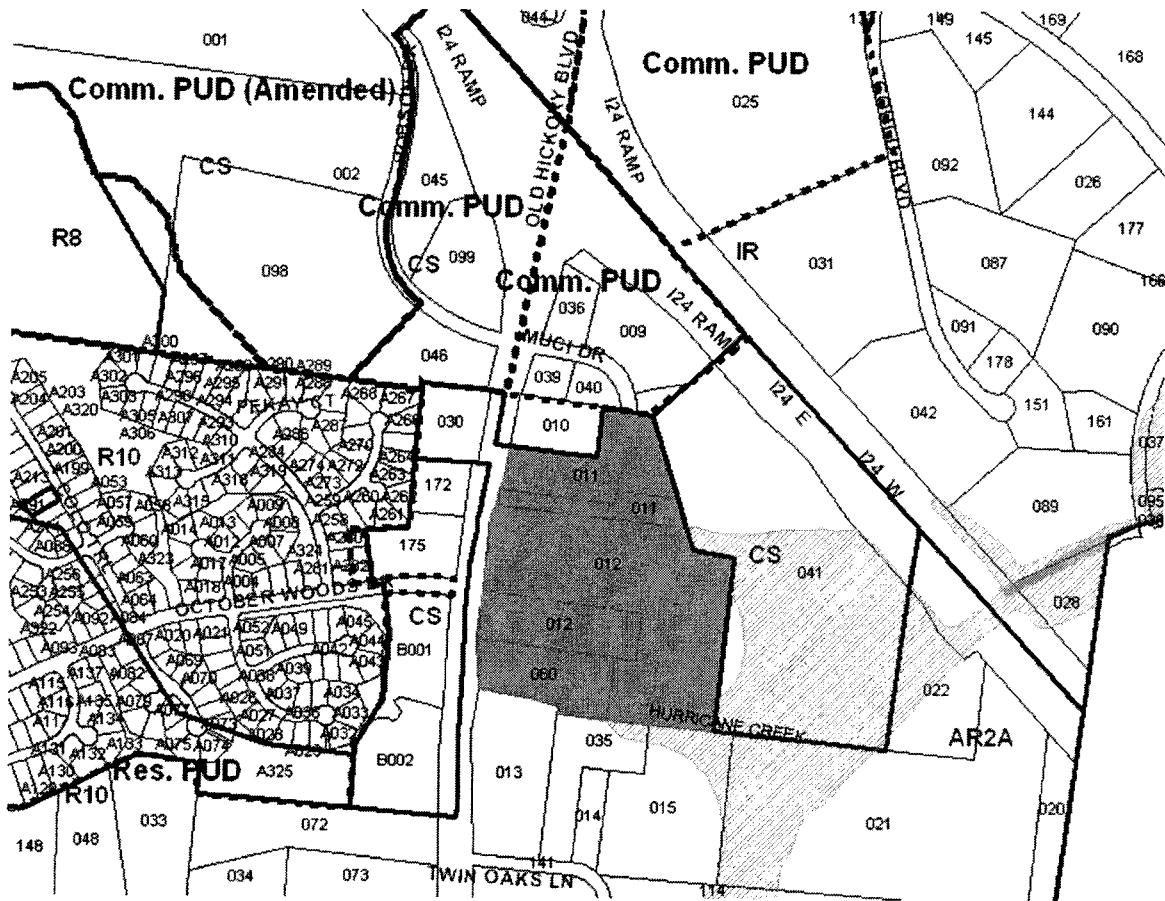
### **STAFF RECOMENDATION**

Staff recommends that the request be disapproved. While the density of the proposed zoning is supported by the area's policy, the associated PUD plan does not provide a development that meets all of the design principles or the full intent of the Commercial Mixed Concentration policy. If approved, then the IDA requirements need to be met with any development proposal associated with this zone change.

---

### **CONDITIONS** (if approved)

1. This request is located in the Infrastructure Deficiency Area (IDA), and requires that improvements be made to roadway within the IDA. The applicant will be required to improve approximately 4,345 linear feet of roadway. Roadway to be improved will be determined by Public Works' staff prior to any approval of any final site plan for this development. Improvements must be completed or bonded prior to approval of any final site plan for this development.



**2008P-003G-12**

Cane Ridge Villas

Map183-00, Parcels 011, 011.01, 012, 012.01, 060

Subarea 12 (2004)

Council District 31 - Parker Toler





<b>Project No.</b>	<b>Planned Unit Development 2008P-003G-12</b>
<b>Project Name</b>	<b>Cane Ridge Villas</b>
<b>Associated Case</b>	Zone Change 2008Z-010G-12
<b>Council District</b>	31 - Toler
<b>School Board District</b>	2 - Brannon
<b>Requested By</b>	Dale and Associates, applicants for Centex Homes, owner
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Disapprove</i>

---

**APPLICANT REQUEST**

**Preliminary PUD**

**A request for preliminary approval for a Planned Unit Development on properties located at 13153, 13159, 13167 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 430 feet south of Muci Drive (24.01 acres), zoned Agricultural/Residential (AR2a) and proposed for Multi-Family Residential (RM9) zoning, to permit 211 multi-family units (See also Zone Change Proposal No. 2008Z-010G-12).**

---

**PLAN DETAILS**

**General**

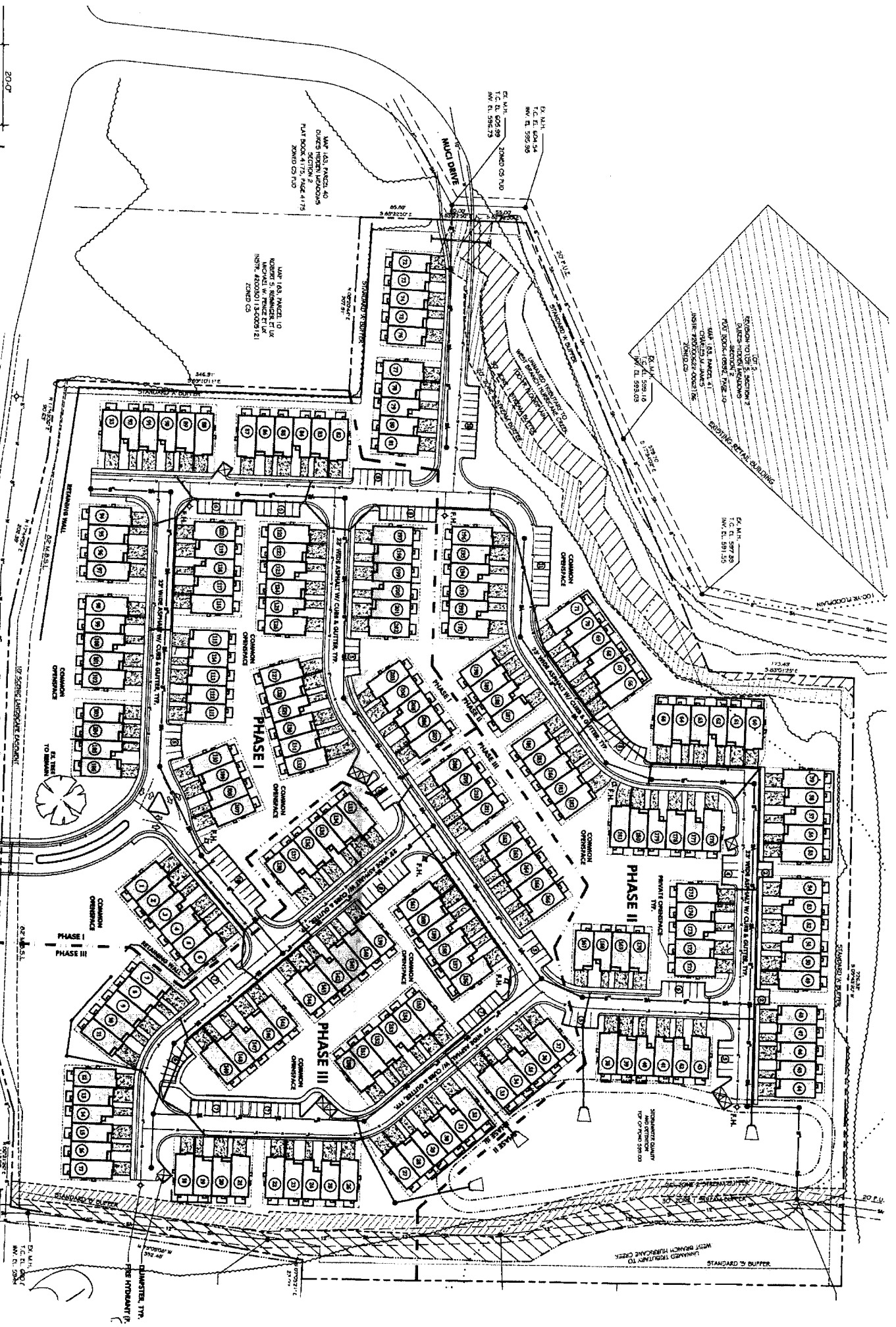
The applicant has requested preliminary approval for a new Planned Unit Development (PUD) for 211 attached townhomes. It is associated with a zone change request from AR2a to RM9, the zoning district necessary to allow for the PUD. The proposal includes five properties. The current land uses are single-family homes, a mobile home, and farm buildings. The land is generally flat and does not contain any significant environmental constraints. There is a stream adjacent to the southern property boundary and a small portion of the area is encumbered with flood plain.

**Site Plan**

The site plan calls for 211 single-family attached units. The overall density proposed is approximately 9 units per acre. Individual units are distributed in four to six unit rows scattered across the site. The units will all front onto new private streets, no units are proposed to front Old Hickory Boulevard.

The development will be accessed from Old Hickory Boulevard and from the end of Muci Drive. All units will be accessed by individual drives off new private streets. Sidewalks are shown on all new streets but not on both sides of all streets.

The proposed total floor area is approximately 612,846 square feet (.60 FAR), and the proposed impervious



PLAN 163, PARCEL 10  
DUNCAN HIGHLANDS  
SECTION 2  
FLAT BOOK 4172, PAGE 4173  
ZONED CS P10

PLAN 163, PARCEL 10  
DUNCAN HIGHLANDS  
SECTION 2  
FLAT BOOK 4172, PAGE 4173  
ZONED CS P10

EX. M.H. 1044  
T.C. 11. 605 99  
M.H. 11. 595 99  
ZONED CS P10  
M.H. 11. 595 73

SECTION 101 & SECTION 2  
DUNCAN HIGHLANDS  
SECTION 2  
FLAT BOOK 4172, PAGE 4173  
ZONED CS P10  
M.H. 11. 595 10  
M.H. 11. 595 03

EX. M.H. 1044  
T.C. 11. 597 99  
M.H. 11. 597 13  
ZONED CS P10

HER WOODS

OLD HICKORY BOULEVARD - 34

STANDARD V. BLVD BUFFER  
UNPAVED TERRACE TO  
WEST BRANCH HICKORY CREEK

EX. M.H. 1044  
T.C. 11. 597 99  
M.H. 11. 597 13  
ZONED CS P10

STANDARD V. BLVD  
M.H. 11. 597 99  
M.H. 11. 597 13  
ZONED CS P10

EX. M.H. 1044  
T.C. 11. 597 99  
M.H. 11. 597 13  
ZONED CS P10

20' F.T.

20' F.T.



## Metro Planning Commission Meeting of 2/28/08

surface is 480,062 square feet (.47 ISR). A total of 10.35 acres (44%) of land is shown in common open space, and is distributed throughout the development. A standard B buffer yard is shown along the southern property line for area's adjacent AR2a zoning district, and a standard A buffer yard is shown along the eastern and northern property line adjacent the CS zoning district.

The Southeast Community Plan calls for a greenway along the stream adjacent the southern property boundary. The plan provides a greenway easement, and pathway along the southern property line, and along a portion of the eastern property line. There is no greenway requirement along the eastern property line so the easement should be removed from the plan, unless it is incorporated into the plan to connect to the southern greenway.

### Staff Analysis

The proposed location of residential units appears to be random, and does not foster a pedestrian friendly form. Sidewalks are not located on both sides of all streets and proposed sidewalks are bisected numerous times due to each unit having its own front driveway from the street. The areas identified as common open space are between units, and do not provide sufficient usable open space. Overall the development does not meet the intent of the PUD overlay.

The PUD overlay is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would be permitted under the conventional zoning provisions. PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments.

The plan is also not consistent with the Commercial Mixed Concentration policy, which intends for the area to develop in a more pedestrian friendly manner.

The proposed extension of Muci Drive, which will provide one of only two access points into the development, is located within non-permissible Zone 1 and Zone 2 stream buffer, and will require a stream buffer disturbance to be approved by the Metro Stormwater Management Committee. Since the development does not meet the full intent of the policy, and does not provide a well planned community, planning will not recommend that the



## Metro Planning Commission Meeting of 2/28/08

Stormwater Management Committee approve the stream buffer disturbance.

In order to meet the PUD requirements and be consistent with the area's long range plan, numerous changes to the plan are needed. As proposed, the plan provides only one unit type which makes it difficult to incorporate sufficient usable open space. Units need to be redistributed in a way that provides at least one large centralized common area, or different unit types should be used to give more flexibility in the layout of open space. Sidewalks should be provided on both sides of all streets with fewer driveway crossings. This would require a different type of housing product or, at least, a variety of unit types.

### **Infrastructure Deficiency Area**

On July 22, 2004, the Planning Commission adopted an update to the Southeast Community Plan that identified an "Infrastructure Deficiency Area" (IDA) where the Commission determined infrastructure was insufficient to accommodate expected development in the area.

This request is located in the Infrastructure Deficiency Area (IDA), and requires that improvements be made to roadway within the IDA. The applicant will be required to improve approximately 4,345 linear feet of roadway within the IDA. Roadway to be improved will be determined by Public Works' staff. This is in addition to any other roadway improvements required by Public Works.

---

### **PUBLIC WORKS RECOMMENDATION**

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

---

### **STORMWATER RECOMMENDATION**

Disapprove or defer until the Stormwater Management Committee has approved a stream buffer disturbance for the extension of Muci Drive.

1. Non-permissible Zone 1 and Zone 2 buffers were observed (roadway). Remove buffer disturbances or provide appeal allowing disturbances.
2. Property will be subject to cut and fill requirements for any floodplain alterations.



## Metro Planning Commission Meeting of 2/28/08

---

### STAFF RECOMMENDATION

Staff recommends that the request be disapproved. The proposed plan does not meet the intent of the Planned Unit Development Overlay Code provisions, nor is it consistent with the overall intent of the area's land use policy.

---

### CONDITIONS

(if approved)

1. This request is located in the Infrastructure Deficiency Area (IDA), and requires that improvements be made to roadway within the IDA. The applicant will be required to improve approximately 4,345 linear feet of roadway. Roadway to be improved will be determined by Public Works' staff prior to any approval of any final site plan for this development. Improvements must be completed or bonded prior to approval of any final site plan for this development.
2. Remove the greenway easement and path shown along the eastern property line, or incorporate it into the overall PUD plan to connect to the southern greenway.
3. The southern greenway easement shall include the streambed located on the property, and an additional 25 feet, and shall be identified as a Dedicated Conservation Greenway Public Access Trail Easement Area.
4. Sidewalks shall be required on both sides of all streets.
5. A sidewalk is required along the property line adjacent Old Hickory Boulevard.
6. A variety of housing products shall be required, and shall be designed in a way to minimize individual curb cuts along streets.
7. Open space shall be placed in a way that is usable for the enjoyment of future residents, and shall include a centralized common area.
8. Prior to final site plan approval the Stormwater Management Committee must approve the stream buffer disturbance for the extension of Muci Drive. If the buffer disturbance is not approved then the plan will have to be revised. If access into the development is limited to one point, then it must be approved by Metro Public Works and the Fire Marshal.



## Metro Planning Commission Meeting of 2/28/08

9. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
10. The requirements of the Metro 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. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
12. Prior to any additional development applications for this property, and in no event later than 120 days after the date of conditional approval by the Planning Commission, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. Failure to submit a corrected copy of the preliminary PUD within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.
13. Prior to any additional development applications for this property, and in no event later than 120 days after the effective date of the enacting ordinance, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. If a corrected copy of the preliminary PUD plan incorporating the conditions of approval therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the preliminary PUD plan shall be presented to the Metro Council as an amendment to this PUD ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.

**SEE NEXT PAGE**

·  
·  
·  
·

**NO SKETCH**





**Project No.**  
**Project Name**  
**Council Bill**  
**Requested By**

**Zoning Text Change 2008Z-011T**  
**Definition of Family**  
BL2008-151  
Councilmember Vivian Wilhoite

**Staff Reviewer**  
**Staff Recommendation**

Logan  
*Approve*

---

**APPLICANT REQUEST**

**A request to amend Section 17.04.060 of the Metro Zoning Code to modify the definition of "family" to include a group of not more than eight unrelated elderly persons living together as a single housekeeping unit.**

---

**APPLICATION DETAILS**

Section 17.12.060 of the Zoning Code currently defines "Family" as:

1. An individual, or two or more persons related by blood, marriage or law, or, unless otherwise required by federal or state law, a group of not more than three unrelated persons living together in a dwelling unit. Servants and temporary nonpaying guests having common housekeeping facilities with a family are a part of the family for this code;
2. A group of not more than eight unrelated mentally retarded, mentally handicapped (excluding the mentally ill) or physically handicapped persons, including two additional persons acting as houseparents or guardians, living together as a single housekeeping unit in accordance with Tennessee Code Annotated 13-24-102. For purposes of this subsection, 'mentally handicapped' and 'physically handicapped' includes persons being professionally treated for drug and/or alcohol dependency or abuse.

This zoning text change proposes to add: "3. A group of not more than eight unrelated persons over the age of sixty-five, including two additional persons acting as houseparents or guardians, living together as a single housekeeping unit."

Assisted-care living and nursing homes are currently permitted in Agricultural/Residential, Multi-Family Residential, and Mixed-Use zoning districts and some Office and Commercial zoning districts. This ordinance would permit very small elderly care facilities to be permitted anywhere that one family is permitted to live,



## Metro Planning Commission Meeting of 2/28/08

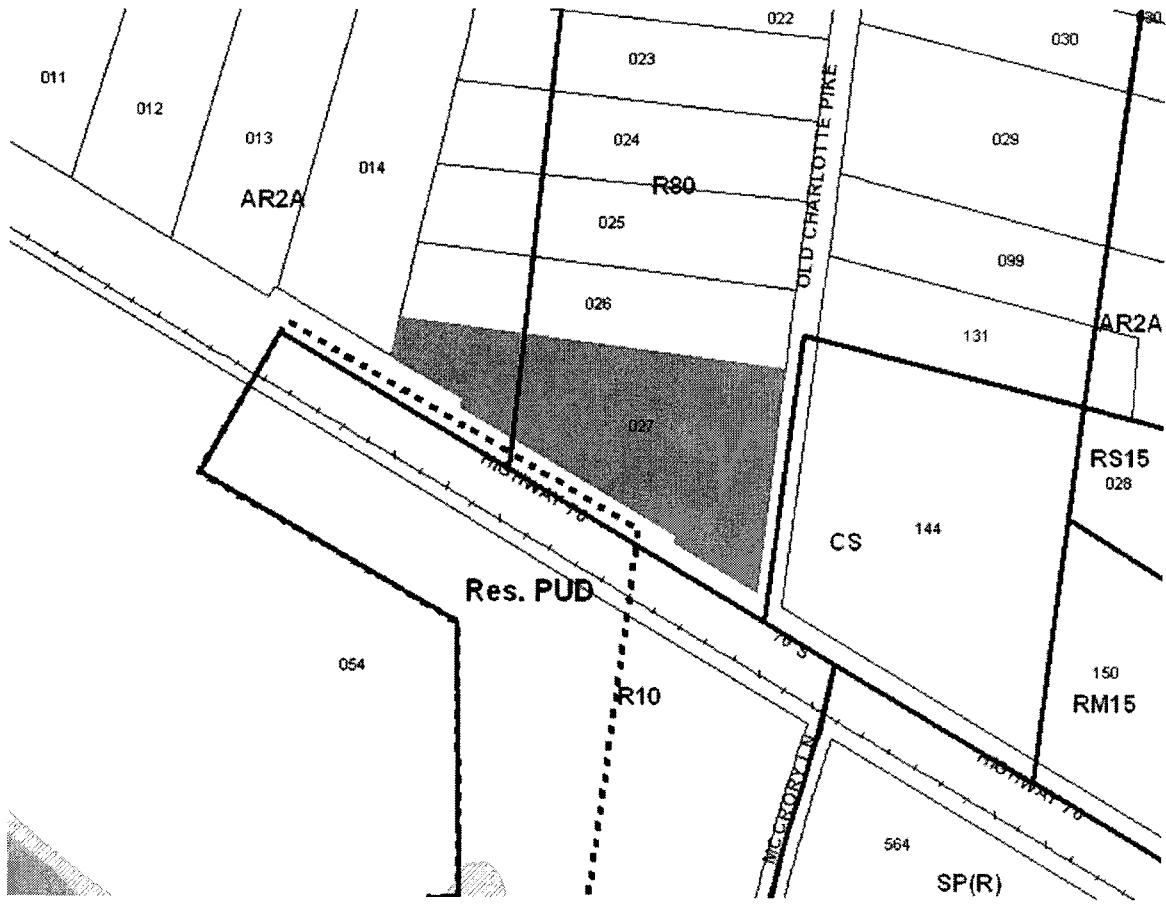
including Single-Family Residential and One and Two-Family Residential districts. Although this text change would allow up to eight unrelated persons over 65 years old to live together in a single housekeeping unit, these facilities would still be required to obtain the appropriate licenses from the State in order to operate.

