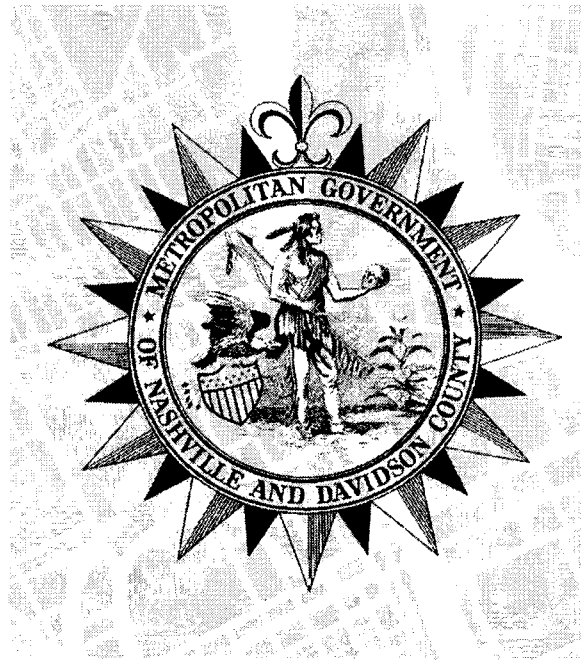


Metropolitan Planning Commission



Staff Reports

June 12, 2008

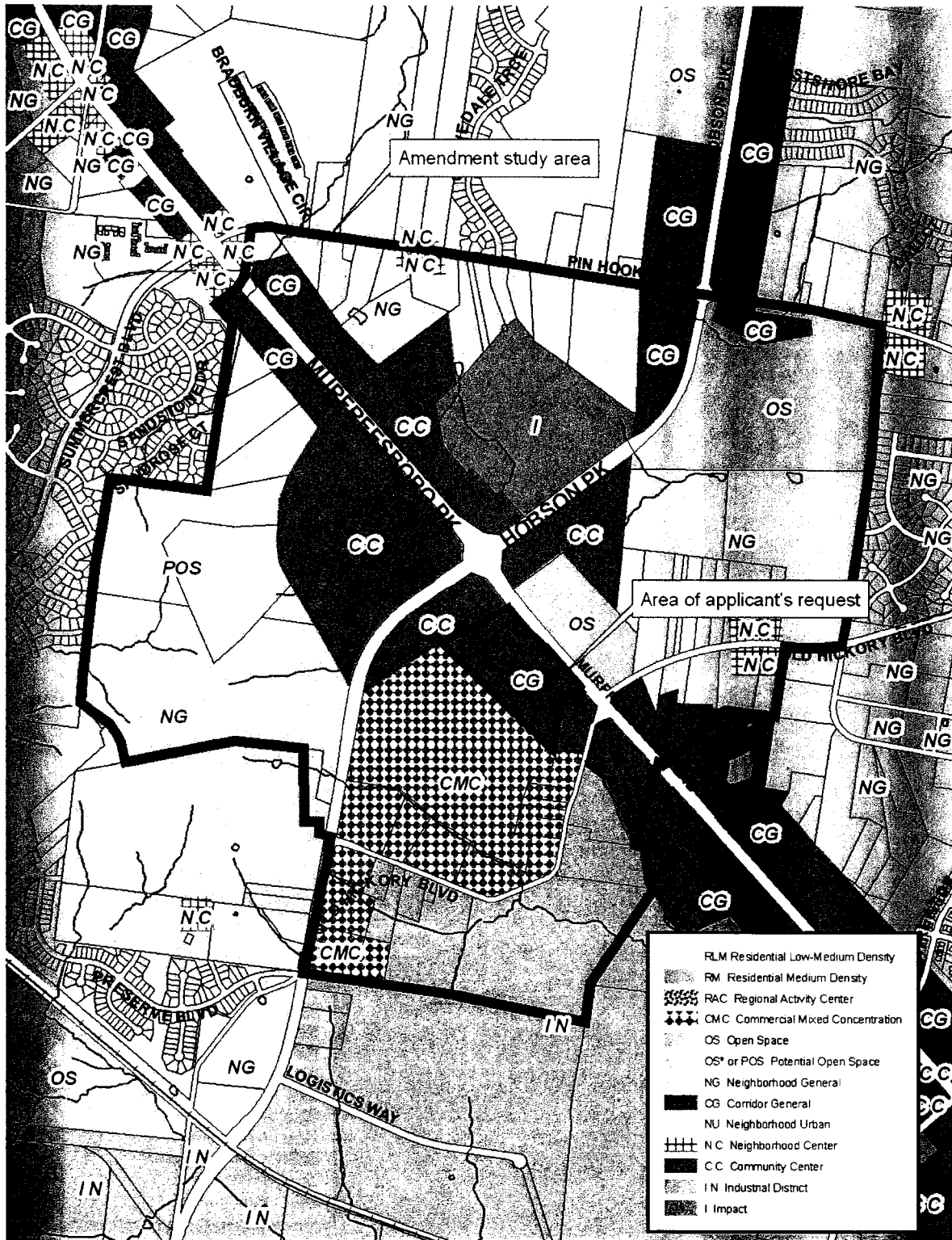
**PREVIOUSLY DEFERRED ITEM
COMMUNITY PLAN
AMENDMENT**