---

### **STAFF RECOMMENDATION**

Staff recommends approval of the proposed ordinance.

**SEE NEXT PAGE**



**2008Z-017G-06**  
 Map 126-00, Parcel 027  
 Subarea 6 (2003)  
 Council District 35 - Bo Mitchell



<b>Project No.</b>	<b>Zone Change 2008Z-017G-06</b>
<b>Council Bill</b>	None
<b>Council District</b>	35 - Mitchell
<b>School District</b>	6 - Johnson
<b>Requested by</b>	Oliver Cromwell Carmichael, owner
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Disapprove</i>

**APPLICANT REQUEST**

**A request to change approximately 4.5 acres located at the northwest corner of Old Charlotte Pike and Highway 70 South (unnumbered), from Agricultural/Residential (AR2a) and One and Two-Family Residential (R80) to Commercial Service (CS) zoning.**

**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.

R80 District

R80 requires a minimum 80,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of .58 dwelling units per acre including 25% duplex lots.

**Proposed Zoning**  
CS District

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

**BELLEVUE 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, small-scale office, and commercial uses. An Urban Design or Planned Unit Development overlay district or site plan should



## Metro Planning Commission Meeting of 2/28/08

accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

### Consistent with Policy?

No. The NC policy requires that zone change requests be accompanied by an Urban Design (UDO) or Planned Unit Development (PUD) overlay district, or the rezone request must be for a Specific Plan (SP) to ensure that any development is consistent with the policy requirements. While CS zoning would allow for some uses called for in the policy, a mixed-use zoning district with a PUD or UDO, or a mixed-use SP district is required to be consistent with the policy. CS zoning does not insure consistency with the NC policy in terms of uses or urban form.

### PUBLIC WORKS RECOMMENDATION

#### Typical Uses in Existing Zoning District: AR2a and R80

Land Use (ITE Code)	Acres	Density	Total Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	4.5	0.5	2	20	2	3

#### 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
Shopping Center (820)	4.5	0.066	11,761	506	13	45

#### 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)	4.5	0.6	117,612	7547	173	697

#### 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
--				+486	+11	+42

### STAFF RECOMMENDATION

Staff recommends disapproval, since the NC policy requires a zone change requests must be accompanied by an UDO or PUD, or the rezone request must be for a SP to ensure that any development is consistent with the policy requirements.

**SEE NEXT PAGE**



**2008Z-018U-07**

Map 091-08, Parcels 197, 198, 199, 200, 201, 202, 214, 215, 216, 217, 218, 219, 220, 203

Subarea 7 (2000)

Council District 20 - Buddy Baker





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

**Zone Change 2008Z-018U-07**

BL2008-133

20 – Baker

1 - Thompson

Jesse Walker Engineering, applicant, for EastOak LLC,  
Mary A. Sisson and Violet Louise Boyden, owners

**Staff Reviewer**  
**Staff Recommendation**

Jones

*Approve*

---

**APPLICANT REQUEST**

**A request to change from Industrial Restrictive (IR) to One and Two Family Residential (R6) zoning properties located at 4400, 4501, 4502, 4504, 4506, 4507, 4508, 4509, 4510, 4511, 4516 and 4518 Michigan Avenue, at the intersection of 46th Avenue North and Michigan Avenue (2.50 acres).**

The Council Bill was filed for this request while the application was still under review by staff. Since the application was filed, 4518 Michigan Avenue (parcel 203) was added to the request in order to avoid creating an isolated parcel of IR zoning.

---

**Existing Zoning**  
IR District

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

**Proposed Zoning**  
R6 District

R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.72 dwelling units per acre including 25% duplex lots. Re-subdividing this property according to the R6 district would allow a total of 19 lots, five of which could be developed as duplex lots. A maximum of 24 units consisting of 14 single-family lots and 5 duplex lots (10 units) could be constructed on the 2.50 acre site. If the site is developed under the current lot configuration all of the lots can have duplex on them since they were platted before 1984, for a total of 38 units.

---

**WEST NASHVILLE  
COMMUNITY PLAN**

**Industrial and Distribution (IND)**

IND policy is intended for existing and future areas of industrial and distribution development. Most types of industrial and distribution uses are found in this policy category including: storage, business centers, wholesale



## Metro Planning Commission Meeting of 2/28/08

centers, and manufacturing. Certain support uses such as sales, service, and office facilities will also be present in IND areas. On sites for which there is no endorsed campus or master plan, an Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in this policy area.

### Consistent with Policy?

Although the R6 zoning district is not supported by the IND land use policy, the one and two family residential uses permitted by the requested R6 zoning are consistent with the solid residential fabric of the surrounding neighborhood. The area both west and south of this site is primarily single-family with some two-family development dispersed throughout. It is zoned R6, with a land use policy of RM.

The lots requested for rezoning to residential were, at one time, zoned, subdivided, and used for residential purposes. In 1979 the Metro Council changed the zoning of lots on this block of Michigan Ave. from residential to industrial, contrary to the Planning Commission's recommendation to disapprove. Although the site was never actually developed for industrial purposes, the industrial zoning remains to this day.

The West Nashville Community Plan was adopted 8 years ago. At that time, the policy line between industrial land uses and residential land uses was determined by the existing zoning line, not by any over-arching planning principles, nor by any natural or man-made boundaries that would differentiate areas appropriate for industrial uses from areas appropriate for residential uses. The policy line reflected perceptions about the market in 1979. Market conditions have changed significantly, however, since these properties were zoned industrial, and the area is experiencing a surge in new construction and rehabilitation of residential properties.

Because this block has a unique zoning history and because there is no rationale to support the policy line in its current location, staff is recommending approval of this request to restore residential zoning on these residential lots.

---

### RECENT REZONINGS

None

---

### PUBLIC WORKS RECOMMENDATION

No Exception Taken

Maximum Uses in Proposed Zoning District: R6



## Metro Planning Commission Meeting of 2/28/08

Land Use (ITE Code)	Acres	Density	Total Dwelling Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	2.32	6.18	14	134	11	15

### Maximum Uses in Existing Zoning District: IR

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Light Industrial (110)	2.32	0.6	60,635	423	56	60

### 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
--				-289	-45	-45

## METRO SCHOOL BOARD REPORT

### Projected student generation

**3 Elementary    2 Middle    2 High**

### Schools Over/Under Capacity

Students would attend Cockrill Elementary School, Bass Middle School, and Pearl-Cohn High School. All three schools are identified as having capacity for new students by the Metro School Board. The projections show three additional students would be generated at the elementary school level, and two additional students each at the middle and high school level by this zone change request.

## STAFF RECOMMENDATION

Staff recommends approval of the request to rezone 2.50 acres from IR to R6. The one and two family residential district is not consistent with the current Industrial and Distribution land use policy, but it is consistent with the surrounding residential development pattern. The current lot configurations could not support an industrial form of development, but are conducive to a residential uses given that the lots average roughly 7,700 square feet.



**2008Z-019U-08**  
 Map 092-03, Parcel 055  
 Subarea 8 (2002)  
 Council District 19 - Erica S. Gilmore



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

**Zone Change 2008Z-019U-08**  
BL2008-135  
19 - Gilmore  
7 - Kindall  
Glenn and Chandra Jamison, owners

**Staff Reviewer**  
**Staff Recommendation**

Swaggart  
*Disapprove CL. Staff would recommend an SP for a coffee shop or other small scale retail in the existing building and recommends that Council refer the application back to the Planning Commission as an SP prior to third reading.*

---

**APPLICANT REQUEST**

**A request to change approximately 0.2 acres located at 2110 Meharry Boulevard, approximately 255 feet west of 21<sup>st</sup> Ave. North from Residential Multi-Family Residential (RM20) to Commercial Limited (CL) zoning.**

**Existing Zoning**  
RM20 District

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

**Proposed Zoning**  
CL District

Commercial Limited is intended for retail, consumer service, financial, restaurant, and office uses.

---

**NORTH NASHVILLE  
COMMUNITY PLAN POLICY**

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

**Detailed Policy**  
Institutional (INS)

INS is intended for major institutions such as colleges, universities, and hospital complexes.



## Metro Planning Commission Meeting of 2/28/08

### Consistent with Policy?

No. While the proposed CL zoning district would allow for uses that would be consistent with the area's policy, it would also allow for uses that are not consistent with the policy such as a funeral home or automobile service. To ensure that any proposed change in use is consistent with the policy, an enforceable site plan such as an Urban Design Overlay or, Planned Unit Development Overlay to accompany zone change request, or a Specific Plan zoning district is required. The applicants have informed staff that they plan to open a coffee shop in the existing building. The applicants' proposed use would be consistent with the policy, as it will provide a supporting service to Fisk University and Meharry Medical Center, but if the property changes ownership and converts to another use, it may not be consistent with the policy.

### PUBLIC WORKS RECOMMENDATION

#### Typical Uses in Existing Zoning District: RM20

Land Use (ITE Code)	Acres	Density	Total Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Residential Condo/Townhome (230)	0.2	20	4	33	3	4

#### 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
Specialty Retail Center (814)	0.2	0.13	1,132	87	9	25

#### 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
Specialty retail center (814)	0.2	0.6	5,227	262	12	35

#### 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
--			+4,095	+54	+6	+21

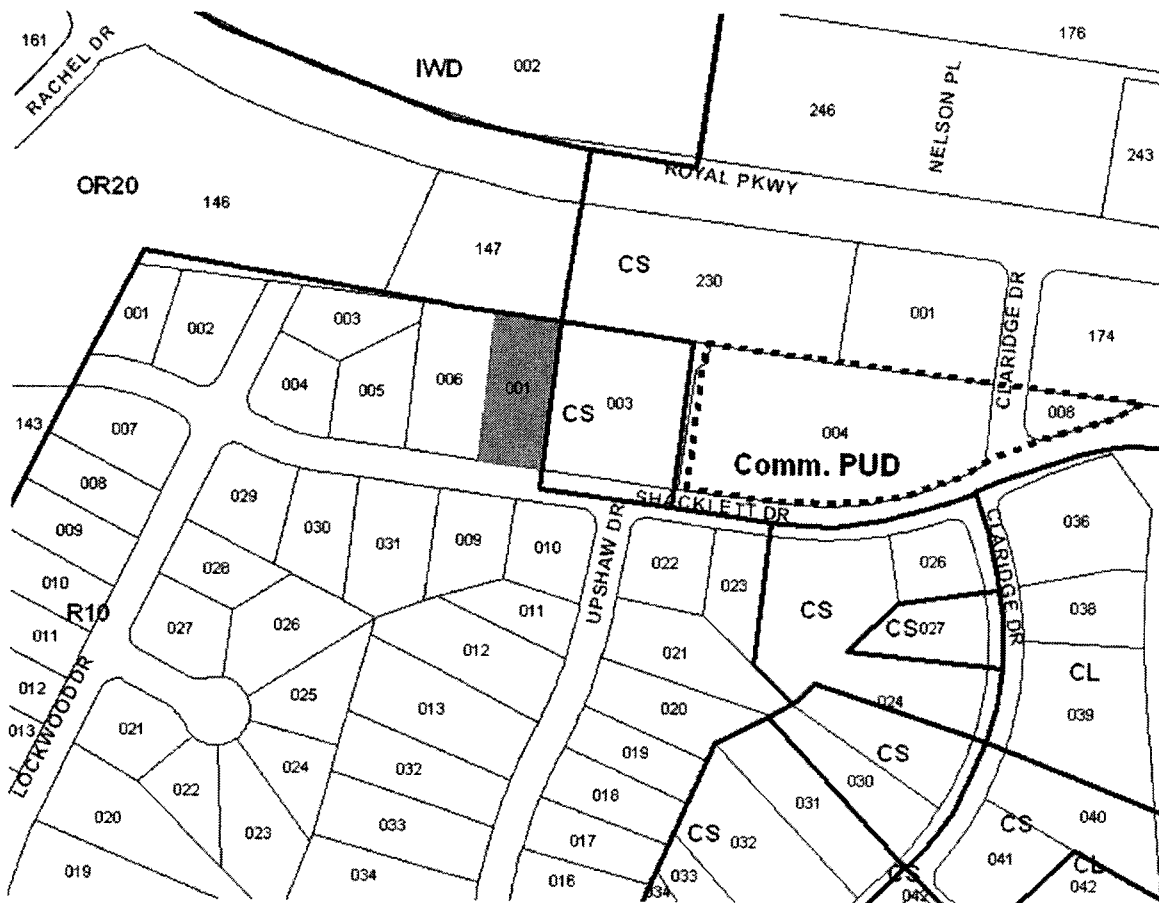


## Metro Planning Commission Meeting of 2/28/08

---

### STAFF RECOMMENDATION

Staff recommends disapproval of CL but would recommend approval of a SP zoning district that would allow for a coffee shop and other small retail uses in the existing building. Staff will work with the applicants on a SP plan, and the applicants have expressed interest. Staff recommends that Council refer the application back to the Planning Commission as an SP prior to third reading.



**2008Z-020U-14**  
Map 108-01, Parcel 001  
Subarea 14 (2004)  
Council District 15 - Phil Claiborne





<b>Project No.</b>	<b>Zone Change 2008Z-020U-14</b>
<b>Council Bill</b>	None
<b>Council District</b>	15 - Claiborne
<b>School District</b>	4 - Glover
<b>Requested by</b>	Barge Cauthen and Associates, applicant for Executive Travel and Parking, LLC, owner
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve</i>

---

**APPLICANT REQUEST**

**A request to change approximately 0.44 acres located at 2712 Shacklett Drive, approximately 1,030 feet west of Donelson Pike from Residential Single-Family and Two-Family (R10) to Commercial Services (CS) zoning.**

**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**

CS District

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

---

**DONELSON/HERMITAGE/OLD-HICKORY COMMUNITY PLAN POLICY**

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 CS zoning district is consistent with the area's CMC policy.



# Metro Planning Commission Meeting of 2/28/08

## PUBLIC WORKS RECOMMENDATION

### Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Density	Total Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.44	3.7	1	10	1	2

### 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
General Office (710)	0.44	0.198	3,795	108	14	14

### 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
Specialty retail center (814)	0.44	0.6	11,500	530	17	50

### 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
--			+7,705	98	+13	+12

## STAFF RECOMMENDATION

Staff recommends that the request be approved, as it is consistent with the area's CMC policy.

**SEE NEXT PAGE**

**NO SKETCH**



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

**Zone Change 2008Z-023T**  
**Digital and LED Signs**  
BL2007-152  
Countywide  
N/A  
Councilmember Charlie Tygard

**Staff Reviewer**  
Staff Recommendation

Regen  
*Disapprove.*

---

**APPLICANT REQUEST**

**A request to amend the Metro Zoning Code, Section 17.32.050.G and H to allow digital and LED (i.e. electronic) signs in certain areas of Davidson County.**

---

**ANALYSIS**

Existing Law

Section 17.32.050.G and H of the Zoning Code regulate signs with graphics, messages, and motion. The two sections contain provisions that appear contradictory and are difficult for the Codes Department to enforce. Currently, scrolling, flashing, and changeable copy signs are generally prohibited in all zoning districts except CS and CL, with one exception. Time/date/temperature signs are permitted in all non-residential zoning districts provided they remain fixed, static, motionless, and non-flashing for a period of two seconds or more.

Proposed Bill

The proposed bill would provide that electronic signs are permitted in all zoning districts, including residentially zoned properties located along a collector or arterial street, as shown on the adopted Major Street Plan. The bill adds provisions to subsection G to require the display of an electronic sign to remain static for eight seconds and requires a transition between displays of less than two seconds. The bill would also add a prohibition for digital billboards that are less than 2,000 feet apart from one another. Because of the conflicting language in subsections G and H of the current Code, it is unclear whether digital billboards currently are permitted. Under this ordinance, they would be permitted so long as they comply with the amended provisions of subsection G.

Current subsection H is deleted from the Code and replaced with a new section that would: 1) clarify that video and other animated signs are prohibited in all



## Metro Planning Commission Meeting of 2/28/08

districts except for the CA zoning district; and 2) permit LED message boards on collector and arterial streets in all residential zone districts.

The term "electronic sign" embraces a couple different technologies seen in Metro that have been recently installed, including digital signs and LED signs. Digital signs have color and animation with a TV picture quality such as the one on West End Avenue at 30<sup>th</sup> Avenue, North, or the Nova Copy sign along I-40 in downtown Nashville. Unlike digital signs, LED signs are not multi-color. LED signs have red or amber-colored lights and lettering on message boards such as those at a drugstore or businesses which display date, time, and temperature.

### Proposed Text

This council bill proposes to amend Section 17.32.050.G and H. of the Zoning Code (Prohibited Signs) as follows:

G. Signs with any copy, graphics, or digital displays that change messages by electronic or mechanical means, ~~when~~ where the copy, graphics, or digital display does not remain fixed, static, motionless, and nonflashing for a period of ~~two (2) seconds or more~~ eight (8) seconds, ~~provided that this provision shall not be applicable to any sign located within the CA district with a change time of less than two (2) seconds. Digital display billboards less than two thousand (2,000) feet apart are also prohibited.~~

~~H. billboards in permitted districts, or signs located in ON, OL, OG, OR20, OR40, ORI, MUN, MUL, MUG, SCN, SCC, CN and CL districts with lights or illuminations that flash, move, rotate, scintillate, blink, flicker or vary in intensity or color except for time/temperature/date signs. This provision shall also apply to all signs located within one hundred feet of property classified within a residential district.~~

H.1. Video, continuous scrolling messages, and animation signs, except in the commercial attraction (CA) district.

2. LED message boards in residential zone districts except on collector or arterial streets.



## Metro Planning Commission Meeting of 2/28/08

### Analysis

In the past few years, there have been three council bills to permit electronic signs; two failed to receive Council support and one was adopted (see table below). All three bills were recommended for disapproval by the Metro Planning Commission. While this latest bill does create more restrictive display periods for electronic signs, it includes the far more sweeping change of allowing LED signs for any use located in a residential zone district.

### SIGN BILLS

Bill #	Sponsor	Council Action	MPC Action	Description
BL2005-648	Dozier	Failed 3rd Reading 1/17/06	Disapproved 12/8/2005	Permit signs with graphics or electronic displays oriented to a four-lane or controlled access highway maintained by the State of Tennessee and located within the urban services district (USD), with a speed limit of forty miles per hour (40 m.p.h.) or less.
BL2006-974	Dozier, Wallace	Withdrawn 7/18/06	Disapproved 2/23/06	Permit signs with graphics or electronic displays oriented to a four-lane or controlled access highway maintained by the State of Tennessee and located within the urban services district (USD), with a speed limit of forty miles per hour (40 m.p.h.) or less.
BL2007-1366	Brown	Approved	Disapproved 2/22/07	To allow signs with lights or illuminations that flash, move, rotate, scintillate, blink, flicker or vary in intensity or color within the CL zoning district. Notwithstanding the foregoing provisions, signs with lights or illuminations that display non-scrolling and non-flashing electronic text shall be permitted within the CL district, provided the text remains static for at least three seconds and the sign is not located within four hundred feet of any residential property with frontage on the same street

As written, the current bill would permit any residential or non-residential uses in residential zone districts to have a LED sign, if the property was along an arterial or collector street. Hence, any residential homeowner or apartment complex could place a LED sign in their front yard, displaying any kind of message they so desired. The “whereas” statements in this bill indicate the intent was for “non-residential uses” like non-profits, schools, and religious institutions to have LED signs, but not every residential homeowner. As written, the bill is not restricted to non-residential uses. If the Metro Council should decide to permit LED signs in residential zone districts, staff recommends that the ordinance should be amended to limit the use of such signs to those uses that are permitted as Special



## Metro Planning Commission Meeting of 2/28/08

Exceptions in residential zone districts, such as churches, schools, and other non-profits.

The Zoning Administrator has indicated that the Codes Department considers digital billboards to be illegal under the current Metro Code sign provisions because, in application, most such signs violate the provisions of subsection H in the current law, which prohibits signs with "lights or illuminations that flash, move, rotate, scintillate, blink, flicker or vary in intensity or color." This bill proposes to permit digital signs and digital billboards like those recently erected along I-65 near 100 Oaks Mall, I-24 westbound in Hermitage, and elsewhere in Metro. According to the Zoning Administrator, all of these digital signs and billboards are on private property, except Metro's convention center sign which is on public property. Those signs erected with a valid Metro permit were approved with the explicit statement that such signs were not to be digital. The proposed bill would clarify that digital billboards are allowed so long as the display message remains static or fixed for 8 seconds or more, the transition time between messages is two seconds or more, and digital billboards are spaced a minimum of 2,000 feet apart.

---

### **STAFF RECOMMENDATION**

Staff recommends disapproval of the bill as drafted because LED signs would be permitted for all uses located in residential zone districts. At a minimum, the ordinance should be amended to limit the use of LED signs to those uses that are permitted as Special Exceptions in residential zone districts, such as churches, schools, and other non-profits. In addition, the ordinance should be amended to clarify that the provisions of 17.32.150 with respect to billboards shall continue to apply to digital billboards.

Staff notes that the proposed ordinance does include some provisions that would improve the Code by adding new limitations on the display of electronic signs that are not currently in the current Code. The restrictions proposed, however, are minimal and staff does not believe they will result in a significant reduction in the proliferation of electronic signs that have begun to clutter Nashville's roadsides. Staff recommends that further study involving all





## Metro Planning Commission Meeting of 2/28/08

stakeholders should be performed to develop a comprehensive ordinance to address electronic signs in light of new technology that has permitted the number of such signs to increase markedly throughout Nashville.

**NO SKETCH**



<b>Project No.</b>	<b>Zone Change 2008Z-024T</b>
<b>Name</b>	<b>Vehicular Rental / Leasing</b>
<b>Council Bill</b>	BL2007-150
<b>Council District</b>	Countywide
<b>School District</b>	N/A
<b>Requested by</b>	Councilmember Parker Toler
<b>Staff Reviewer</b>	Regen
<b>Staff Recommendation</b>	<i>Approve</i>

**APPLICANT REQUEST**

**A request to amend the Metro Zoning Code, Section 17.08.030 (District Land Use Table) to permit with conditions countywide in the shopping center regional (SCR) zoning district the rental or leasing of automobiles, motorcycles, recreational vehicles, boats, recreational equipment, and light trucks and vans, including incidental parking and servicing of vehicles for rent or lease (e.g. car rental agencies).**

**ANALYSIS**

Existing Law

Section 17.08.030 of the Zoning Code allows vehicular rental/leasing within a Specific Plan (SP) district, as provided in council bill BL2006-972 (2006Z-029T) and within all of the industrial districts.

“Vehicular rental/leasing” permits the renting or leasing of automobiles, motorcycles, recreational vehicles, boats, recreational equipment, light trucks and vans, moving vans, and moving trucks, including incidental parking and servicing of such vehicles. No “Automobile Repair” or “Scrap Operation” activities are permitted, and no inoperable vehicles can be stored on-site.

Proposed Bill

The proposed bill would permit, with conditions, limited vehicular rental/leasing in the Shopping Center Regional (SCR) district or an adopted SP district. The bill does not alter the use’s existing “permitted by right” status in the industrial districts.

Analysis

The SCR district is described in Section 17.08.020 of the Zoning Code as a district intended for very large, regional shopping and activity centers such as Bellevue Mall, Green Hills Mall, Rivergate Mall, Hickory Hollow Mall, Nashville West, Hill Center at Green Hills, and the Bellevue West Shopping Center. It also is a zoning district applied to large-scale shopping



## Metro Planning Commission Meeting of 2/28/08

centers at major intersections such as Nolensville Pike/Old Hickory, I-65/Old Hickory, and Nolensville Pike/Harding Place.

Within Metro, there are 399 parcels zoned SCR encompassing 1,362 acres of land; 61% of these parcels are located in 36 planned unit developments (PUD). See table below.

### SCR Zoning

Parcels	399
Acres	1,362
SCR & within PUD overlay	61% (36 PUDs)
USD	approx. 60%
GSD	approx. 40%
<u>Council Districts</u>	13 districts
4 (Craddock), 10 (Ryman), 11 (Gotto), 14 (Stanley), 20 (Baker), 22 (Crafton), 25 (McGuire), 26 (Adkins), 27 (Foster), 31 (Toler), 32 (Coleman), 33 (Duvall), 35 (Mitchell)	

For those properties located in a PUD, the Zoning Code stipulates that the base zoning or the last Council adopted PUD plan would determine whether a vehicular rental/leasing use is allowed. If the PUD plan does not specifically indicate such a use is allowed, or the base zoning does not permit the vehicular rental/leasing use, then a rezoning and PUD amendment would be required. If the Council-approved plan did not include the vehicular rental/leasing use and the base zoning does permit the use, then the Planning Commission would determine if the use “. . . alter(s) the basic development concept of the PUD.” If the Commission determines that the proposed plan alters the development concept, then the change is referred back to the Metro Council. If the Commission determines that it does not alter the basic development concept, then vehicular rental/leasing likely would be permitted as a revision to the PUD.

Given the nature of these regional activity and shopping centers, locating an auto rental or leasing company would be convenient for area residents. Since this use incorporates such a wide variety of vehicles, the bill limits the types of vehicles available for rental or leasing as set forth below.



## Metro Planning Commission Meeting of 2/28/08

Amend Section 17.16.070.P (Uses Permitted w/  
Conditions: Commercial Uses)

Vehicular Rental/Leasing. This use shall be allowed in the SCR district or as provided in an adopted Specific Plan district by the Metro Council. In the SCR district, the use shall be limited to renting and/or leasing passenger automobiles, sport utility vehicles, pick-up trucks (3/4 ton or less), and small cargo vans (gross vehicle weight rating of not more than 8,500 pounds), including incidental parking and servicing of these vehicles for rental or lease. No motorcycle, recreational vehicles, boats, recreational equipment, moving vans or moving trucks shall be rented or leased from the property. In addition, no "Automobile Repair" or "Scrap Operation" activities may occur on-site and no inoperable vehicles shall be stored on the property.

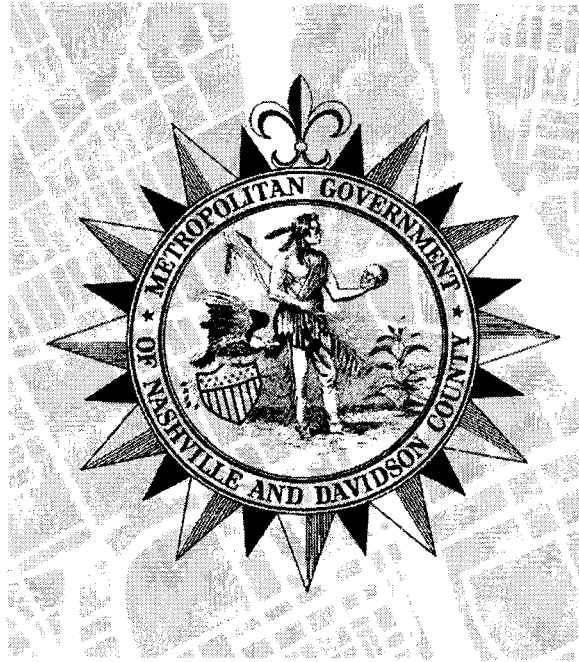
---

**STAFF RECOMMENDATION**

Staff recommends approval of this text amendment.

**SEE NEXT PAGE**

# Metropolitan Planning Commission

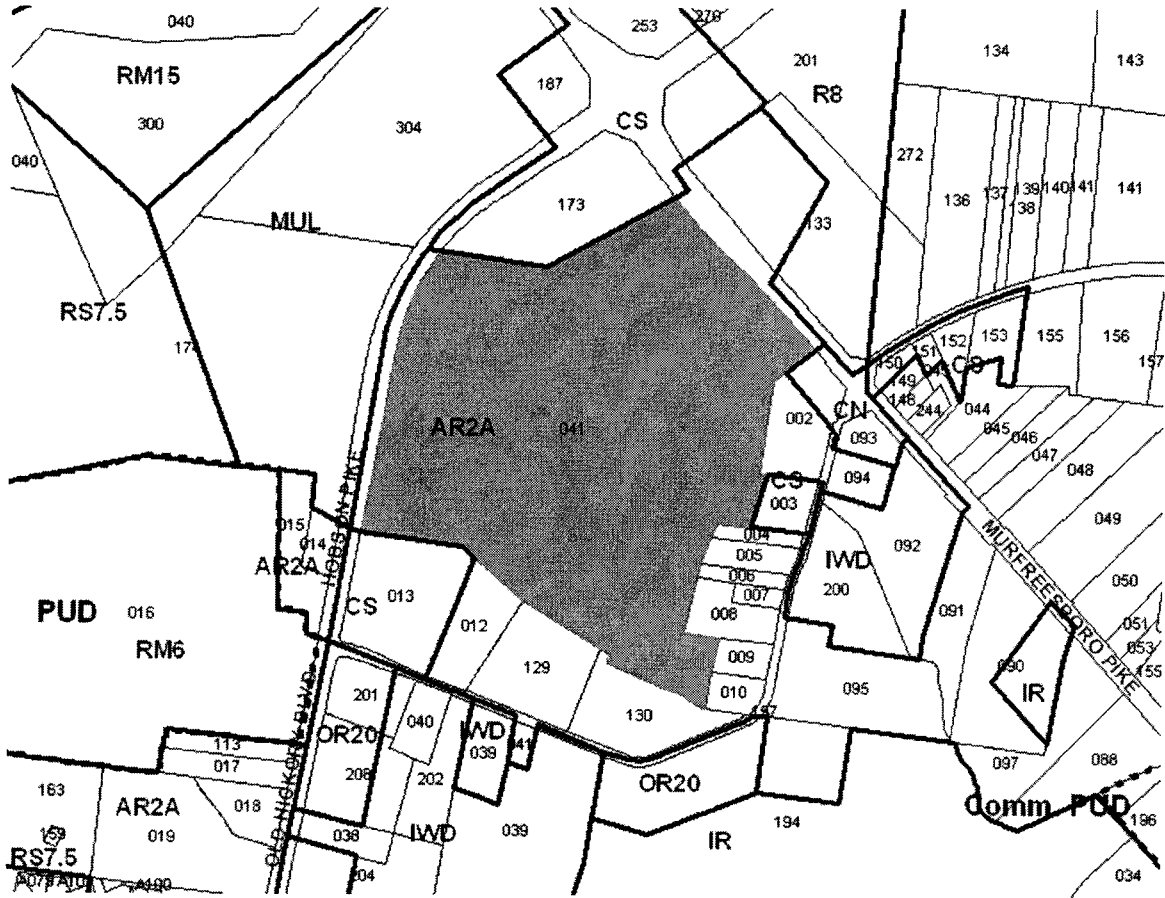


Staff Reports

February 28, 2008\_B

**SPECIFIC PLAN  
ZONING DISTRICTS**





**2008SP-002U-13**  
 Starwood Commons  
 Map 164-00, Parcel 041  
 Subarea 13 (2003)  
 Council District 32 - Sam Coleman



<b>Project No.</b>	<b>2008SP-002U-13</b>
<b>Project Name</b>	<b>Starwood Commons SP</b>
<b>Associated Cases</b>	2007CP-021G-13
<b>Council Bill</b>	BL2008-137
<b>Council District</b>	32- Coleman
<b>School District</b>	6 - Johnson
<b>Requested By</b>	R. Chris Magill Consulting, LLC, applicant, for Vastland Starwood Development LLC, owner.
<b>Staff Reviewer</b>	Jones
<b>Staff Recommendation</b>	<i>Disapprove</i>

---

**APPLICANT REQUEST**

**A request to change from Agricultural/Residential (AR2a) to Specific Plan (SP-MU) zoning property located at 3839 Murfreesboro Pike, approximately 230 feet north of Old Hickory Boulevard (65.1 acres), to permit the development of multi-family residential uses on 28 acres at density of 9 dwelling units for a maximum of 250 dwelling units, and the development of commercial uses of 421,500 square feet on 37.1 acres of land at a floor area ratio of up to .40.**

**Existing Zoning**  
AR2a District

Agricultural/Residential requires a minimum lot size of 2 acres and is 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**  
Specific Plan-Mixed Use  
(SP-MU)

Specific Plan-Mixed Use is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses.

---

**ANTIOCH-PRIEST LAKE  
COMMUNITY PLAN**

**Existing Policy**  
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





## Metro Planning Commission Meeting of 2/28/08

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 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.

### **Staff Recommended Policy**

#### **Community/Corridor Center (C C)**

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

### **Applicant Proposed Policy**

#### **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.



## Metro Planning Commission Meeting of 2/28/08

### Consistent with Policy?

No. The preliminary SP site plan is inconsistent with the existing Corridor General policy, the requested Commercial Mixed Concentration policy, and the Community Center and Neighborhood Center policies recommended by staff.

- The Corridor General (CG) policy has been designated on the portion of the property fronting Murfreesboro Pike. The proposed site plan concentrates office and retail uses along the property's frontage at Murfreesboro Pike, which are contrary to the residential and civic benefit uses that are appropriate in CG areas.
- As stated in the accompanying community plan amendment, the mixture of commercial and residential land uses proposed by the applicant are generally appropriate for this location, but the arrangement of buildings and form of development does not meet the intent of the Commercial Mixed Concentration (CMC) policy.
- Staff recommends the Community Center (C C) and Neighborhood Center (NC) policies along with several Special Policies as an alternative to the requested Commercial Mixed Concentration. The recommended policies address a development form that emphasizes placement of buildings, pedestrian activity, and mixed uses. The proposed SP plan is not consistent with the staff recommended policy.

---

### PLAN DETAILS

#### Site Plan and Council Bill

The Council Bill for this request was filed while the plan was under review. There are conflicts among the information provided in the Council Bill, the SP application, and the current site plan.

Although the SP application proposes 252 townhome units on 28 acres, the ordinance includes only 250 units. The SP application also states that both single-family attached and detached units will be included in the development, but the current site plan shows only single-family attached units.

The commercial square footage outlined in the SP application indicates a commercial floor area ratio of .27 on 37.1 acres, or a total of 436,340 square feet. The



## Metro Planning Commission Meeting of 2/28/08

Council Bill includes 421,500 square feet of commercial, which is less than the amount in the SP application, but the bill also allows revisions to the overall FAR of up to 0.40 for a maximum of 646,430 square feet of commercial land uses if the plan is changed in the future.

The commercial uses in the SP application include all permitted and permitted with conditions uses defined by the Commercial Limited (CL) zoning district with the exception of adult entertainment and retail, title loan shops, flea markets, pawn shops and auction houses, transient housing and warehousing and storage.

### Design Standards

The design standards section of the plan state a maximum floor area ratio of 0.27 for the overall commercial component, but a 0.40 floor area ratio per lot. Assuming the floor area ratio per lot is 0.40, then the ratios as proposed conflict with each other, since the per lot maximum exceeds the overall FAR for the commercial component.

The plan includes a maximum height of three stories, minimum front and rear setbacks of 20 feet, and minimum side building setbacks of 0 or 10 feet. The building standards for the residential uses include a maximum height of 2.5 stories, and building setbacks of 25 feet for the front yard, none for the side yard, and 35 feet for the rear yard.

### Access/Parking

The site is accessible via Hobson Pike and Murfreesboro Pike. Four points of access onto Hobson Pike are shown on the plan. Three access points are planned for Murfreesboro Pike. The illustrative plan suggests the internal street network will consist of private drives in both the residential and commercial portions of the development. Pedestrian access will be accommodated by five-foot sidewalks along Hobson Pike and Murfreesboro Pike, but no sidewalks are identified along the streets internal to the development.

The plan proposes 2.15 parking spaces per unit for the residential uses. Parking spaces for the commercial uses are not outlined by use, but the plan indicates that parking will be based on the requirements of the Metro Zoning Code.



## Metro Planning Commission Meeting of 2/28/08

### Landscaping Buffers

The plan does not include a specific landscaping plan, but does state that landscaping will achieve the minimum standards as defined by the Metro Zoning Ordinance on the Final Site plan.

---

### **PUBLIC WORKS RECOMMENDATIONS**

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. Approval subject to Tennessee Department of Tennessee approval.

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

1. Widen Hobson Pike at the intersection of Murfreesboro Road to provide one additional through lane in both the NB and SB direction. The additional lanes shall extend 500 ft north and south of Murfreesboro Road with transitions per AASHTO/MUTCD standards.
2. Widen Hobson Pike at the intersection of Murfreesboro Road to provide one additional left turn lane in both the NB and SB direction and with tapers per AASHTO/MUTCD standards. Each of the northbound left turn lanes shall provide a total of 250 ft of storage. Each of the southbound left turn lanes shall provide a total of 150 ft of storage.
3. Widen Hobson Pike south of the intersection of Murfreesboro Road to provide a continuous center two-way left turn lane (TWLTL). The TWLTL shall extend from the NB dual left turn lanes at Murfreesboro Road to the proposed SBLT lane at the intersection of Old Hickory Boulevard, which is to be constructed by a separate development.
4. Modify the traffic signal at Murfreesboro Road and Hobson Pike as needed to accommodate the road widening and the dual left turn movements.
5. Developer shall conduct a signal warrant analysis on Hobson Pike at the middle/main commercial access drive as directed by the Metro Traffic Engineer. The warrant analysis and traffic counts shall be submitted to the Metro Traffic Engineer for review and approval. The developer shall design and install a traffic signal when approved by the Traffic and Parking Commission.
6. All access drives onto Hobson Pike and Murfreesboro Road should be constructed with a minimum of one entering and two exiting lanes. At the middle/main drive onto Hobson Pike, consideration and coordination should be given to providing three exit lanes to align with future development opposite Hobson Pike.



## Metro Planning Commission Meeting of 2/28/08

7. Developer shall conduct a signal warrant analysis on Murfreesboro Road at the middle/main commercial access drive as directed by the Metro Traffic Engineer. The warrant analysis and traffic counts shall be submitted to the Metro Traffic Engineer for review and approval. The developer shall design and install a traffic signal when approved by the Traffic and Parking Commission.
8. As shown on the submitted site plan, provide a dedicated northbound right turn lane on Hobson Pike at the proposed residential access drive with 100 ft of storage and transition per AASHTO/MUTCD standards.
9. As shown on the submitted site plan, provide a dedicated northbound right turn lane on Hobson Pike at the proposed service access drive with 75 ft of storage and transition per AASHTO/MUTCD standards.
10. As shown on the submitted site plan, provide a dedicated northbound right turn lane on Hobson Pike at the main/middle access drive with 150 ft of storage and transition per AASHTO/MUTCD standards.
11. On Murfreesboro Road, extend the existing eastbound right turn lane from Hobson Pike to the main (second) entrance into the site.
12. Relocate proposed northernmost access drive on Hobson Pike along the existing property line and provide a cross access easement to Map 164 Parcel 173. Show this drive as a full-access.
13. Relocate proposed westernmost access drive on Murfreesboro Road along the existing property line and provide a cross access easement to Map 164 Parcel 173.
14. Along Hobson Pike and Murfreesboro Pike, construct a six (6') foot furnishing zone and eight (8') foot sidewalk, consistent with the Strategic Plan for Sidewalks & Bikeways. Sidewalks to be located within right of way.
15. Along Hobson Pike and Murfreesboro Pike, construct bike lanes, consistent with the Strategic Plan for Sidewalks & Bikeways.