SEE NEXT PAGE



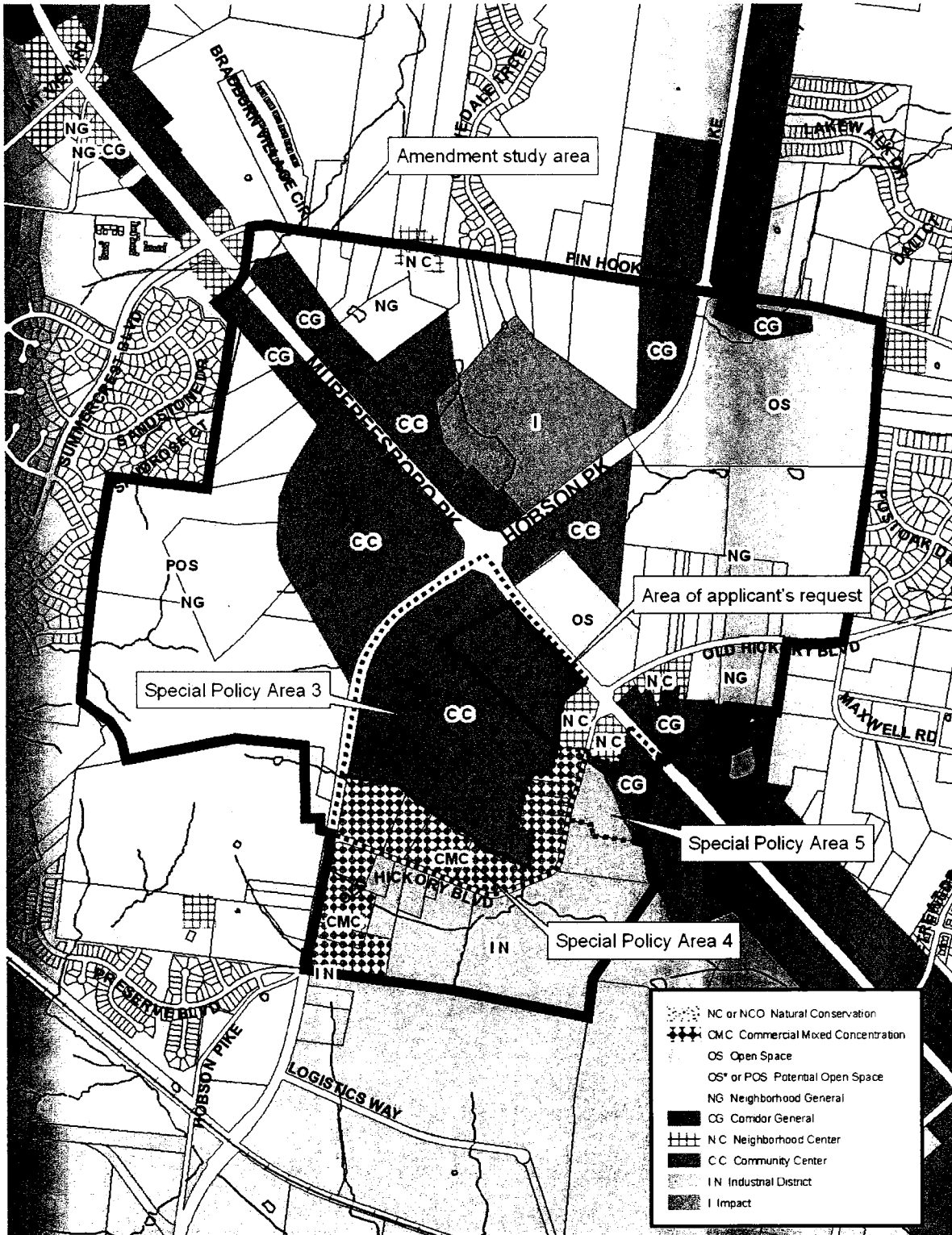
Metro Planning Commission Meeting of 6/12/08

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
Deferral

2008SP-002U-13
32 - Coleman
6 - Johnson
Chris Magill
Deferred from the April 24, 2008, Planning Commission meeting

Staff Reviewer
Staff Recommendation

Wood
Approve plan amendment.

APPLICANT REQUEST

A request to amend the *Antioch-Priest Lake Community Plan: 2003 Update* to replace Corridor General land use policy with Community Center 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
POLICIES

Corridor General (CG)

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

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.

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 sit at the intersection of two major thoroughfares or extend along a major thoroughfare. C C areas tend 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.



Metro Planning Commission Meeting of 6/12/08

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 of the last Plan update - 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 policy was used 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.

The second planned mixed use area, the Hickory Woods Specific Plan, is under development at the Davidson-Rutherford county line. Planning staff, Councilmember Coleman, and area residents and property owners worked together for several months to develop that Specific Plan in order to implement the Community Center policy. Further toward Downtown Nashville, a similar effort was undertaken by another District Councilmember, Planning staff, and area representatives. This Community Center



Metro Planning Commission Meeting of 6/12/08

area, the Rural Hill Road Specific Plan, is more developed than the other two Community Center areas. 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.

Applicant Request

The applicant initially requested CMC policy for the site, but has since met several times with staff and amended the request to Community Center. Staff is in full agreement with the amendment request to Community Center for the applicants' site. 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.*
- *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.*

Community Center (C C) policy 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 within



Metro Planning Commission Meeting of 6/12/08

vertically mixed use buildings 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.

Additional Recommended Changes

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 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.

The use of these land use policies and the special policies below is particularly important to ensure that the development at this intersection meets the improved urban design standards required 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 suburban



Metro Planning Commission Meeting of 6/12/08

environment is 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 may be oriented to an internal street, private drive, or open space, but is not be 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 land use 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



Metro Planning Commission Meeting of 6/12/08

as major entrances, and coordinated with sidewalks and bikeways.

Density/ Intensity – The density and intensity and 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 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 preferably 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-



Metro Planning Commission Meeting of 6/12/08

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, parking is screened from view of the street and from view of 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, 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.