## Metro Planning Commission Meeting of 2/28/08

### Typical and 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)	65.1	0.5	32	307	24	33

### Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	65.1	N/A	421,500	17,301	372	1618

### Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	Density	Total Dwelling Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/townhome (230)	65.1	N/A	250	1494	115	136

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				+18,488	+463	+1721

### 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
Shopping Center (820)	65.1	N/A	646,430	22,845	480	2146

### MAXIMUM Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	Density	Total Dwelling Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/townhome (230)	65.1	N/A	250	1494	115	136

### 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
--				24,032	+571	+2349

## STORMWATER RECOMMENDATION

1. State the FEMA Note/Panel number on plans.
2. There is a possible stream located on site that we will need a stream determination. If a stream, show undisturbed buffers and add buffer note.



## Metro Planning Commission Meeting of 2/28/08

3. Buffer Note (if there is a drain buffer): (The buffer along waterways will be an area where the surface is left in a natural state, and is not disturbed by construction activity. This is in accordance with the Stormwater Management Manual Volume 1 - Regulations.)
4. Provide a water quality concept.

---

### **FIRE MARSHAL RECOMMENDATION**

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 ft (46 m) from fire department access roads.
2. The final plat shall show location for all fire hydrants before plat approval.
3. A fire department access road shall extend to within 50 ft of at least one exterior door that can be opened from the outside and that provides access to the interior of the building.
4. Actual or projected flow data shall be provided on plat showing compliance with 2006 edition of NFPA1 table H.
5. Provide a Master Water Plan which shows water mains, fire hydrants, the proposed flow from the fire hydrant with the highest elevation and most remote in this project, street access and topographic elevations.
6. No part of any building shall be more than 500 ft from a fire hydrant via an approved hard surface road. Dead end fire mains over 600 feet in length are required to be no less than 10 inch in diameter. If this is to be a public fire main, a letter from Metro Water is required excepting the length and size.
7. All roadways with-two way traffic shall be 20 feet in width minimum.



## Metro Planning Commission Meeting of 2/28/08

---

### METRO SCHOOL BOARD REPORT

#### Projected student generation

5 Elementary    4 Middle    2 High

#### Schools Over/Under Capacity

Students would attend Mt. View Elementary School, Kennedy Middle School, and Antioch High School. All three schools have been identified as being over capacity by the Metro School Board. Another middle school within the cluster has capacity. There is no capacity within the cluster to accommodate the projected number of elementary students, nor within a neighboring cluster to accommodate the projected number of high school students. The fiscal liability is \$70,000 for the elementary students and \$ 40,000 for the high school students. This information is based upon data from the school board last updated April 2007.

---

### STAFF RECOMMENDATION

Staff recommends disapproval of the zone change request to allow the proposed SP-MU zoning district at this location. The proposed layout does not embody the design principles mandated by the existing or recommended land use policies. The site plan has been designed to incorporate a traditional suburban layout that promotes the separation of residential and commercial uses, and the secondary nature of those uses to the parking. The site plan should be designed to adhere to the principles of the Community Center and Neighborhood Center policies as recommended by the accompanying plan amendment with this request.

Councilmember Coleman has requested that a condition be included in this SP to require construction of 337,200 square feet of commercial and office uses prior to the beginning of construction of residential uses. The requested condition has been included below.

---

### CONDITIONS (if approved)

1. Final use and occupancy permits for at least 337,200 square feet of commercial and office space must be issued prior to any permits issued for residential construction, other than preliminary site grading.



## Metro Planning Commission Meeting of 2/28/08

2. All buildings shall have a finished floor elevation at a minimum of 1.5 ft. from the top of curb measured at the mid point of the lot frontage.
3. All building walls shall be finished in brick, stone, fiber-cement siding, shingles, or stucco.
4. All buildings shall be constructed in accordance with the bulk standards outlined in the preliminary SP plan.
5. Prior to or in conjunction with final site plan approval, elevations illustrating the commercial buildings and the residential units shall be reviewed and approved by the Planning Commission in accordance with the standards outlined in the preliminary SP plan. Residential buildings shall have a minimum three sides clad in brick and/or cement-fiber board.
6. Prior to or in conjunction with final site plan approval, a scenic easement shall be designated along Hobson Pike that complies with Section 3-10.5 of the Subdivision Regulations.
7. Prior to or in conjunction with final site plan approval, all trash dumpsters shall be identified on the plan.
8. Stormwater requirements must be met prior to or in conjunction with final site plan approval.
9. Public Works requirements must be met prior to or in conjunction with final site plan approval
10. Commercial uses shall be limited to all permitted and permitted with conditions uses defined by the Residential (RM9) district, and the Commercial Limited (CL) district with the exception of the following prohibited uses: adult entertainment and retail, title loan shops, flea markets, pawn shops and auction houses, transient housing, warehousing and storage.
11. For any development standards, regulations and requirements not specifically shown on the SP

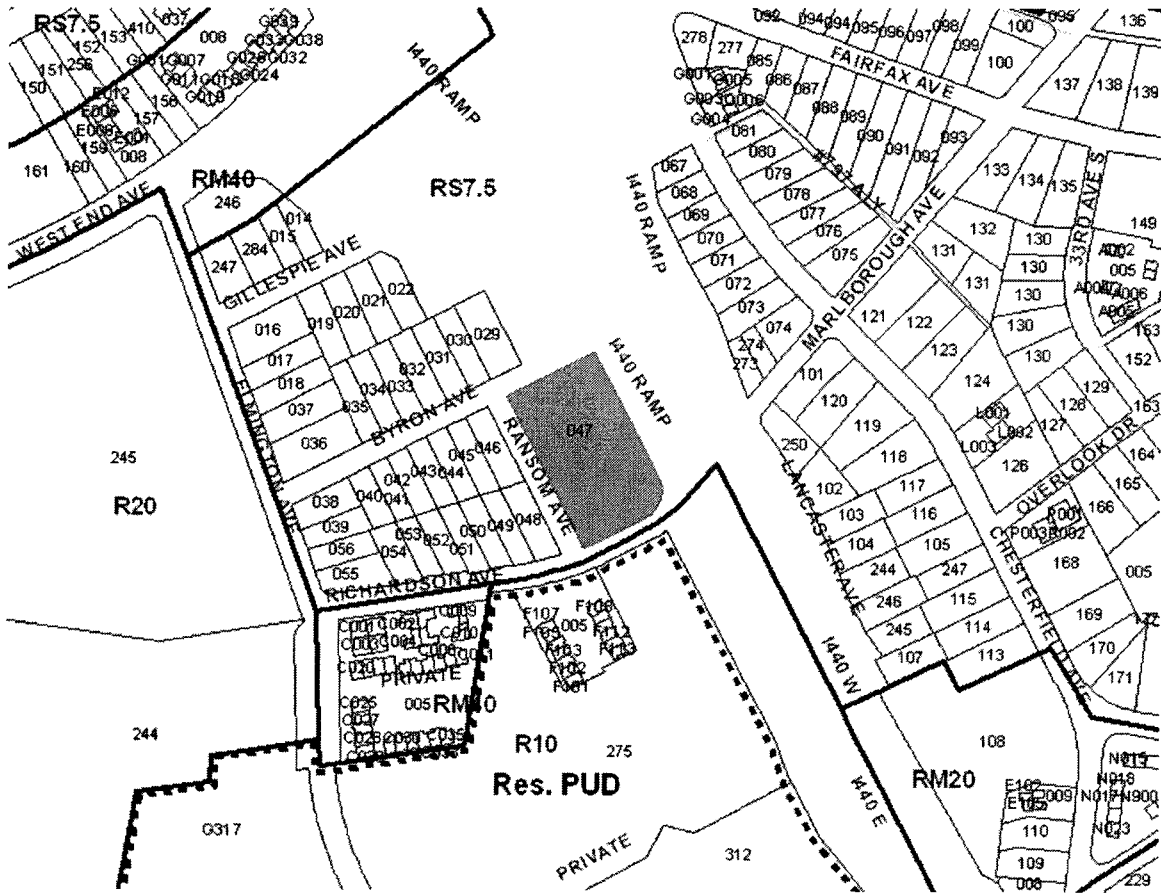


## Metro Planning Commission Meeting of 2/28/08

plan and/or included as a condition of Commission or Council approval, the property shall be subject to the CL and RM9 zoning districts as of the date of the applicable request or application.

12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, 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.
14. The requirements of the Metro 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.

**SEE NEXT PAGE**



**2008SP-007U-10**  
 Ransom School  
 Map 104-10, Parcel 047  
 Subarea 10 (2005)  
 Council District 25 - Sean Mcguire



<b>Project No.</b>	<b>Zone Change 2008SP-007U-10</b>
<b>Project Name</b>	<b>Ransom School SP</b>
<b>Council Bill</b>	BL2008-149
<b>Council District</b>	25 - McGuire
<b>School District</b>	8 - Fox
<b>Requested by</b>	Metro Planning Department, on behalf of Councilmember Sean McGuire
<b>Staff Reviewer</b>	Bernards
<b>Staff Recommendation</b>	<i>Approve with conditions</i>

---

**APPLICANT REQUEST**  
**Preliminary SP**

**A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Residential (SP-R) district property located at 3501 Byron Avenue and abutting Ransom Avenue and Richardson Avenue (1.99 acres), and within the Elmington Place Neighborhood Conservation Overlay and I-440 Impact Overlay, to permit the conversion of the former Ransom Elementary School building and site into a residential development not to exceed 11 dwelling units total.**

The Council Bill was filed for this request while it was still under review. Since the filing, the Councilmember has met with the community and has requested that the Council Bill be revised to reduce the maximum number of units permitted on this site from 18 to 11. Although the currently filed ordinance states that 18 units would be permitted, a substitute ordinance has been prepared, and can be filed prior to the Council's vote on third reading, that limits the total number of units to 11.

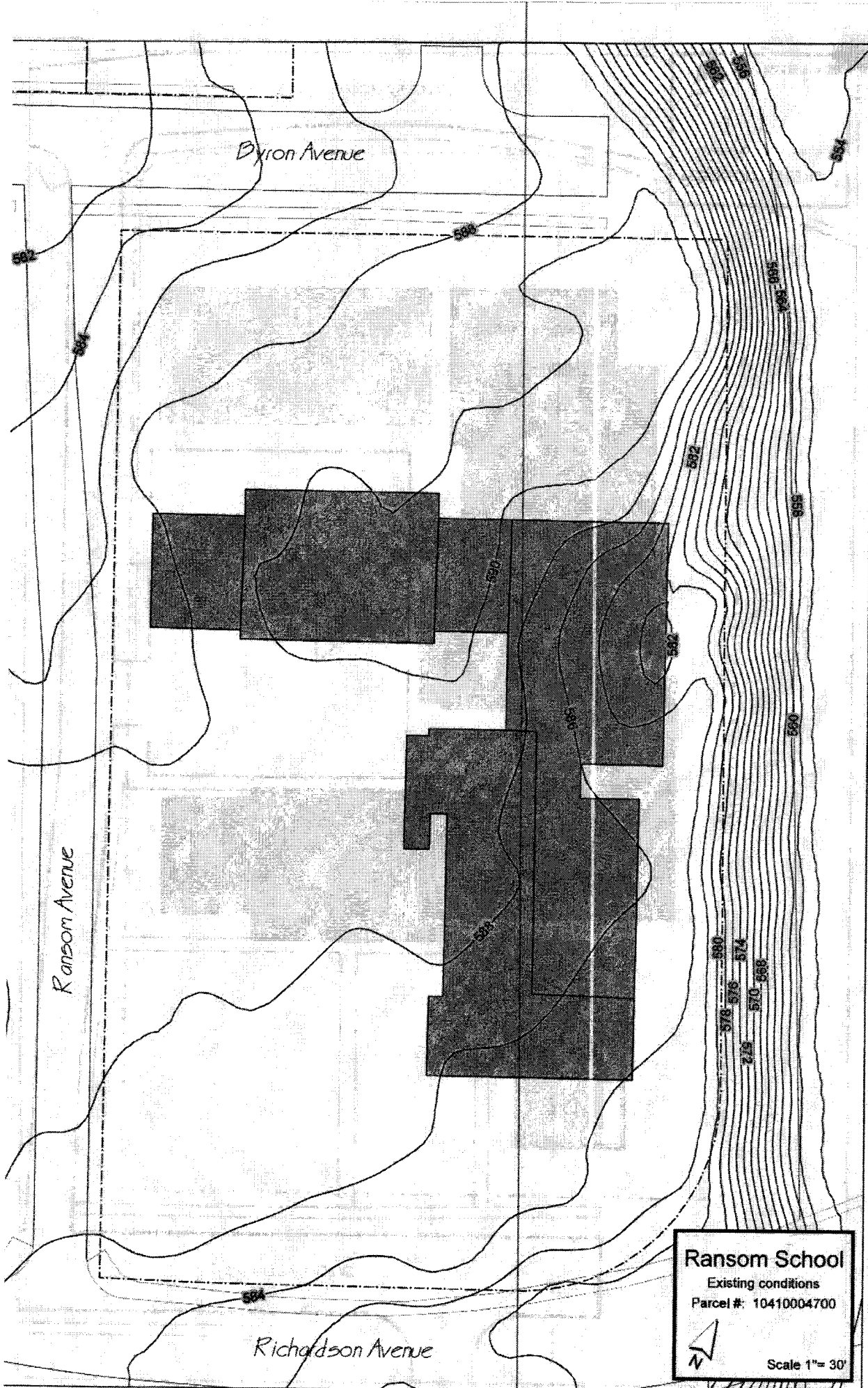
**Existing Zoning**  
RS7.5

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**  
SP-R District

Specific Plan-Residential is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes multi-family units within the existing building or single-family units.






Dixon Avenue

Ransom Avenue

Richardson Avenue

**Ransom School**  
Existing conditions  
Parcel #: 10410004700



Scale 1"= 30'



## Metro Planning Commission Meeting of 2/28/08

---

### GREEN HILLS/MIDTOWN

#### Residential Medium Density (RM)

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

#### Consistent with Policy?

Yes. The proposed maximum of 11 units and range of housing types proposed fit within the density range and type of housing intended by the RM policy. The proposed density is 5.78 units per acre and the RM policy could support up to 18 units on this site or 9 units per acre.

---

### PURPOSE OF THE SP-R

The Ransom School building, currently known as the Randall Learning Center, is being offered for sale by the Real Property Services Division (RPS) of the Metro Finance Department. There are tight time constraints on this request as RPS intends to close the current auction to sell the property on March 18, 2008. This means that the SP bill must be on the March 4, 2008, Council Public Hearing agenda, and on the Planning Commission's February 28, 2008, agenda in order for potential buyers to understand the type of development that will be permitted on this property.

The intent to rezone this property to SP is to apply a plan to the property that will serve two purposes. First, the plan is intended to provide potential buyers with some certainty as to what type of development is possible on the property. The land was previously offered for sale by RPS but there were no bidders.

The second purpose of the proposed SP is to provide the neighborhood with a similar level of certainty. Through the SP zoning, they and the Councilmember will establish a range of uses and development forms that will allow re-use of the property and protect the interests of the neighboring property owners.



## Metro Planning Commission Meeting of 2/28/08

### SITE HISTORY

The building, named for John B. Ransom, a prominent Nashville businessman, is now vacant. Ransom School served grades kindergarten through four until it closed in 1974. In recent years, the building was renamed the Randall Learning Center and used for professional development of Metro schoolteachers.

In 2002, the Metropolitan Historical Commission determined the school was eligible for the National Register of Historic Places, a registry of cultural resources worthy of preservation maintained by the National Park Service. It is also identified as a historical resource in the Green Hills-Midtown Community Plan adopted by the Metro Planning Commission on July 28, 2005.

The property is located within the Elmington Place Neighborhood Conservation Overlay district which governs modifications to the existing structure and additions to the property. It is also within the I-440 Impact Overlay District (Impact Area 1) which serves to support the existing neighborhood by limiting development to the maximum development density supported by the long-term land use plan. In addition, there are NES distribution lines on the eastern edge of the property within a substantial easement. A portion of the building is within the easement. This portion of the building can be rehabilitated, but any new development must remain outside of the easement.

The proposed SP zoning district will enable the property to be redeveloped consistent with the Conservation Overlay, the I-440 Impact Overlay District, and the Community Plan. Through the final SP site plan review and approval process, the unique characteristics of the Ransom School property can be sensitively addressed through the location, integration, and arrangement of buildings and parking.

### PLAN DETAILS

#### Existing Building

As noted above, the building is eligible for the National Register of Historic Places. It is up to the Metro Historic Zoning Commission to approve demolition of any portion of the existing building deemed non-historic or to determine if portions that are deemed historic are in such poor condition that rehabilitation or



## Metro Planning Commission Meeting of 2/28/08

### Site Plan

re-use is not possible. The Historic Commission staff has indicated that the preference is to preserve the historical portions of this building. The building is 27,000 square feet in size and was built in four phases. The original phase was constructed in 1918 as part of the Davidson County Schools and became a city school in 1929 and was added on to in 1925, 1932, 1951 and 1955.

The Community, the Councilmember, and staff from the Historic Zoning Commission have held a number of meetings to discuss the potential uses of this site. Three scenarios have been agreed to.

1. The existing building can be rehabilitated to accommodate 11 units.
2. Regardless of whether any portion of the school is demolished, a maximum of 11 units can be built on the site, including any units accommodated within a rehabilitated building. Any new construction must meet the requirements of the RS7.5 zoning district, the Elmington Place Conservation Overlay District, and the Metro Subdivision Regulations.
3. If the purchaser can demonstrate an economic hardship and the entire building is demolished, then a maximum of 11 single-family homes can be built and must meet the requirements of the RS7.5 zoning district, the Elmington Place Conservation Overlay District, and the Metro Subdivision Regulations.

### Bulk Standards

The bulk standards of the RS7.5 zoning district are proposed to guide development on this site. The side setback would be five feet and the rear setback 20 feet with a maximum height of three stories. New construction would not be permitted within the NES easement.

### Requirements of the Final Site Plan

In conjunction with the submittal of the final site plan, the applicant will need to demonstrate, through drawings and written text, how the proposed plan maximizes preservation of the building's historic features. The final site plan will need to include all existing and proposed building elevations. These elevations and all new construction will need to comply with the Elmington Place Neighborhood Conservation Overlay district guidelines. The Metro Historic Zoning Commission will advise the Metro Planning Department on the proposed final site plan's



## Metro Planning Commission Meeting of 2/28/08

consistency with the overlay district guidelines. As the potential layout of new construction will depend on how much of the existing building will remain, the final site plan will also need to detail access and parking requirements.

---

### STORMWATER RECOMMENDATIONS

The Final Site Plan shall be required to have water quality measures and may be required to provide detention facilities.

---

### WATER SERVICES RECOMMENDATION

A water and sewer capacity letter will be required with the Final Site Plan. There is a public sewer line on the property that may need to be abandoned depending on the redevelopment of the site.

---

### PUBLIC WORKS RECOMMENDATION

With the submittal of a final site plan, the plan will be reviewed to insure that adequate access is available for parking and service vehicles. The developer's construction drawing shall comply with the design regulations established by the Department of Public Works prior to any final approvals and permit issuance.

---

### NES RECOMMENDATION

No new construction shall be permitted within the NES easement.

---

### METRO SCHOOL BOARD REPORT

#### Projected student generation

0 Elementary    0 Middle    0 High

#### Schools Over/Under Capacity

Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. While Hillsboro High School has been identified as overcrowded, no students will be generated by this development. This information is based upon data from the school board last updated April 2007.