Metro Planning Commission Meeting of 6/12/08

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 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 6/12/08

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:

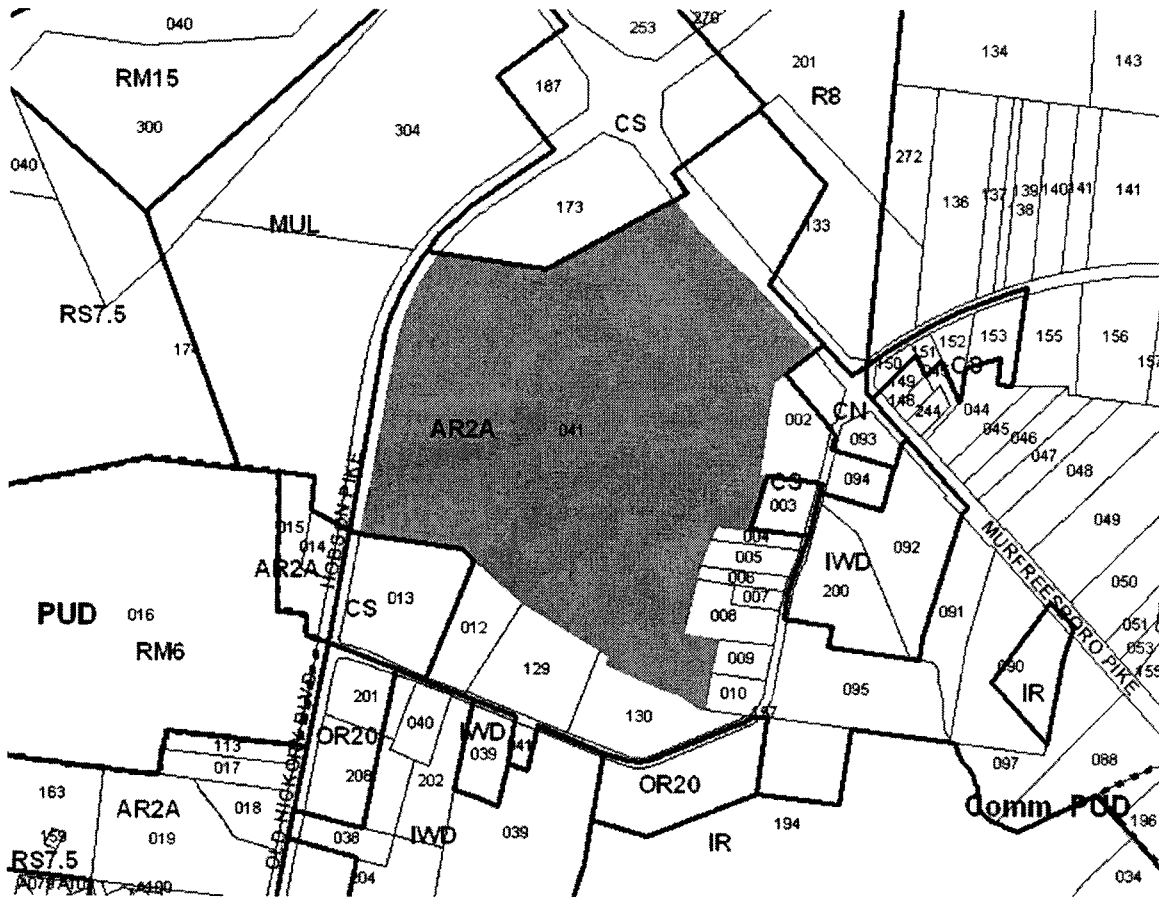
This parcel is zoned IWD and contains a light industrial use. The portion of the parcel that is south of the stream that bisects the property is in Industrial policy while the northern portion, which adjoins Murfreesboro Pike, is in Corridor General policy. To aid in implementing these policies, the 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 approval of Community Center policy, Neighborhood Center policy, and accompanying Special Policies as outlined above.

SEE NEXT PAGE

**PREVIOUSLY DEFERRED ITEM
ZONING AMENDMENT**



2008SP-002U-13
 Starwood Commons
 Map: 164 Parcel: 041
 Subarea 13
 Council District 32 – Sam Coleman



Project No. 2008SP-002U-13
Project Name Starwood Commons SP
Associated Cases 2007CP-021G-13
Council Bill BL2008-137
Council District 32- Coleman
School District 6 - Johnson
Requested By R. Chris Magill Consulting, LLC, applicant, for Vastland Starwood Development LLC, owner
Deferral *Deferred from the February 28, 2008, Planning Commission meeting*

Staff Reviewer Jones
Staff Recommendation *Approve with conditions, subject to approval of the associated Community Plan Policy Amendment*

APPLICANT REQUEST

A request to change from Agricultural/Residential (AR2a) to Specific Plan-Mixed Use (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 up to 250 multi-family residential units and up to 421,500 square feet of commercial uses.

History

This item was deferred at the February 28, 2008, Planning Commission meeting at the request of the council representative to allow the applicant and staff to agree upon a site layout that respects the land use policies while meeting the access and visibility needs of potential retailers.

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
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.



OLD HICKORY BOULEVARD

HOBSON PIKE

MINERSBORO ROAD (100' R.O.W.)

OLD HICKORY BOULEVARD

HOBSON PIKE

EXISTING (100' R.O.W.)

DETAILED TRAFFIC SIGNAL

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Metro Planning Commission Meeting of 6/12/08

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 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.

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.

Staff Recommended Policy

Community/Corridor Center (CC)

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

Consistent with Policy?

Yes. With the approval of the staff recommended associated plan amendment, the proposed SP district would be consistent with policy. The preliminary SP site plan is a step towards creating a plan that embodies the characteristics of Community Center (CC) policy. Design elements, such as sidewalks, mixed-use buildings, alleys and higher density housing help to bring the plan into conformance with CC policy. Efforts have also been made to create the structure for a "Main Street" style of development. The plan incorporates a block structure



Metro Planning Commission Meeting of 6/12/08

street pattern with the buildings placed to line the drives. Street trees are planned along all public streets and the major internal drives to enhance the pedestrian areas, and several commercial buildings are arranged to address a common green space to create a sense of place or a common point of interest within the development.

The plan, however, still possesses some elements of a traditional suburban style layout that contradicts the design principles encouraged by CC policy. The residential and commercial uses are largely segregated from each other, with the exception of one mixed use building planned to provide residential units on the third floor. The plan also limits housing choice to attached single-family units. A variety of housing options to include higher intensity multi-family and more residential units above retail would be more characteristic of CC policy. Although there are pedestrian connections located throughout the commercial development, the site is dominated by surface parking and is clearly automobile oriented. The CC policy encourages design principles that accommodate both transit and the automobile.

On balance, the preliminary SP site plan is appropriate at this location with the approval of the Community Center policy. The plan strives to create a mixed center of activity that will serve multiple neighborhoods in the surrounding area. Significant effort has been made to promote design principles characteristic of CC policy. While several principles are incorporated into the plan, the form of development for the most part, remains suburban in scale and intensity. However, the plan sets a framework for future infill should the market support additional intensity.

PLAN DETAILS

The site plan has been designed to accommodate residential and commercial uses on a total of 65.1 acres. The residential section of the plan consists of attached single-family units. Approximately half of the units will have rear access, while all others are designed with front loaded access to each unit. A three-story mixed use building is also planned to serve as a transition to the attached single-family units. This building will front Hobson Pike and will consist of ground floor retail and office, with residential units above.

The commercial component is planned to consist of 421,500 square feet. The site is designed to accommodate



Metro Planning Commission Meeting of 6/12/08

a big box retail tenant with out parcels planned for stand alone retailers, banks and restaurants. The commercial uses in the SP application include all uses permitted and permitted with conditions within the Commercial Limited (CL) zoning district with the exception of adult entertainment, title loans, flea markets, cash advance, check cashing, pawn shops and auction houses, transient housing and warehousing and storage.

Design Standards

The Design Standards section of the plan states a maximum commercial square footage of 421,500 square feet, with a maximum of a 0.40 floor area ratio per lot. Commercial buildings will have a maximum height of three-stories with a minimum front and rear setback of 20 feet, and 0 or 10 feet side yard setbacks. The building standards for the residential uses include a maximum height of 2.5 stories, and building setbacks of 10 to 12 feet for rear-loaded units, 20 to 22 feet for front-loaded units, and no side yard setback requirements.

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 structure 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. Internal to the site, pedestrian connections are shown within the residential and commercial sections. Sidewalks will be constructed on both sides of the street within the residential 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.

Landscape Buffers

The plan identifies specific landscaping requirements for both the residential and commercial uses. A standard "B" landscaping buffer as defined by the Metro Zoning Ordinance will screen the residential uses from the commercial uses. The plan also proposes a standard "C" landscaping buffer between this site and any surrounding properties not currently zoned commercial. A scenic landscape easement is also shown on the plan to provide a



Metro Planning Commission Meeting of 6/12/08

buffer along Hobson Pike which is designated as a scenic arterial in the Major Street and Collector 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.



Metro Planning Commission Meeting of 6/12/08

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.
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



Metro Planning Commission Meeting of 6/12/08

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.

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



Metro Planning Commission Meeting of 6/12/08

STORMWATER RECOMMENDATION

1. There is a possible stream located on site that we will need a stream determination. If a stream, show undisturbed buffers or provide hydraulic determination.
2. 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.

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 6/12/08

METRO SCHOOL BOARD REPORT

Projected student generation

10 Elementary 8 Middle 5 High

Schools Over/Under Capacity

Students would attend Mt. View Elementary School, Antioch 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 neither 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 \$200,000 for the elementary students and \$145,000 for the high school students. This information is based upon data from the school board last updated April 2008.

STAFF RECOMMENDATION

Staff recommends approval of the zone change request to allow the proposed SP-MU zoning district at this location, subject to the approval of the associated Community Plan Policy Amendment. The proposed mix of commercial and residential land uses is generally appropriate for this location. The arrangement of the buildings and the form of development adhere to key principles of Community Center policy.

CONDITIONS

1. All buildings shall be constructed in accordance with the bulk standards outlined in the preliminary SP plan.
2. 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 and intent as outlined in the preliminary SP plan. Residential buildings shall have a minimum three sides clad in brick and/or cement-fiber board. Front loaded garage buildings shall be designed so as to minimize the visual impact of the garage from the street.
3. Stormwater requirements must be met prior to or in conjunction with final site plan approval.
4. Public Works requirements must be met prior to or in conjunction with final site plan approval.



Metro Planning Commission Meeting of 6/12/08

5. Commercial uses shall be limited to all uses permitted and permitted with conditions within the Commercial Limited (CL) district with the exception of the following prohibited uses: adult entertainment, title loans, flea markets, cash advance, check cashing, pawn shops and auction houses, transient housing, warehousing and storage.
6. 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 CL zoning for the commercial portions of the plan and RM9 zoning district for the residential portion of the plan as of the date of the applicable request or application.
7. 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.
8. 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.



Metro Planning Commission Meeting of 6/12/08

9. 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.