---

### STAFF RECOMMENDATION

The proposed SP is consistent with the RM land use policy and the Elmington Place Neighborhood Conservation Overlay district. In addition, it will provide certainty for both potential buyers and the community on what type of development will be



## Metro Planning Commission Meeting of 2/28/08

permitted on this site. Staff recommends approval with conditions

---

### CONDITIONS

1. In conjunction with the submittal of the final site plan, the applicant shall demonstrate through drawings and written text how the proposed plan maximizes preservation of the building's historic features.
2. The final site plan may show modifications to the existing school structure and additional buildings on the property, including new construction, consistent with the Elmington Place Neighborhood Conservation Overlay district guidelines and the attached plan.
3. The final site plan shall include all existing and proposed building elevations, and such elevations shall comply with the Elmington Place Neighborhood Conservation Overlay district guidelines.
4. The Metro Historic Zoning Commission shall advise the Metro Planning Department, prior to the scheduled Metro Planning Commission meeting, as to the proposed final site plan's consistency with the Elmington Place Neighborhood Conservation Overlay district guidelines.
5. The Metro Historic Zoning Commission shall have the authority to approve demolition of any portion of the existing building deemed non-historic or in such poor condition consistent with the guidelines of the Historic Commission, the Elmington Place Neighborhood Conservation design guidelines, the attached plan, and the final site plan.
6. The final site plan shall include details of site access and parking requirements, including access for service vehicles.
7. The Final Site Plan shall be required to have water quality measures and may be required to provide detention facilities.

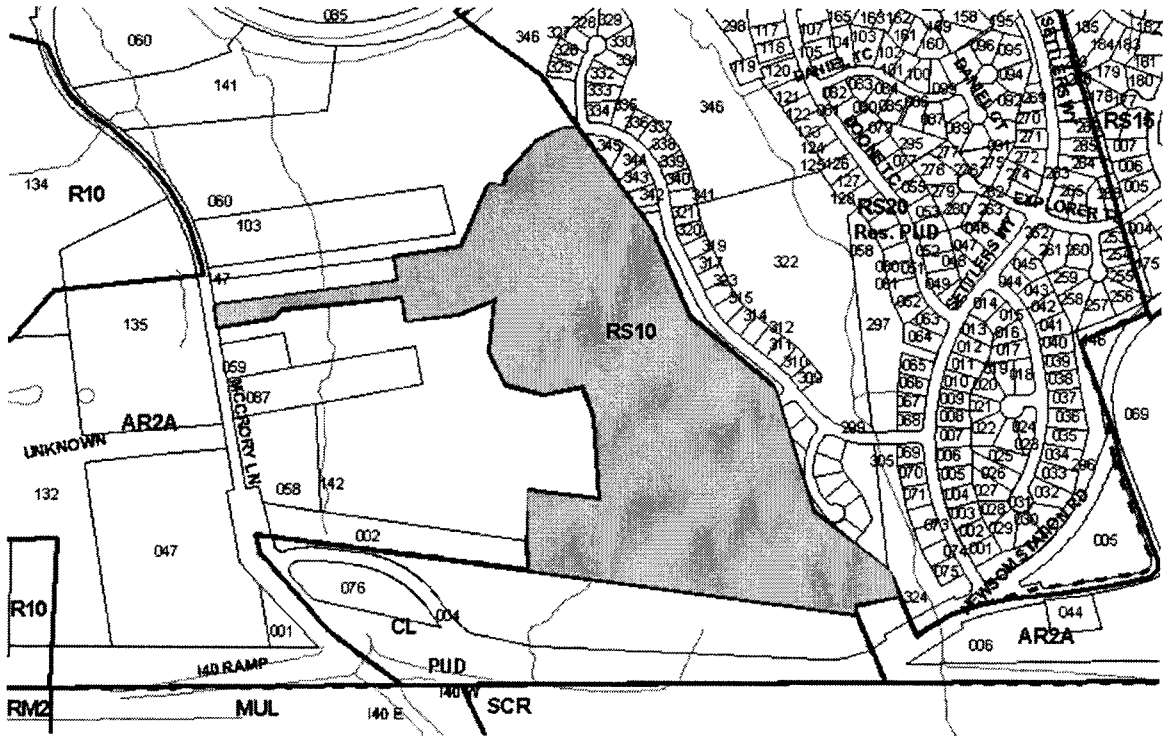


## Metro Planning Commission Meeting of 2/28/08

8. A water and sewer capacity letter shall be required with the final site plan.
9. No new construction shall be permitted within the NES easement.
10. Uses are limited to 11 residential units that may be accommodated within the existing building, a combination of units accommodated within a portion of the existing building and single-family units, or single-family units only.
11. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro 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

# **CONCEPT PLANS**





**2006S-055G-06**  
Travis Place Preliminary Extension  
Map 126-00, Parcels 147, 565  
Subarea 6 (2003)  
Council District 35 – Bo Mitchell



<b>Project No.</b>	<b>Subdivision 2006S-055G-06</b>
<b>Project Name</b>	<b>Travis Place Subdivision</b>
<b>Associated Cases</b>	None
<b>Council District</b>	35 - Mitchell
<b>School Board District</b>	9 - Warden
<b>Requested By</b>	Civil Site Design Group, applicant for Trinity Land Group, owner
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve</i>

---

**APPLICANT REQUEST**  
**Preliminary Plat Extension and Variance**

**A request to extend the preliminary approval for Travis Place Subdivision for one year, approved for 140 single-family residential lots, and for a variance from Section 1-9.2 of the Subdivision Regulations which prohibits the extension of a preliminary plat approved under the previous Subdivision Regulations adopted March 21, 1991.**

**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.

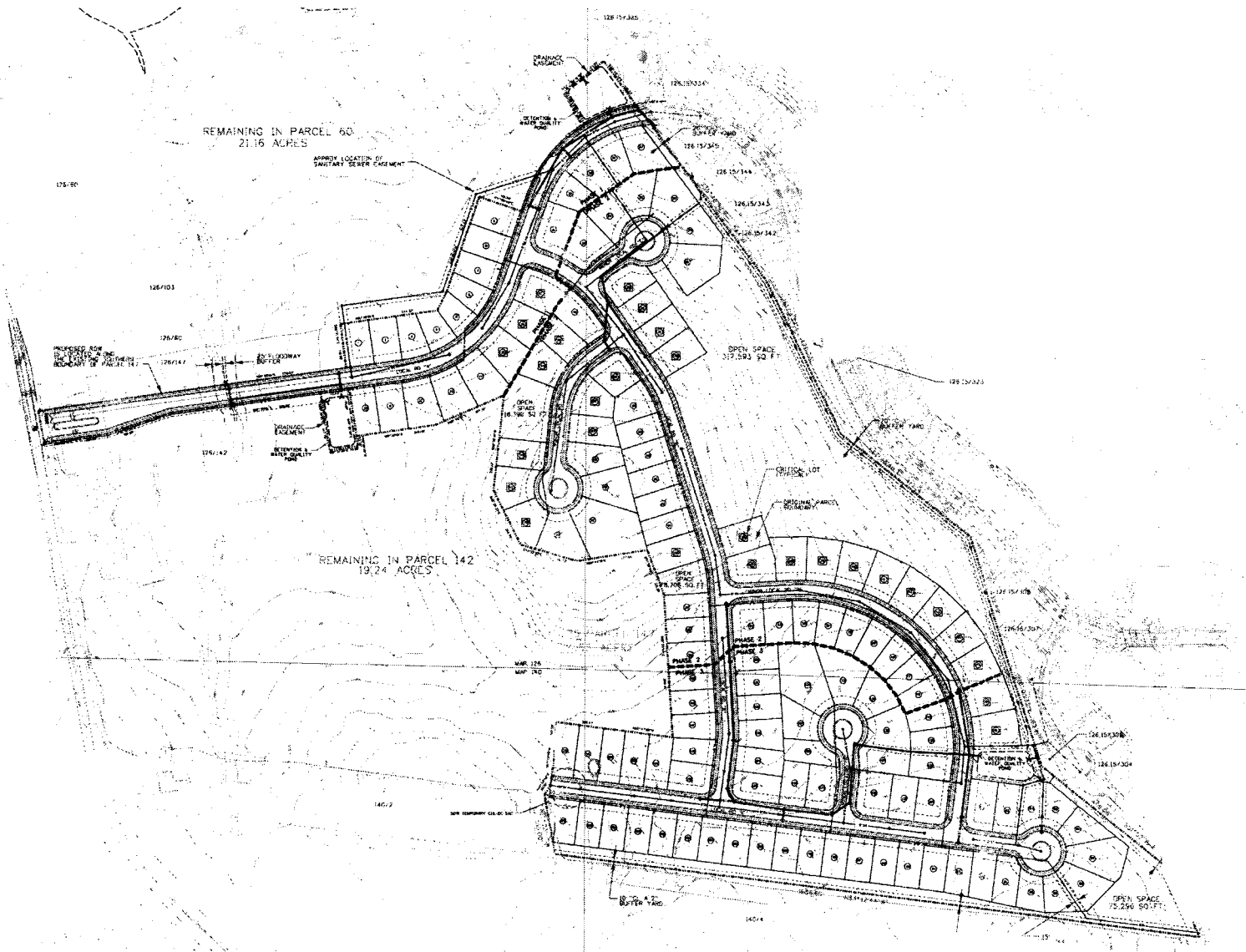
---

**SUBDIVISION DETAILS**

The original preliminary plat for Travis Place Subdivision was approved by the Planning Commission on February 23, 2006, under the previous Subdivision Regulations that were adopted March 21, 1991.

The current Subdivision Regulations do not allow for extensions of approvals for preliminary plats. Section 1-9.2 of the current regulations states that “any subdivision submitted as a complete application or approved in preliminary or final form, but not yet expired, prior to the effective date may, at the discretion of the applicant, continue under the subdivision regulations adopted March 21, 1991, as amended, but no extension shall be granted for these subdivisions.”

The applicant has requested that the plat be extended under the old regulations which will require a variance to Section 1-9.2 of the current Subdivision Regulations. The applicant has requested the extension because significant progress has taken place on the site, and the construction plans have been approved by Metro Public



REMAINING IN PARCEL 60  
21.16 ACRES

APPROX LOCATION OF  
SANITARY SEWER ALIGNMENT

REMAINING IN PARCEL 142  
19.24 ACRES

MAP 126  
MAP 142

140/4

OPEN SPACE  
75,290 SQ. FT.



## Metro Planning Commission Meeting of 2/28/08

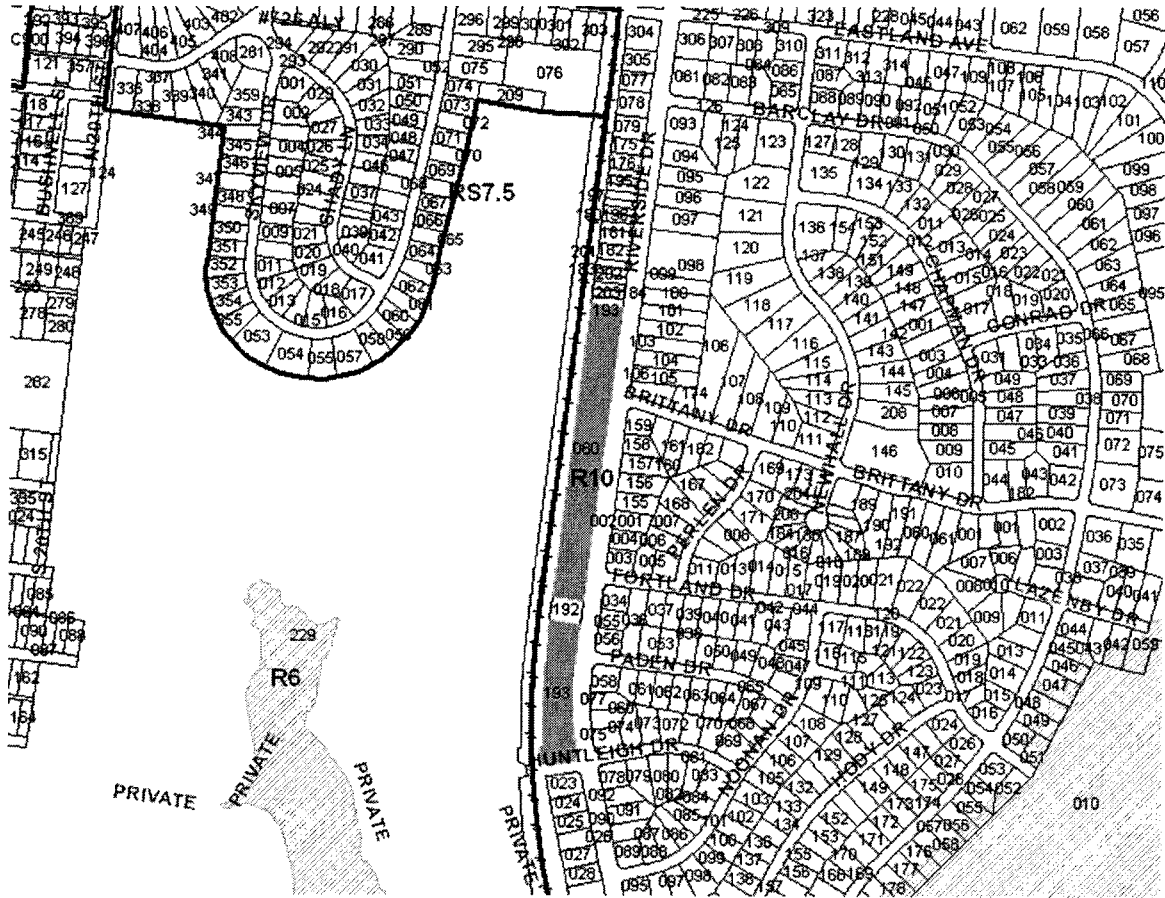
Works, TDEC, and Harpeth Valley Utility District. Also, approximately 50% of the grading has been completed, and approximately 50% of the storm sewer infrastructure has been installed.

A final plat was previously submitted for Phase 1, which, if recorded, would negate the need to extend the preliminary approval. The plat has not been recorded because the applicant has chosen to reduce the bond amount by constructing some of the infrastructure prior to recording. The construction was scheduled to be completed at this time, but weather has delayed the project. The applicant estimates that it will be another three to four months before construction will be completed, and the plat can be recorded.

---

### **STAFF RECOMMENDATION**

Staff recommends that approval of the plat be extended for one year and that a variance to Section 1-9.2 be granted since significant progress has been made in Phase 1. The applicant anticipates recording a final plat for lots in Phase 1 in the near future.



**2008S-048U-05**  
 Riverside Drive  
 Map 083-11, Parcel 080  
 Map 083-15, Parcel 193  
 Subarea 5 (2006)  
 Council District 7 - Erik Cole



<b>Project No.</b>	<b>Subdivision 2008S-048U-05</b>
<b>Project Name</b>	<b>Riverside Drive</b>
<b>Council District</b>	7 - Cole
<b>School Board District</b>	5 - Porter
<b>Requested By</b>	American Engineers Inc., applicant for Riverside Development LLC, owner
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions</i>

---

**APPLICANT REQUEST**

**Concept Plan**

**A request for concept plan approval for 18 lots on two parcels of land containing 6.41 acres located on the west side of Riverside Drive approximately 1,200 feet south of Eastland Avenue.**

**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.

---

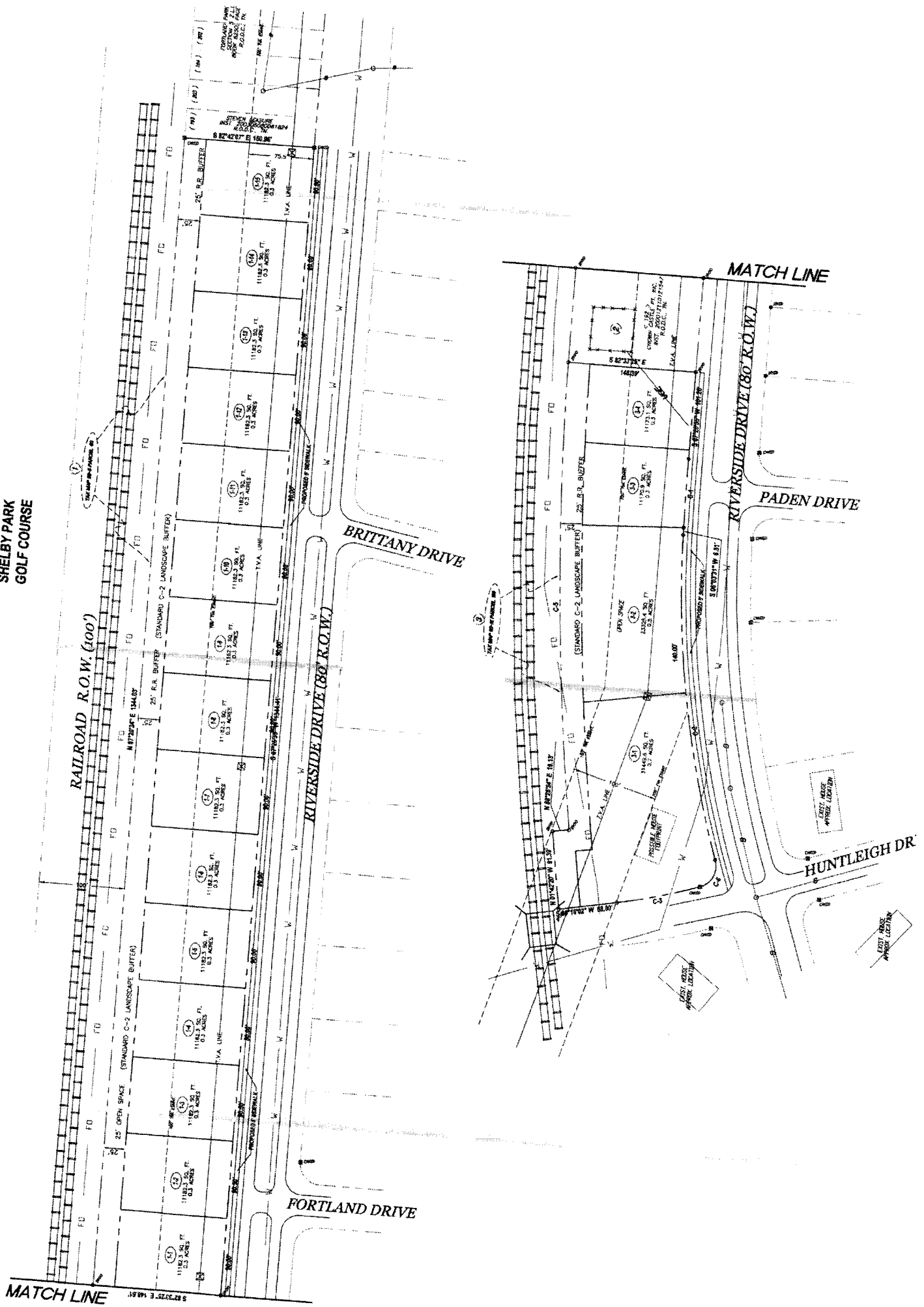
**SUBDIVISION DETAILS**

This request is to subdivide two properties located on the west side of Riverside Drive into 18 single-family residential lots with a density of approximately 2.8 units per acre. Lots range in size from 11,170 square feet to 31,449 square feet. No new roads are proposed and lots will be accessed from individual drives off Riverside Drive.

The properties are currently vacant and do not contain any steep slopes or other environmentally sensitive lands that would limit development. While there are no natural constraints on the property, a high voltage power line runs parallel to Riverside Drive bisecting the property. The lines have a 100 foot easement in which no buildings may be placed and consequently limits where buildings can be placed on the proposed lots.

A railroad line is located on the western boundary of the property, running the entire length of the rear property line. The rail line contains two tracks and is a highly active line. The Subdivision Regulations require a buffer strip at least 25 feet in depth adjacent to railroad right-of-ways (Section 3-4.2.e.1).

SHELBY PARK  
GOLF COURSE





## Metro Planning Commission Meeting of 2/28/08

With the TVA easement, 25 foot railroad buffer, and 20 foot rear setback requirement, building envelopes depths are reduced to approximately 30 feet. A 30 foot building envelope depth is not sufficient as it will not allow for a variety of building types, and will result in a building pattern that is not compatible with the surrounding area. Once lots are sold, new property owners will likely request setback variances in order to provide a deeper building envelope.