**PREVIOUSLY DEFERRED ITEM
URBAN DESIGN OVERLAY**



2008UD-001U-05

Dickerson Pike Sign UDO

Map: 071-03, 071-07, 071-11, 071-14, 071-15

Parcels: various

Subarea 5

Council District 5 – Pam Murray



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

Urban Design Overlay 2008UD-001U-05
Dickerson Pike Sign UDO
BL2008-185
5 – Murray
5 - Porter
Councilmember Pam Murray
Deferred from the May 8, 2008, Planning Commission meeting

Staff Reviewer
Staff Recommendation

Kleinfelter
Approve

APPLICANT REQUEST
Preliminary UDO

A request to apply an Urban Design Overlay district to various properties located along Dickerson Pike between 1st Street and Trinity Lane (153.85 acres), zoned Commercial Service (CS) and Commercial Limited (CL), to regulate all signs for properties along Dickerson Pike.

Note: In the past three weeks, the Councilmember-sponsor has held several meetings with Dickerson Pike property owners with assistance from Planning staff. The property owners have requested several amendments that are to be prepared by Council staff. If the Councilmember has agreed to introduce the amendments and they are available prior to the June 12 Commission meeting, then staff will provide them to the Commission along with a recommendation.

BACKGROUND

Councilmember Pam Murray has been working with business and property owners along those portions of Dickerson Pike located within her district to attempt to develop strategies and plans that to revitalize that street. As part of that effort, Councilmember Murray asked the Planning Department to develop an overlay that would provide higher standards for signage along Dickerson Pike. The Dickerson Pike Sign UDO is intended to provide those standards.

The purpose of the UDO is to enhance the Dickerson Pike streetscape by, among other things, discouraging clutter from inappropriate signs. The UDO standards encourage signage that is appropriate in scale and design for pedestrians, motorists, cyclists and for the building(s) it identifies. The UDO allows for creative approaches to signage to ensure that signage is designed for the purpose of identifying a destination in a unique and functional manner.



Metro Planning Commission Meeting of 6/12/08

The UDO includes every parcel of land that abuts both sides of Dickerson Pike from Interstate 24 to Trinity Lane, and every parcel on the west side of Dickerson Pike from Trinity Lane to Rock Street.

The property south of Douglas Avenue within the proposed UDO is also located within the MDHA Skyline Redevelopment District, which was approved on third reading by the Metro Council on April 15, 2008.

EAST NASHVILLE COMMUNITY PLAN

The proposed Dickerson Pike UDO is located within a wide variety of land use policy areas of the East Nashville Community Plan, including Neighborhood Urban, Neighborhood General, and Community Center. The land uses supported in those areas include mixed housing, mixed use, offices, and commercial retail. A portion of the proposed UDO is located within Special Policy #1, which is intended to guide land use decisions until more detailed planning efforts can be completed. Among other things, Special Policy #1 states that the only requests for rezoning that should be approved are those that achieve a high standard of urban design.

Existing Zoning

All property affected by this Ordinance is currently zoned CS or CL.

CS District

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

CL District

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

PLAN DETAILS

The UDO includes standards to address several issues, including prohibited signs, sign lighting, design and materials, and signs for multi-tenant buildings. A copy of the UDO will be delivered to the Commissioners with this staff report, and it has been posted to the Planning Department website at www.nashville.gov/mpc.

Non-conforming signs must be brought into conformity with these standards if a permit is required to alter, reconstruct, replace or relocate the sign. If a sign is damaged, then the property owner can repair the sign without complying with these standards.



Metro Planning Commission Meeting of 6/12/08

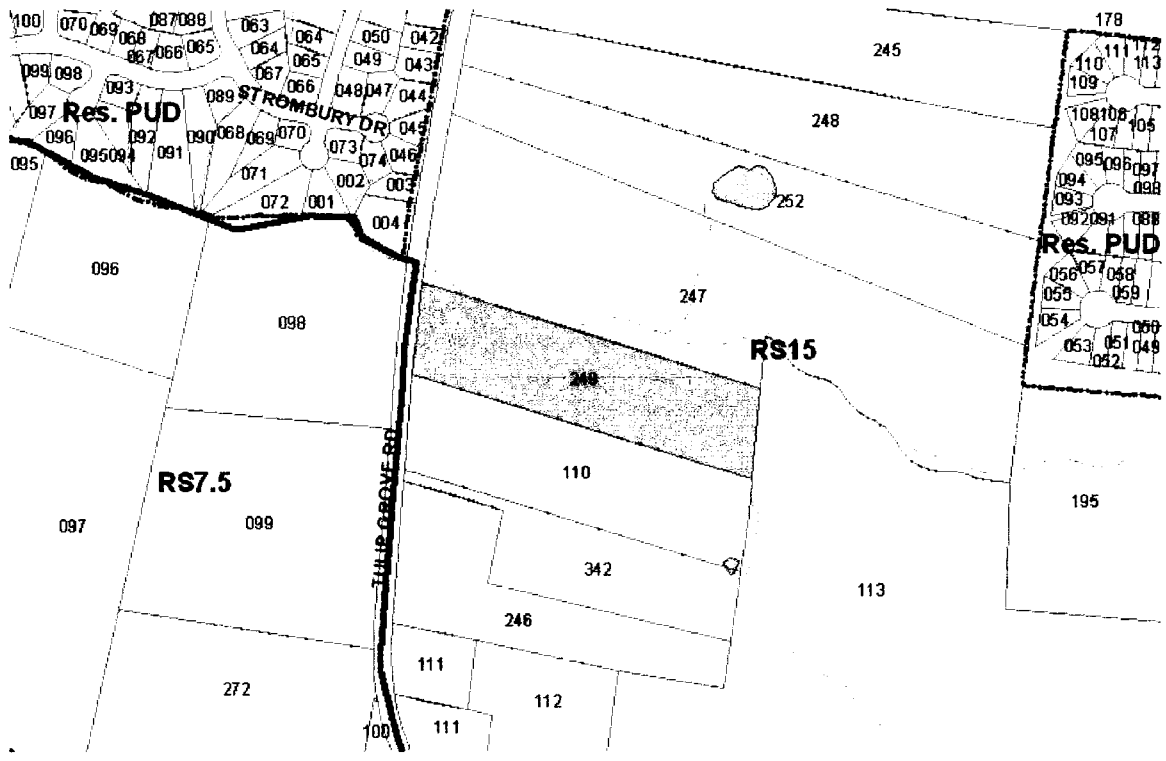
The UDO does not replace, but supplements the standard sign provisions of Chapter 17.32 of the Metro Code. If there is a conflict between the UDO standards and the sign provisions of the Zoning Code, then requested sign permit must comply with the UDO provisions.