To provide a deeper building envelope that will allow for the construction of homes that are more consistent with existing homes in the surrounding area, the applicant must apply for a rear yard setback variance from the Zoning Board of Appeals. The rear yards will not abut any other residential lot and will also have a 25 foot wide landscape buffer. To ensure that building envelopes will allow for the construction of residential units that are more compatible with the surrounding area, the variance to the rear setback should be at least 10 feet. Prior to submittal of the development plan, the applicant must obtain a variance to the rear setback for at least 10 feet from the Zoning Board of Appeals. If a variance cannot be obtained then the final plat will not be recorded.

---

### **PUBLIC WORKS RECOMMENDATION**

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

---

### **STORMWATER RECOMMENDATION**

No Exceptions Taken

---

### **WATER SERVICES RECOMMENDATION**

Will require an off-site sewer line extension.

---

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions, including that a variance to the rear setback be obtained from the Zoning Board of Appeals prior to the submittal of the development plan.

---

### **CONDITIONS**

1. Prior to submittal of the development plan a variance from the Zoning Board of Appeals must be



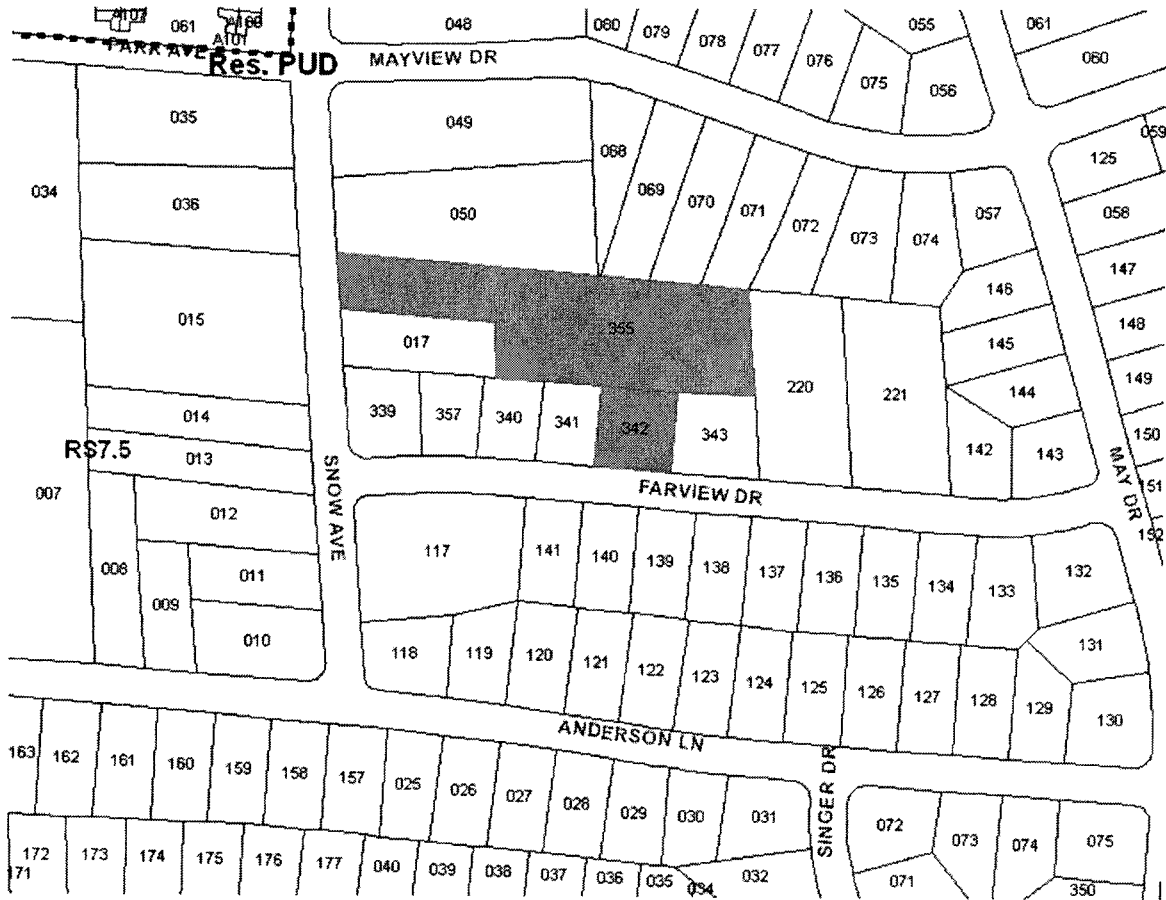


## Metro Planning Commission Meeting of 2/28/08

granted for at least 10 feet. If a variance can not be received then the final plat should not be recorded.

2. This request will require the extension of an off-site sewer line. Plans for the extension of this sewer line shall be submitted to Metro Water Services and must be approved at the Development Plan application stage.

# **FINAL PLAT SUBDIVISIONS**



**2008S-039G-04**  
 Roy T. Weatherholt Resub.  
 Map 043-06, Parcels 342, 355  
 Subarea 4 (1998)  
 Council District 9 - Jim Forkum



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

**Subdivision 2008S-039G-04**  
**Roy T. Weatherholt Subdivision**  
9 - Forkum  
3 - North  
Roy Weatherholt et ux, owners, Rocky L. Montoya,  
surveyor.

**Staff Reviewer**  
**Staff Recommendation**

Bernards  
*Approve including an exception to lot comparability standards for area and frontage for Lot 1*

---

**APPLICANT REQUEST**

**A request for final plat approval to modify lot lines between properties located at 617 Farview Drive and 936 Snow Avenue, at the northeast corner of Snow Avenue and Farview Drive (1.82 acres), zoned 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 applicant has requested the lot lines between 617 Farview Drive and 936 Snow Avenue be modified so that the rear portion of 936 Snow Avenue is added to 617 Farview Drive. The property at 936 Snow Avenue is currently a flag shaped lot and the new lot would be a rectangular-shaped lot, similar to the lot immediately to the south. The property at 617 Farview Drive would become a T-shaped lot.

Lot Comparability

Section 3-5.1 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. As the lot frontage will not change for 617 Farview Drive and more than an acre in area is being added to this lot, a lot comparability analysis was not performed for this lot.

Tax Map 43-02  
Parcel 50.00  
Jerry A. & Dorothy S. Carroll  
DB.10918, Pg.322  
R.O.D.C.,Tn.

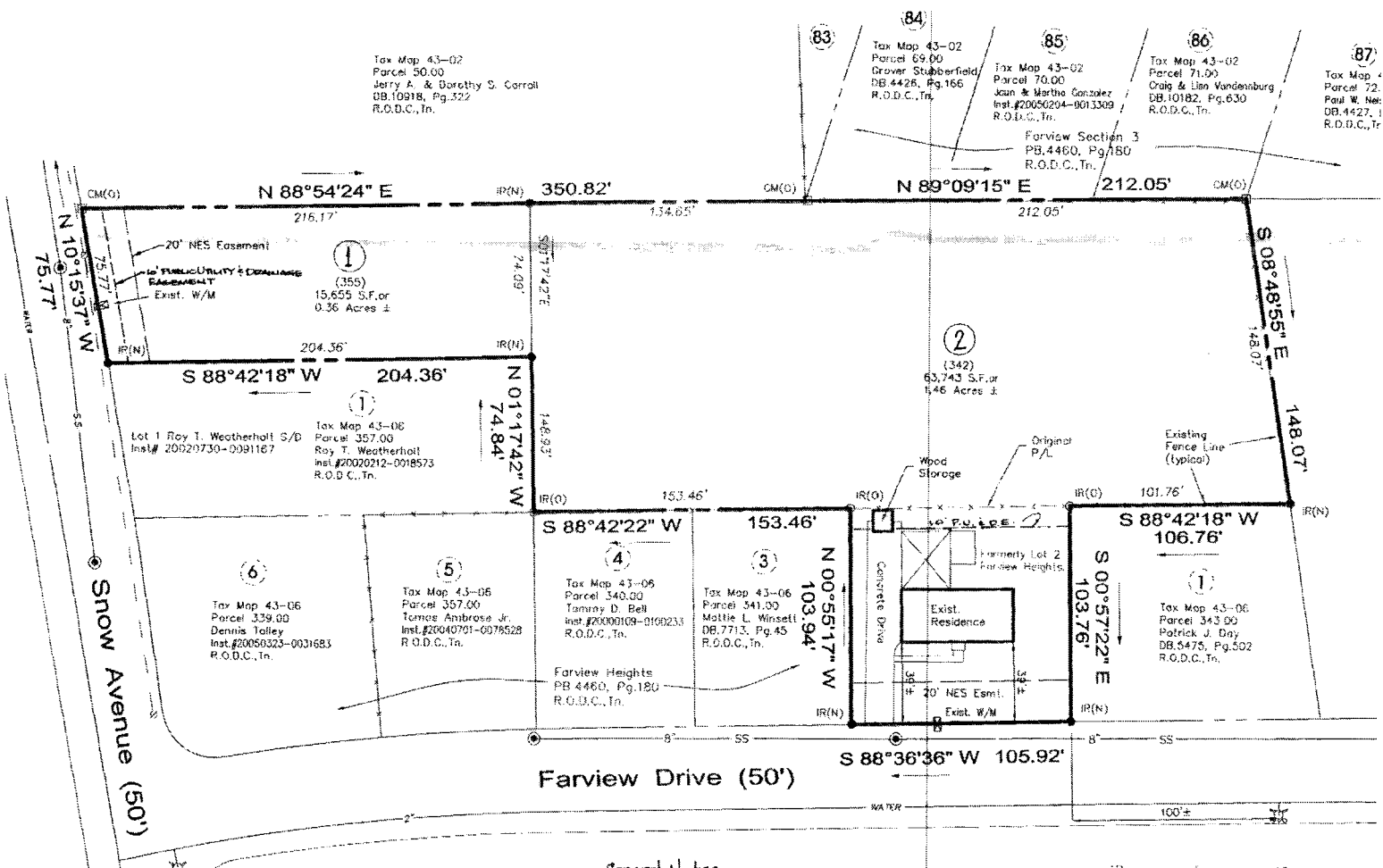
(83)  
Tax Map 43-02  
Parcel 69.00  
Grover Stuberfield  
PB.4428, Pg.166  
R.O.D.C.,Tn.

(85)  
Tax Map 43-02  
Parcel 70.00  
Juan & Martha Gonzalez  
Inst.#20050204-0013309  
R.O.D.C.,Tn.

(86)  
Tax Map 43-02  
Parcel 71.00  
Craig & Lisa Vandenburg  
DB.10182, Pg.630  
R.O.D.C.,Tn.

(87)  
Tax Map 43-02  
Parcel 72.00  
Paul W. Nett  
DB.14527, Pg.1  
R.O.D.C.,Tn.

Farview Section 3  
PB.4460, Pg.180  
R.O.D.C.,Tn.



350.82'

N 89°09'15" E 212.05'

N 88°54'24" E 215.17'

S 88°42'18" W 204.36'

N 01°17'42" W 74.84'

S 88°42'22" W 153.46'

N 00°55'17" W 103.94'

S 88°42'18" W 106.76'

S 00°57'22" E 103.76'

S 88°36'36" W 105.92'

General Notes

40 0 40 80



## Metro Planning Commission Meeting of 02/28/2008

Lot comparability analysis was performed for 936 Snow Avenue and yielded the following information:

Lot Comparability Analysis		
Street	Requirements	
	Minimum lot size (sq. ft.)	Minimum lot frontage (linear ft.)
<b>Snow Avenue</b>	16,770	82

As proposed, this lot will have an area of 15, 655 sq. ft. and a frontage of 75.77 feet which fails for both area and frontage.

### Lot Comparability Exception

A lot comparability exception can be granted if the lots do 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 meet **one** of the qualifying criteria of the exception to lot comparability:

- The proposed lots are consistent with the adopted land use policy that applies to the property.

The lots are located in the Residential Medium Density (RM) land use policy. RM policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre.

---

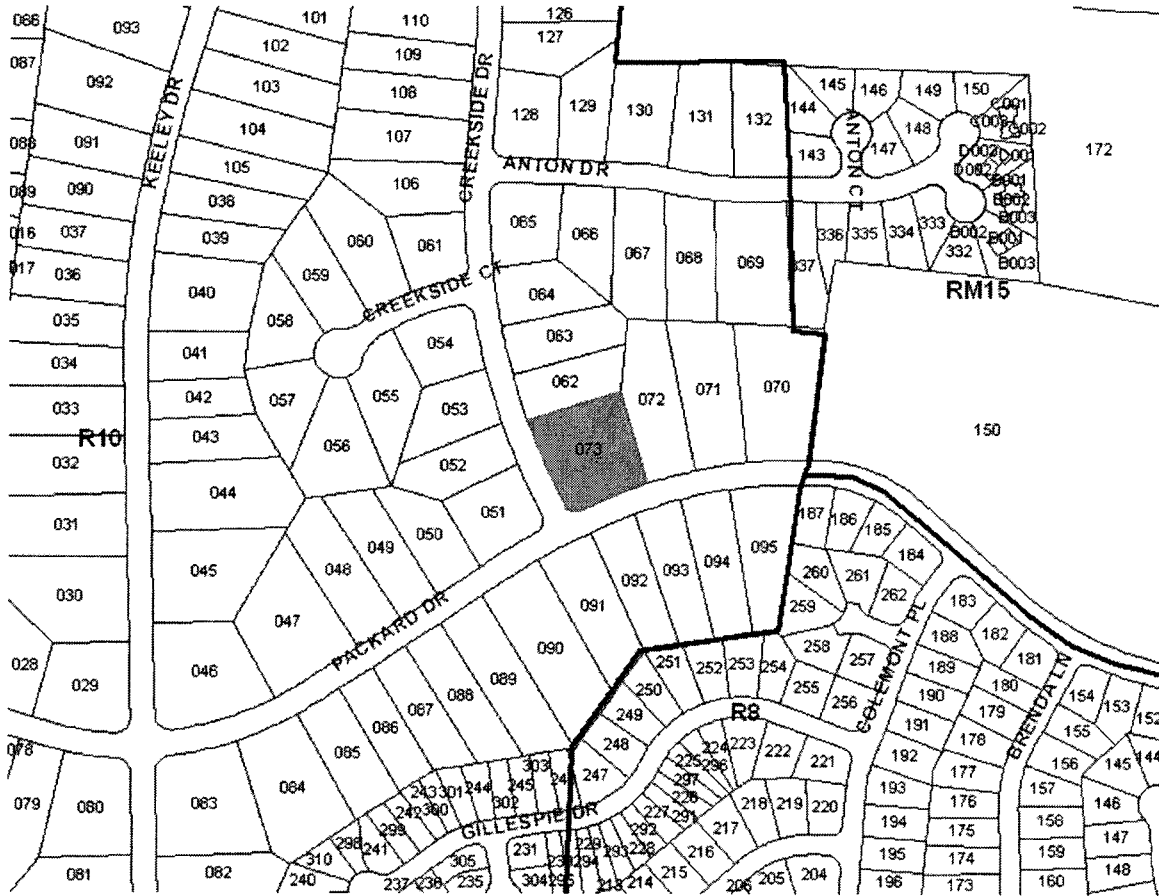
### STORMWATER RECOMMENDATION

Approved

---

### STAFF RECOMMENDATION

Staff recommends approval of the final plat and granting an exception to lot comparability. The proposed subdivision is consistent with the land use policy, which is one of the qualifying exceptions to the lot comparability requirement.



**2008S-043U-12**  
 Blanchard Heights, Resub. Lot 92  
 Map 148-14, Parcel 073  
 Subarea 12 (2004)  
 Council District 30 - Jim Hodge



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

**Subdivision 2008S-043U-12**  
**Blanchard Heights, Resub. Lot 92**  
30 – Hodge  
2 - Brannon  
Campbell, McRae, and Associates, applicant for Roy Newsom Jr., owner

**Staff Reviewer**  
**Staff Recommendation**

Swaggart  
*Approve, including an exception to lot comparability for frontage for Lot 2*

**APPLICANT REQUEST**

**Final Plat**

**A request for final plat approval to create 2 lots on 0.84 for property located at 3801 Creekside Drive.**

**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.

**SUBDIVISION DETAILS**

**General**

The plan calls for the creation of two new lots on an existing lot that is located at 3801 Creekside Drive which is on the northeast corner of Packard Drive and Creekside Drive.

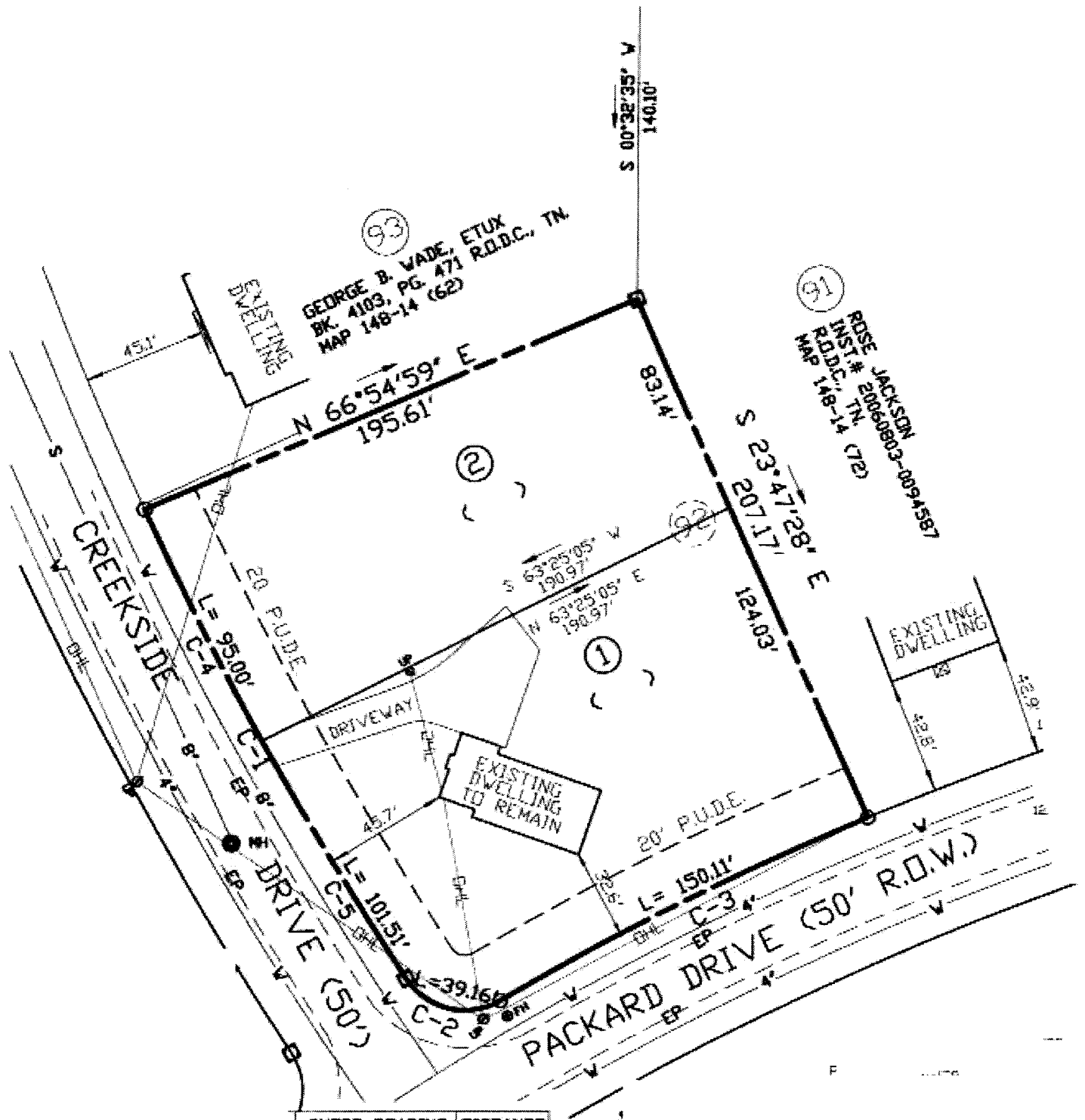
**Lot Comparability**

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:

<b>Lot Comparability Analysis</b>		
<b>Street:</b>	<b>Requirements:</b>	
	<b>Minimum lot size (sq. ft.):</b>	<b>Minimum lot frontage (linear ft.):</b>
Creekside	14,6080	100
Packard	22,304	100





93  
 GEORGE B. WADE, ETUX  
 BK. 4103, PG. 471 R.D.D.C., TN.  
 MAP 148-14 (62)

91  
 ROSE JACKSON  
 INST # 20060803-0094587  
 R.D.D.C., TN.  
 MAP 148-14 (72)

②

①

EXISTING DWELLING TO REMAIN

EXISTING DWELLING

CREEKSIDE

DRIVE (50')

PACKARD DRIVE (50' R.O.W.)

45.1'

S 00°32'35" W  
140.10'

N 66°54'59" E  
195.61'

83.14'

S 23°47'28" E  
207.17'

124.03'

S 63°25'05" W  
190.97'

N 63°25'05" E  
190.97'

20' P.U.D.E.  
L=95.00'  
C-A

DRIVEWAY

L=101.51'  
C-5

20' P.U.D.E.

L=150.11'  
C-3

L=39.16'

C-2

S

W

S

W

S

W

S

W

S

W

S

W

S

W

S

W

S

W

S

W

S

W

S

W

S

W

S

W

S

W



## Metro Planning Commission Meeting of 02/28/2008

The two new lots will have the following areas and street frontages:

- Lot 1: 22,407 sq. ft., (.50 acres), with 150 linear ft. of frontage on Packard Drive, and 105 linear ft. of frontage on Creekside Drive.
- Lot 2: 17,253 sq. ft., (.40 acres), with 95 linear ft. of frontage on Creekside Drive.

Both lots meet minimum requirements for area. Lot 1 meets the minimum requirement for frontage, but Lot 2 falls short by approximately 5 feet along Creekside Drive.

### 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:

- Where the proposed lot sizes are consistent with the adopted land use policy that applies to the property. 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.

---

### STORMWATER RECOMMENDATION

Approved

---

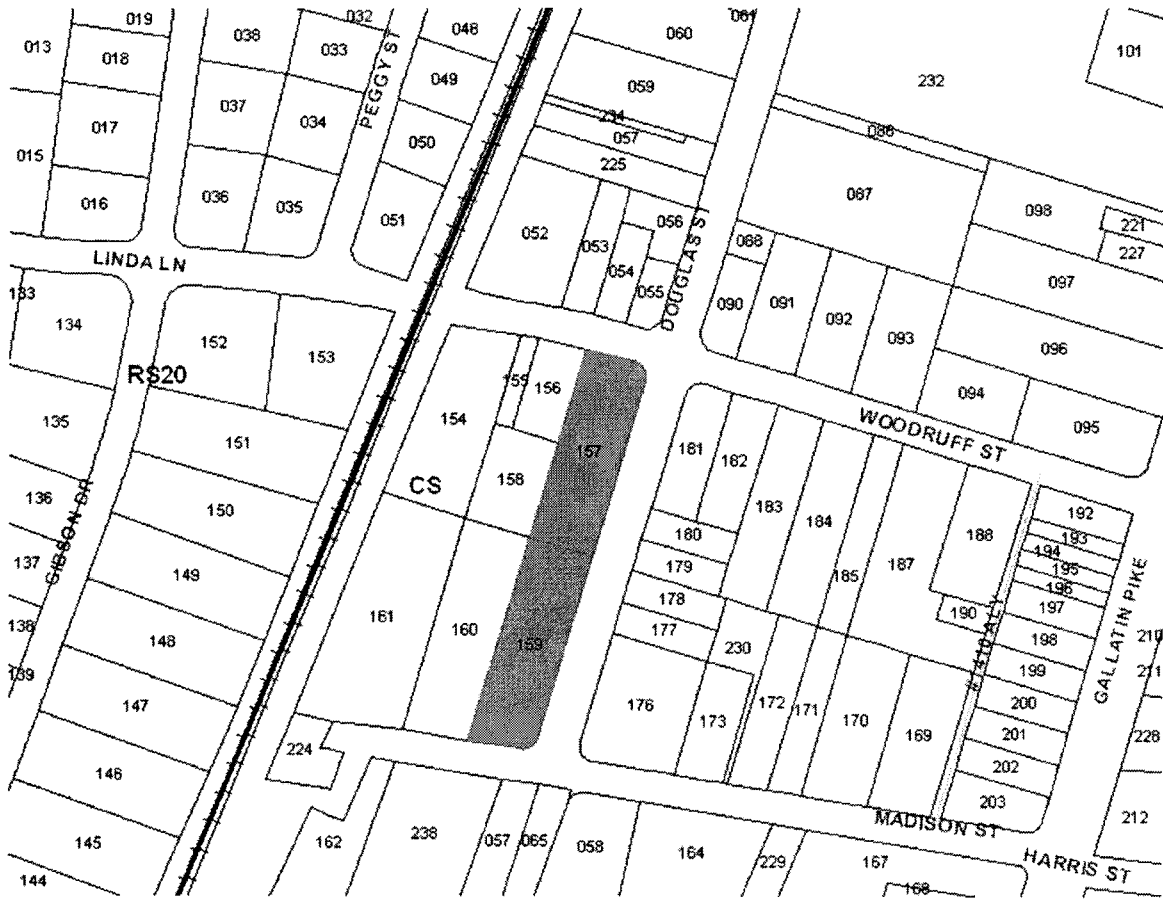
### PUBLIC WORKS RECOMMENDATION

No Exception Taken

---

### STAFF RECOMMENDATION

Staff recommends that the subdivision be approved, including an exception to lot comparability for frontage on Lot 2. The density of the subdivision is approximately 2.4 units per acre, and is consistent with the area's RLM policy and the context of the existing development.



**2008S-047G-04**  
 Douglas-Levine Final Plat, 1st Rev. Lots 19 &  
 Map 042-16, Parcels 157, 159  
 Subarea 4 (1998)  
 Council District 4 - Michael Craddock



**Project No.** Subdivision 2008S-047G-04  
**Project Name** Douglas-Levine Final Plat, 1<sup>st</sup> Rev.  
**Council District** Lots 19 & 24  
**School District** 4 - Craddock  
**Requested by** 3 - North  
Elbert R. Barrett et ux, owners, Bruce Rainey & Assoc.,  
surveyor

**Staff Reviewer** Logan  
**Staff Recommendation** Approve

---

**APPLICANT REQUEST**

A request to create four lots from two existing lots located at 300 Madison Street and 301 Woodruff Street, abutting Douglas Street (1.44 acres), zoned Commercial Service (CS).

**ZONING**  
CS District

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

---

**PLAN DETAILS**

This request proposes to subdivide two existing lots on an existing street into four lots. The properties are zoned Commercial Services and are intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses. The lots will be between 13,500 and 16,500 square feet, which is consistent with the smaller lot sizes along Douglas Street. This request meets all the requirements of the Subdivision Regulations and the Zoning Ordinance, but it could not be approved administratively because it creates more than two lots.

---

**PUBLIC WORKS  
RECOMMENDATION**

No Exception Taken

---

**STORMWATER  
RECOMMENDATION**

Approved

---

**STAFF RECOMMENDATION**

Staff recommends approval because the request complies with the Subdivision Regulations and Zoning Ordinance.

DOUGLAS-LEVINE SUBDIVISION  
BOOK 547, PAGE 44, R.O.D.C., TN.

WOODRUFF STREET

F.H. ⚡

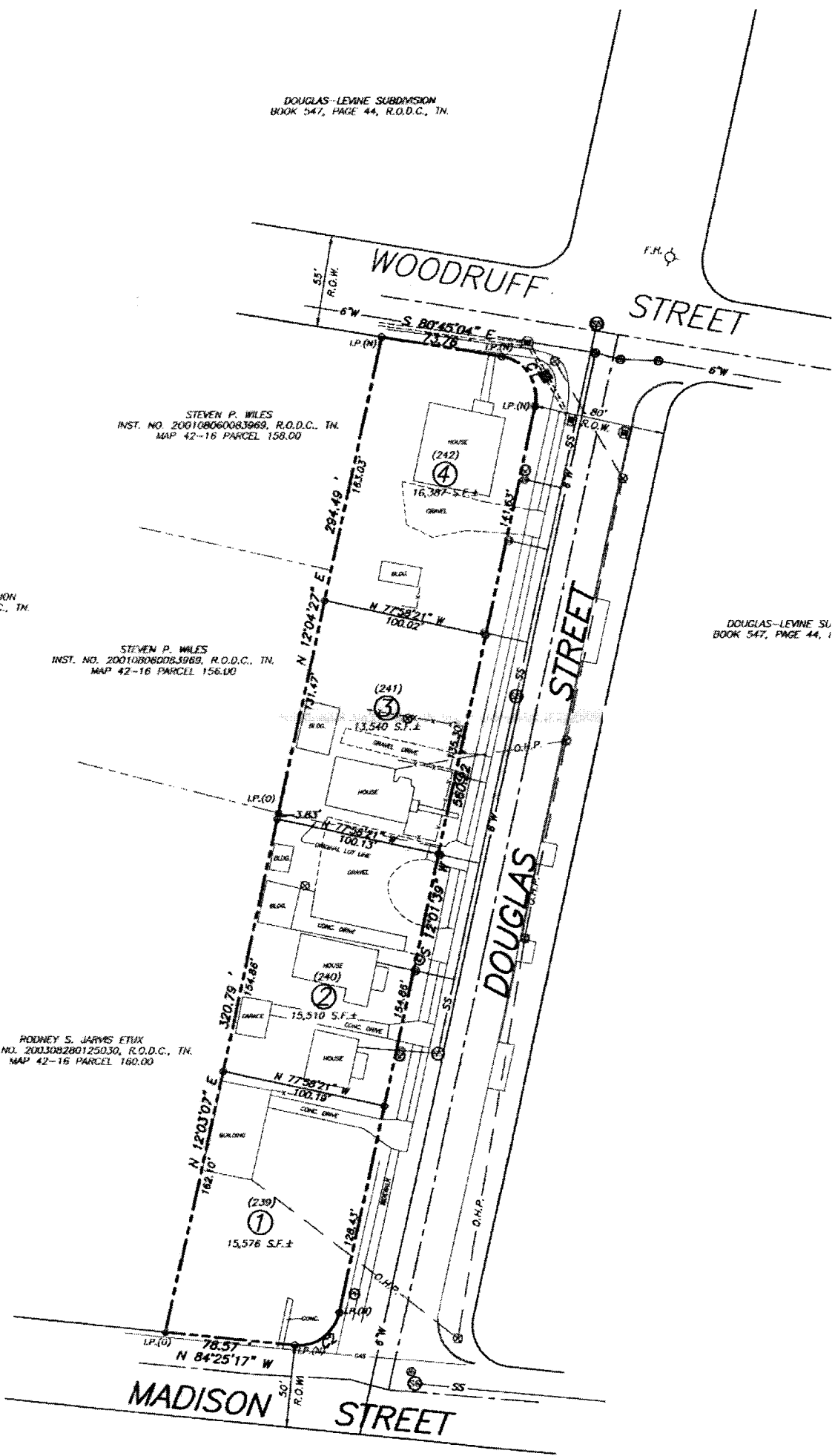
STEVEN P. WILES  
INST. NO. 200108060083969, R.O.D.C., TN.  
MAP 42-16 PARCEL 158.00

VISION  
I.C., TN.

STEVEN P. WILES  
INST. NO. 200108080083988, R.O.D.C., TN.  
MAP 42-16 PARCEL 156.00

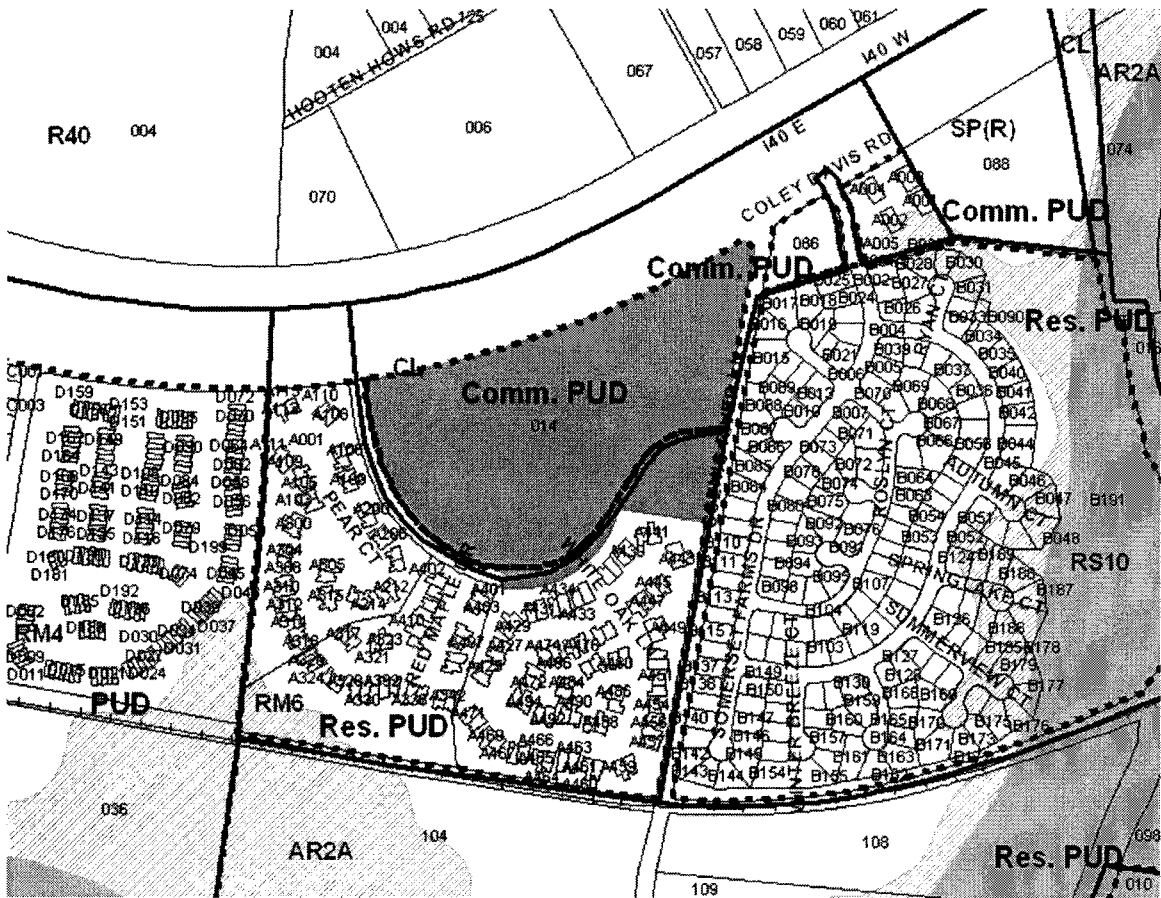
DOUGLAS-LEVINE SU  
BOOK 547, PAGE 44, 1

RODNEY S. JARVIS ETUX  
INST. NO. 200308280125030, R.O.D.C., TN.  
MAP 42-16 PARCEL 160.00



MADISON STREET

**REVISIONS  
and FINAL SITE PLANS**



**93-86-P-06**  
 Lakeshore Meadows (Amend)  
 Map 141-00, Parcel 014  
 Subarea 6 (2003)  
 Council District 35 - Bo Mitchell



<b>Project No.</b>	<b>Planned Unit Development 93-86-P-06</b>
<b>Project Name</b>	<b>Lakeshore Meadows</b>
<b>Council District</b>	35 - Mitchell
<b>School Board District</b>	9 - Warden
<b>Requested By</b>	Ragan-Smith-Associates Inc., applicant, for Lakeshore Estates Inc., owner
<b>Staff Reviewer</b>	Logan
<b>Staff Recommendation</b>	<i>Approve with conditions</i>

---

**APPLICANT REQUEST**

**Amend Preliminary & PUD Final Site Plan**

**A request to amend the preliminary plan of Lakeshore Meadows Planned Unit Development located abutting the south side of Coley Davis Road and the west side of Dona McPherson Drive, classified Commercial Limited (CL) and Multi-Family Residential (RM6), (18.39 acres) to permit a 94 bed, assisted-living facility containing 103,625 square feet, replacing an approved 10,000 square foot commercial building, increasing the total approved square footage from 366,164 square feet to 457,789 square feet for the overall development.**

---

**PLAN DETAILS**

The Lakeshore Meadows PUD is approved for a 105,200 square foot nursing home and 72 multi-family units, which have already been constructed. This amendment proposes to change the approved, but unbuilt, 10,000 square foot commercial building to an assisted-care living facility with 94 beds. Assisted-care living is consistent with the nursing home use already approved in the PUD. Because this increases the overall square footage in the PUD more than 10%, from 366,164 square feet to 457,789 square feet, the change is required to be approved by Metro Council.

---

**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.

Dona McPherson Drive east of Red Maple Drive has not been accepted for maintenance. Dedicate and record right of way. Roadway to be inspected and accepted for maintenance.



POINT OF BEGINNING  
 PHASE 2, SECTION 3  
 N63°35'24"E 645.25' TO WEST END OF S.W. RETURN  
 OF SCENIC RIVER LN & COLEY  
 DAVIS RD.

100' R.O.W.  
 EY DAVIS ROAD  
 TO U.S. HIGHWAY 70

15' WATERLINE EASEMENT  
 2242 CM(N) 0.0000  
 12' FORCE MAIN  
 20' SEWER EASEMENT  
 2241 IR(N) 0.0000  
 BENCHMARK ELEV=580.74  
 CHISELED SQUARE ON  
 FIRE HYDRANT FLANGE

PHASE LINE  
 N41°44'29"W 276.50'  
 195°48'33"E 15.605'

100' R.O.W.  
 DONA MCPHERSON DRIVE  
 105°48'33"E 15.605'

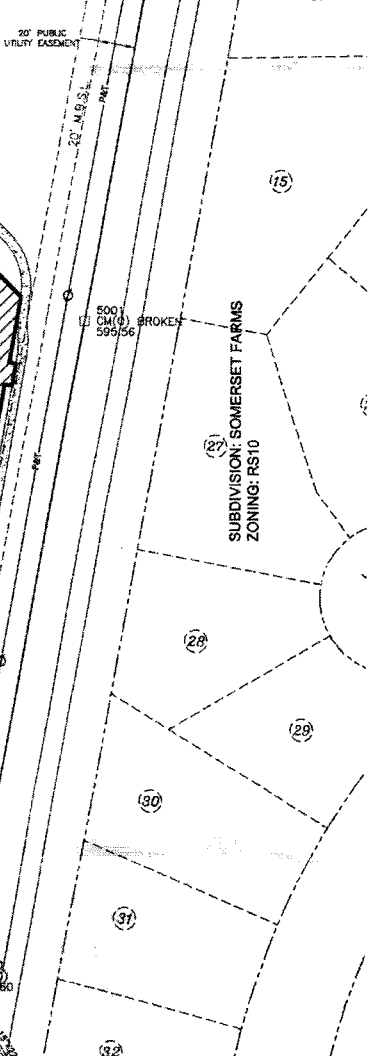
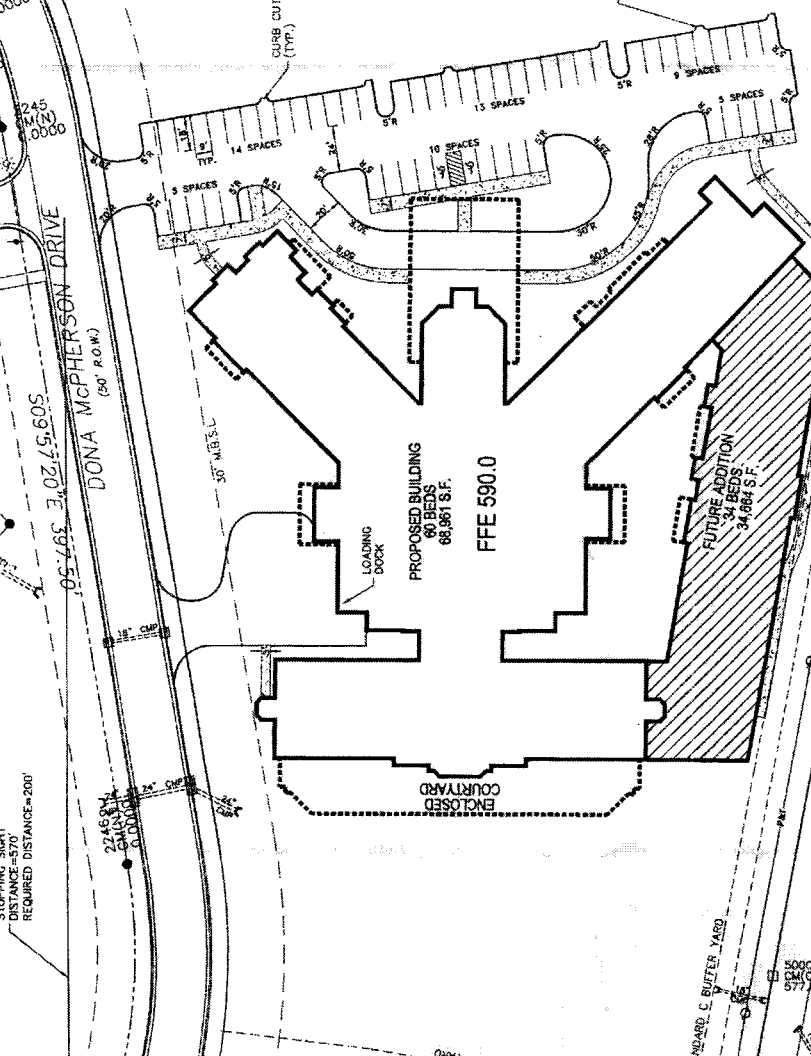
100' R.O.W.  
 138°15'31"E 215.00'

141, P/O PARCEL 14  
 MORE ESTATES, INC.  
 B. 8751, PG. 923  
 SADDONS SUBDIVISION 1  
 10.6800 AC. PG. 789  
 10. R.O.D.C., TN  
 N76°55'31"E  
 54.00'

STOPPING SIGHT  
 DISTANCE=470'  
 REQUIRED DISTANCE=200'

2245 CM(N) 0.0000  
 24' SIDEWALK  
 24' SIDEWALK

30' W.B.S.L.  
 12' FORCE MAIN  
 20' SEWER EASEMENT  
 15' WATERLINE EASEMENT



5004 PROPOSED  
 599.93  
 12' FORCE MAIN  
 5003 CM(N) 569.80  
 5001 CM(N) 599.56  
 5000 CM(N) 577.80



## Metro Planning Commission Meeting of 02/28/2008

---

### STORMWATER RECOMMENDATION

Approved

---

### STAFF RECOMMENDATION

Staff recommends approval with conditions because this use is consistent with uses already approved in the Lakeshore Meadows PUD.