STAFF RECOMMENDATION

Staff recommends approval of the Dickerson Pike Sign UDO.

SEE NEXT PAGE

CONCEPT PLANS



2006S-148G-14
 Hermitage Creek
 Map: 086-00 Parcel: 249
 Subarea 14
 Council District 12 – Jim Gotto



Project No.	Subdivision 2006S-148G-14
Project Name	Hermitage Creek
Council District	12 - Gotto
School Board District	4 - Glover
Requested By	H. Group LLC, owner, Wamble & Associates, surveyor
Staff Reviewer	Logan
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST
Preliminary Plat Extension and Variance

A request to extend the preliminary approval for Hermitage Creek Subdivision for one year, approved for 11 cluster lots at Tulip Grove Road (unnumbered), approximately 2,520 feet north of Rockwood Drive (5.63 acres), zoned Single-Family Residential (RS15), and for a variance from Section 1-9.2 of the Subdivision Regulations which prohibits the extension of a preliminary plat approved under the Subdivision Regulations in effect prior to April 27, 2006.

Zoning
 RS15 District

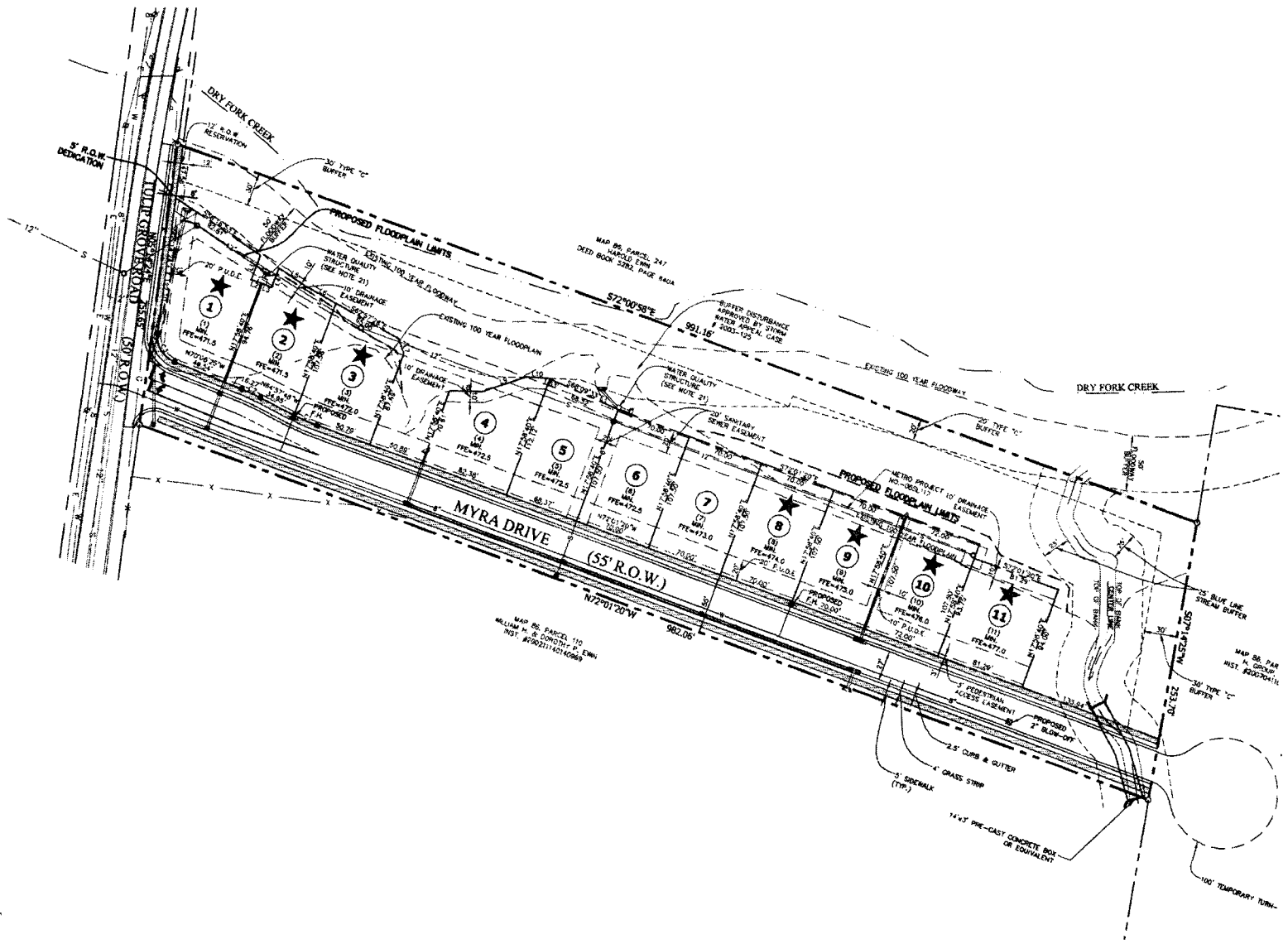
RS15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre.

SUBDIVISION DETAILS

The original preliminary plat for Hermitage Creek was approved by the Planning Commission on May 25, 2006, under the previous Subdivision Regulations that were adopted March 21, 1991.

The current Subdivision Regulations, which became effective on April 27, 2006, 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 Nashville Electric Service, Water Services, Stormwater and Public Works. The owner has stated that all utilities (water, sewer and





Metro Planning Commission Meeting of 6/12/08

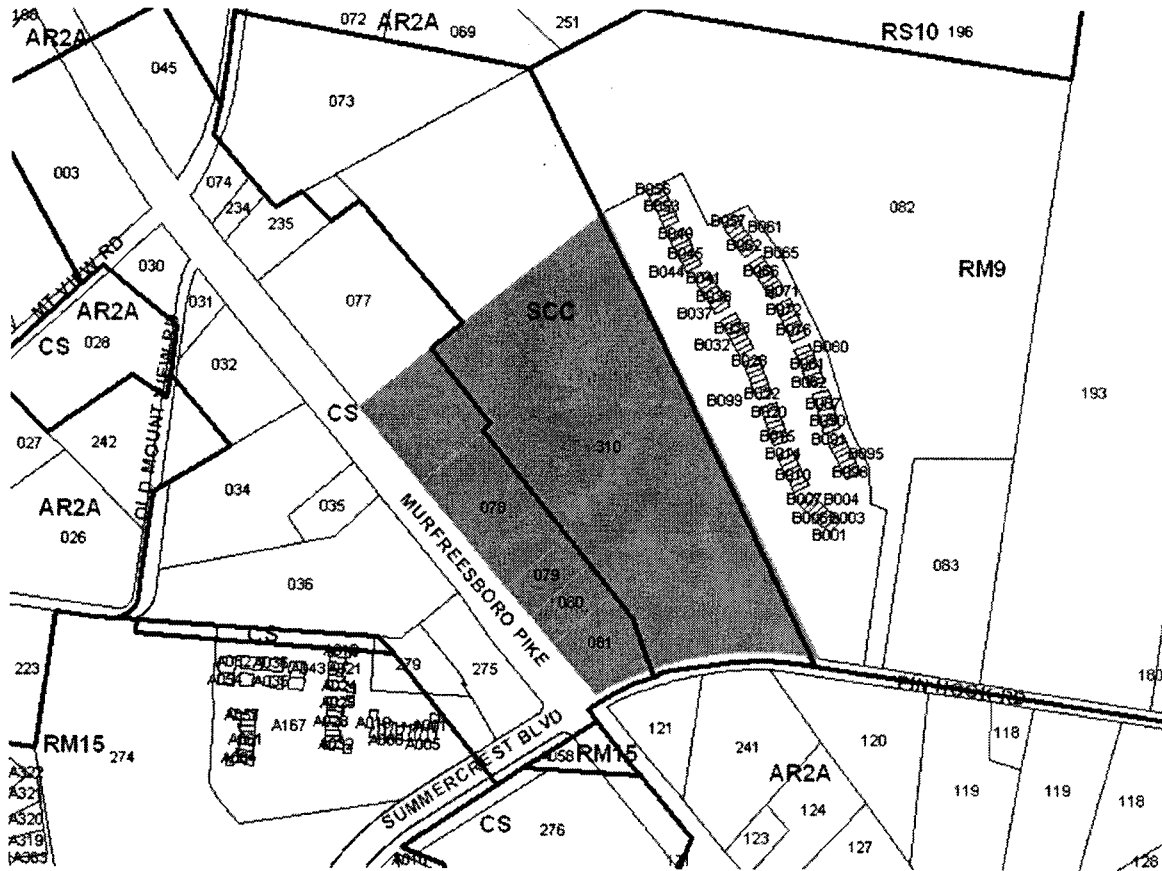
electric) have been installed and the streets are ready for asphalt, curb and gutter.

STAFF RECOMMENDATION

Staff recommends that approval of the plat be extended for one year from the Planning Commission agenda date and that a variance to Section 1-9.2 be granted since significant progress has been made.

SEE NEXT PAGE

FINAL PLAT SUBDIVISIONS



2008S-100G-13

Mt. View Marketplace

Map: 164-00 Parcels: 078, 079, 080, 081, 310

Subarea 13

Council District 33 – Robert Duvall



Project No.	Subdivision 2008S-100G-13
Project Name	Mt. View Marketplace
Council District	33 - Duval
School District	6 - Johnson
Requested by	PGM-Mt. View LLC, owner, Cherry Land Surveying Inc., surveyor
Staff Reviewer	Bernards
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Final Plat

A request for final plat approval to modify property lines and create 5 lots, located at 3550, 3556, 3560 and 3566 Murfreesboro Pike and Pin Hook Road (unnumbered), at the northeast corner of Pin Hook Road and Murfreesboro Pike (20.2 acres), zoned Commercial Service (CS) and Shopping Center Community (SCC)

ZONING
CS District

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

SCC District

Shopping Center Community is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