---

### CONDITIONS

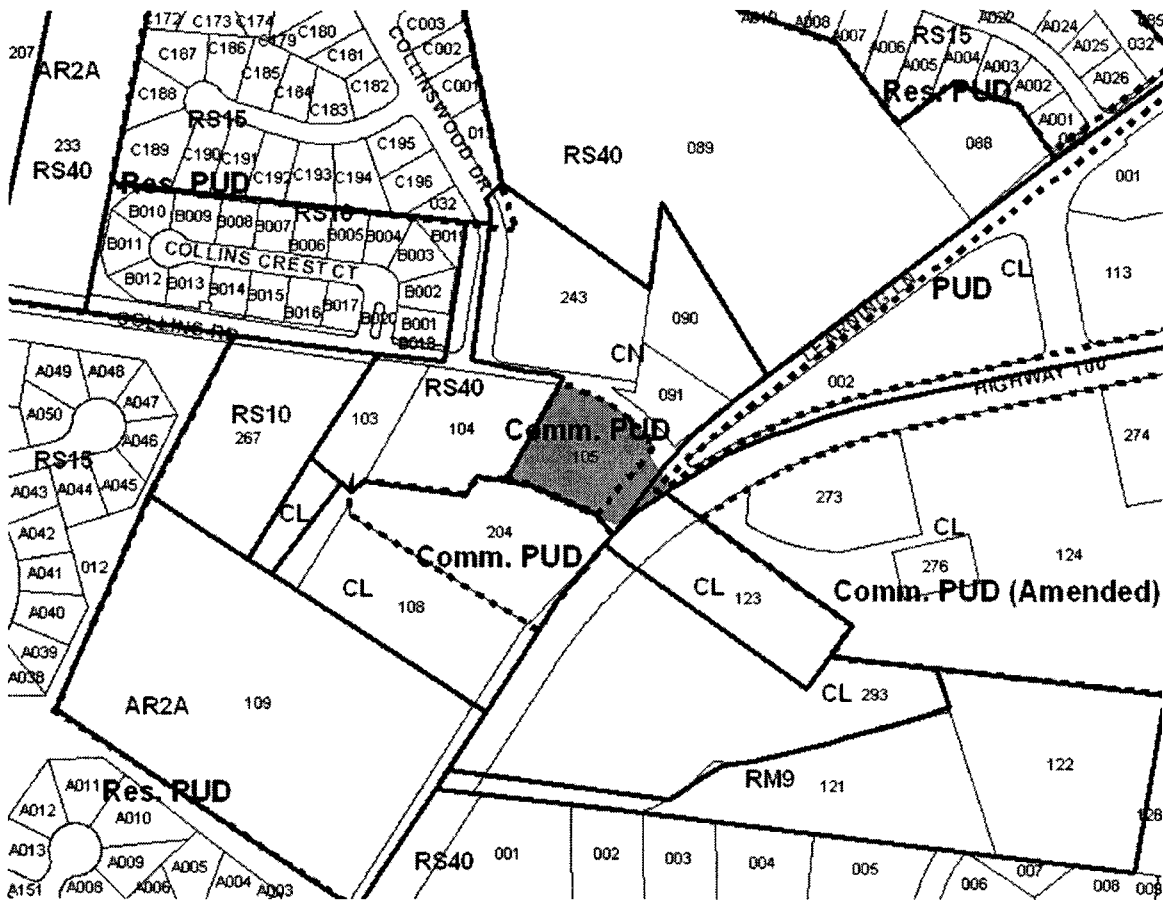
1. Prior to the issuance of building permits, a final plat must be recorded to dedicate Dona McPherson Drive east of Red Maple Drive as a public road.
2. Label zoning districts.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. Prior to any additional development applications for this property, and in no event later than 120 days after the date of conditional approval by the Planning Commission, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. Failure to submit a corrected copy of the preliminary PUD within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.
5. Prior to any additional development applications for this property, and in no event later than 120 days after the effective date of the enacting ordinance, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. If a corrected copy of the preliminary PUD plan incorporating the conditions of approval therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the preliminary PUD plan shall be presented to the Metro Council as an amendment to this PUD ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.



## Metro Planning Commission Meeting of 02/28/2008

6. Prior to the issuance of any permits, confirmation of PUD final site plan 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 PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
9. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
10. The PUD final site plan 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 may require reapproval by the Planning Commission and/or Metro Council.

**SEE NEXT PAGE**



**16-87-P-06**  
 Collins Road Commercial PUD (Designer Floors)  
 Map 155-00, Parcel 105  
 Subarea 6 (2003)  
 Council District 35 - Bo Mitchell



<b>Project No.</b>	<b>Planned Unit Development 16-87-P-06</b>
<b>Project Name</b>	<b>Collins Road PUD (Designer Floors)</b>
<b>Council District</b>	35 – Mitchell
<b>School Board District</b>	9 – Warden
<b>Requested By</b>	PBJ Engineering, Design and Development LLC, for Christopher and Hyun H. Chung, owners.
<b>Staff Reviewer</b>	Leeman
<b>Staff Recommendation</b>	<i>Approve with conditions</i>

---

**APPLICANT REQUEST**

**A request to revise the preliminary plan and for final approval for a Commercial Planned Unit Development district located at 8267 Collins Road, at the corner of Collins Road and Highway 100, to permit a 13,403 square foot retail building, replacing a gas service station.**

---

**PLAN DETAILS**

**History**

This commercial PUD was originally approved by Metro Council in 1987, for a 12,769 square foot retail use. The plan was subsequently revised by the Planning Commission to permit a convenience market, gas-station and car wash. The convenience market was demolished in July 2006, and the site is currently vacant.

**Proposed Plan**

The proposed plan includes a 13,403 square foot building for a flooring store. The building is to include 4,000 square feet of retail space, 3,442 square feet of office space, and 5,961 square feet of inventory space. The plan includes sidewalks along both Highway 100 and Collins Road, with a 10-foot scenic landscape easement along Highway 100.

The proposed revision does not exceed 10% of the total floor area last approved by the Metro Council. The Council approved plan in 1987, was for 12,769 square feet of retail, while the proposed plan is for 13,403 square feet.

**Access and Parking**

Access points remain consistent with the Council approved plan with one access point on Collins Road and a second access point onto Highway 100. Inventory space requires one parking space per 1,000 square feet, the retail space requires one parking space per 200 square feet and the office space requires one

COLLINS ROAD

LEARNING ROAD

PROPOSED BUILDING

ZONED: CN

PARCEL: 150.00  
TAX MAP: 150  
CHRISTOPHER W. CHUNG EXHIB  
BOOK 0621, PAGE 3 & 4  
R.O.D.C., TENNESSEE

ADDRESS: 8267 COLLINS ROAD

VIRGINIA SWEETSPICE - 8  
3 GAL

FIRE POWER DWARF HANDMA - 22  
3 GAL

NATCHEZ CrapeMYRTLE - 2  
8' - 7' MIN.

OTTO LUYKEN - 14  
3 GAL

NELLIE R. STEVENS HOLLY - 4  
6' MIN.

SKIP LAUREL - 8  
24' MIN.

JAPANESE ZELKOVA - 1  
2' CAL.

SOUTHERN MAGNOLIA - 1  
6' MIN.

LEYLAND CYPRESS - 2  
8' MIN.

VARIEGATED LIRIOPE - 10  
1 GAL - 12" O.C.

VIRGINIA SWEETSPICE - 7  
3 GAL

NELLIE R. STEVENS HOLLY - 1  
6' MIN.

YOSHINO CHERRY - 1  
2' CAL.

OTTO LUYKEN - 3  
3 GAL

YOSHINO CHERRY - 2  
2' CAL.

LEYLAND CYPRESS - 2  
6' MIN.

NELLIE R. STEVENS HOLLY - 1  
6' MIN.

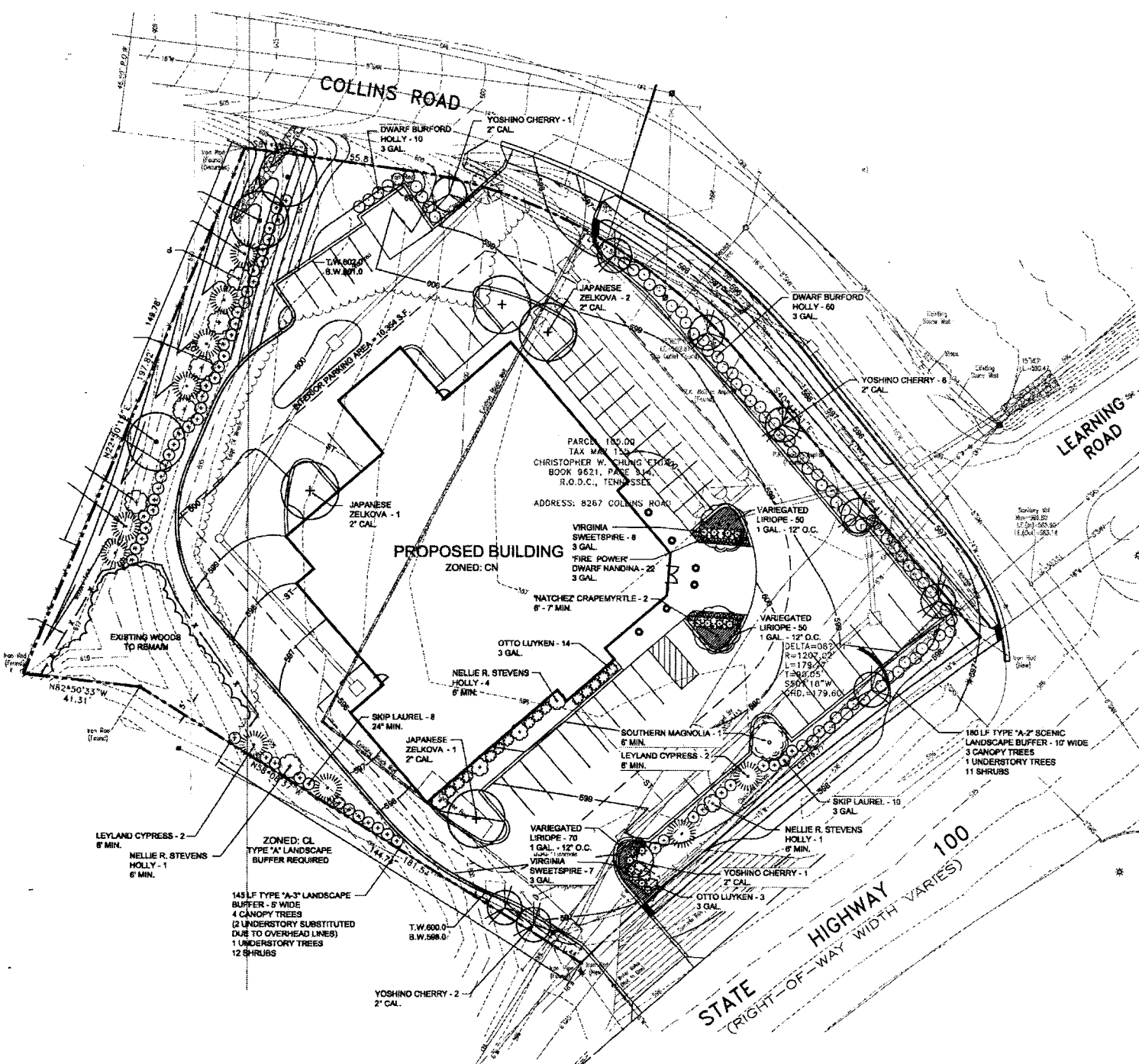
ZONED: CL  
TYPE 'A' LANDSCAPE BUFFER REQUIRED

145 LF TYPE 'A-3' LANDSCAPE BUFFER - 5' WIDE  
4 CANOPY TREES  
(2 UNDERSTORY SUBSTITUTED DUE TO OVERHEAD LINES)  
1 UNDERSTORY TREES  
12 SHRUBS

T.W. 800.0  
B.W. 568.0

STATE HIGHWAY 100  
(RIGHT-OF-WAY WIDTH VARIES)

180 LF TYPE 'A-2' SCENIC LANDSCAPE BUFFER - 10' WIDE  
3 CANOPY TREES  
1 UNDERSTORY TREES  
11 SHRUBS





## Metro Planning Commission Meeting of 02/28/08

space per 300 square feet for a total of 38 required parking spaces.

---

### **PUBLIC WORKS RECOMMENDATION**

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

Show and dimension right of way along Collins Road. Label and dedicate right of way 30' from centerline to property boundary, consistent with the approved major street / collector plan.

Show and dimension right of way along Highway 100 at property corners. Dimension from centerline. Label and show reserve strip for future right of way, 50 feet from centerline to property boundary, consistent with the approved major street plan (S4 - 100' ROW).

Remove driveway connection from the Collins Road/ Learning Lane intersection.

---

### **STORMWATER RECOMMENDATION**

1. According to Metro GIS information, the existing 15-inch RCP and headwall shown on the Demolition Plan C1.3 is a culvert diagonally crossing Collins Road. It terminates at the corner of Collins and Learning Road into the ditch on the north side of Learning Road. The Metro GIS information based on field information indicates that the size is actually 18-inch.
2. Add a note on the Erosion Prevention and Sediment Control (EPSC) Plan sheet requiring the contractor to provide an area for concrete wash down and equipment fueling in accordance with Metro CP-10 and CP-13, respectively. Contractor to coordinate exact location with NPDES department during preconstruction meeting.
3. Provide Final Stabilization measures for all disturbed areas on the final Grading and Drainage Plan, C3.1.
4. Provide final grading slopes 3:1 or greater with approved MWS erosion control matting.





## Metro Planning Commission Meeting of 02/28/08

5. Final Design Calculations to be stamped, signed and dated by a Tennessee P. E. The property survey provided did not have the surveyor's stamp.
6. The proposed 24-inch RCP culvert outlet is shown in different locations on sheets C2.1 and C3.1. The pipe on Sheet C3.1 extends to the water quality buffer of the receiving stream. If enclosure of the ditch is intended, MWS policy does not approve enclosure of an open ditch, exceptions include that the enclosure is due to a safety concern or the ditch capacity is extended.
7. Provide the discharge outflow velocity and include outlet protection detail.
8. The pipe size, material, and slope for the proposed pipe under Collins Road were not shown on the sheet C3.1.
9. The Sediment Trap storage volume must include 134 cubic yards per acre for settling and an additional 45 cubic yards per acres for sediment storage. The discharge must have outlet protection in place and shown on the EPSC sheet.
10. Sheet C2.1 drawing does not include the Underground Sand Filter. Underground detention structures from a previous design are shown.
11. The ditch located on the north side of the property should have side slopes of 3:1 or less. Provide geotextile lining to prevent erosion. Reference Metro Stormwater Manual, Volume 4, PES-02. How will the ditch enter the existing roadside ditch?
12. The design calculations provided indicate three runs of Stormtech. The detention pipe system on sheet C3.1 appears to be two 48-inch pipes, 90 and 100 feet respectively.
13. For the drainage system including and through the underground detention pipes and sand filter, provide pipe flow, capacity, full flow velocity, Manning's n, pipe slope, and hydraulic grade line at each structure for the 10-year storm event. Provide a Drainage Table showing all structures. The drainage calculations provided only included three pipes and some sizes, lengths, and slopes listed do not match the information given on sheet C3.1.
14. From the design calculations, the total site area is 1.32 acres; the proposed impervious area is 0.96 acres. These numbers result in a percent impervious



## Metro Planning Commission Meeting of 02/28/08

area of 72.7%. The percent impervious area used in the Stormtech System WQv calculations is 68.8%. The underground sand filter calculations use a value of 72.2%.

15. From the underground sand filter calculations, the volume provided is based on the outside dimensions of the sand filter. Use the inside dimensions, less the concrete wall widths, to determine the volume provided.
16. Elevations of the inlet, temporary ponding, and permanent pool were not included in the Underground Sand Filter drawing. The elevations should be listed in the drainage system calculations. Provide the length dimension of the forebay (permanent pool).
17. Provide additional sand filter calculations for the volumes of the forebay, forebay surface area, and temporary storage volume. The equations are provided in PTP-11 in the Metro Stormwater Manual.
18. Provide the size of the underdrain perforated pipes and place the pipes in an 11" gravel jacket. Place filter fabric between the sand and gravel jacket. Provide a cross section of the filter bed.
19. Provide a bypass of the sand filter for the 100-year storm event.
20. The silt fences are shown on the drawings crossing contour lines. Such placement may result in increasing erosion rather than preventing it. Place silt fences along contour lines.
21. A Long Term Maintenance Plan will be required after final technical review and prior to issuance of the Grading Permit. The plan must contain at a minimum the following:
  - a. The completed Inspection and Maintenance Agreement. A blank copy of this form is the Metro Stormwater Manual, Volume 1, Appendix C.
  - b. Description and locations of stormwater system components to be inspected, prepared by the engineer.
  - c. Schedule of inspections and the techniques used to inspect and maintain the stormwater system BMPs.



## Metro Planning Commission Meeting of 02/28/08

- d. Where and how the trash, sediment and other pollutants removed from the stormwater system will be disposed.
- e. Schematics of BMPs located on the site.
22. The plan is usually completed during the Technical Review when the BMP and Water Quality Structures are reviewed.

---

### STAFF RECOMMENDATION

The plan is consistent with the originally approved concept and staff recommends approval with conditions.

---

### CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro 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.
3. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
4. Prior to any additional development applications for this property, and in no event later than 120 days after the date of conditional approval by the Planning Commission, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. Failure to submit a corrected copy of the preliminary PUD within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.