SUBDIVISION DETAILS

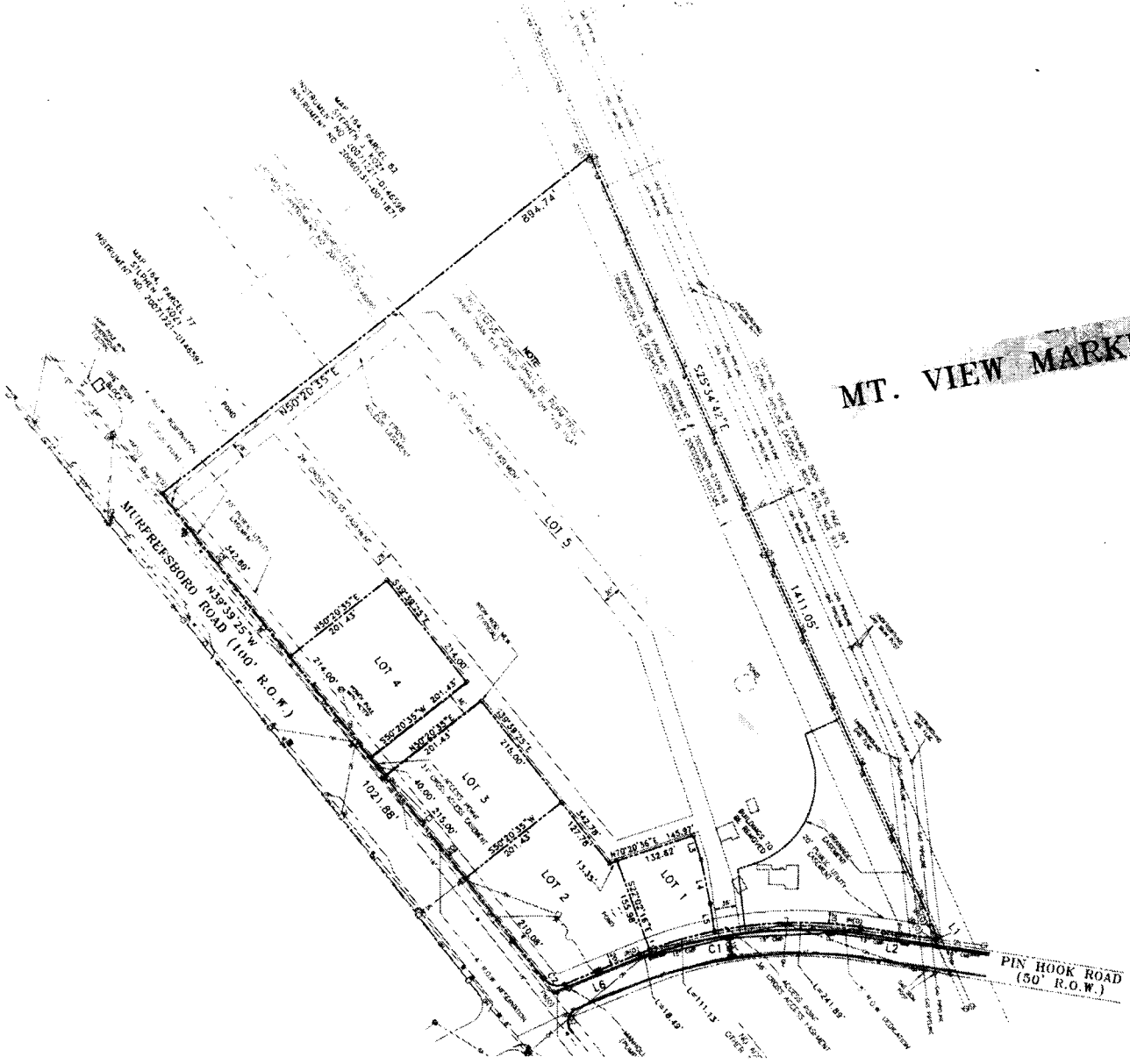
The final plat proposes to modify the property lines of five existing parcels to create five commercial lots. This includes one large lot of 15.96 acres and four out parcels ranging in size from 0.63 acres to 1.18 acres. The out parcels front Pin Hook Road and Murfreesboro Pike with the bulk of the large lot to the rear.

Access

Access is limited to four points including one onto Pin Hook Road, two onto Murfreesboro Pike and one cross-access easement to the abutting commercial property. A note limiting access to these four points is included on the plat. A cross-access easement between the lots has been provided.

The northwest access to Murfreesboro Pike is approximately 10 feet from the property line. This access must be moved to the property line in order for the adjacent property to be able to utilize this driveway through a cross-access easement in the future.

MT. VIEW MARKETPLACE





Metro Planning Commission Meeting of 6/12/2008

PUBLIC WORKS RECOMMENDATION

- Cross access easement between Lot 5 and Parcels 82 and 77 shall abut the existing property line.
- Additional ROW may be required along Murfreesboro Road and Pinhook Road to accommodate off-site road improvements and signal structures.
- Prior to the recording of the final plat, construction plans are to be approved by the Department of Public Works. Off-site improvements are to be bonded with the recording of the final plat.

STORMWATER RECOMMENDATION

- Cite the Stormwater Maintenance Agreement Instrument Number.
- Show and label the Water Quality Pond, and associated approximate limits. Clearly label any other water quality measures.
- Show and label Public Drainage Easements for the pipe network.
- Remove the pond depictions from Lots 2 & 5, as they will be filled in per approved grading plans.

WATER SERVICES RECOMMENDATION

- Final sewer line approval needs to be a condition of approval of the final plat. Approval is contingent upon the construction of Metro Project No. 08-SL-50.
- Show the proposed 8" public sewer line and 20' sanitary sewer easement.
- Add the PRV note to the plat.

FIRE MARSHAL RECOMMENDATION

Conditional Approval:

- Access to the property of the planned building group shall be provided by a minimum of two distinctly separate routes, each located as remotely from the other as possible.
- New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 table H. To see table H go to (<http://www.nashfire.org/prev/tableH51.htm>)
- Before a building permit can be issued a Master Water Plan showing water mains, fire hydrants, the proposed flow from the fire hydrant with the highest elevation



Metro Planning Commission Meeting of 6/12/2008

and most remote in this project, street access and topographic elevations shall be provided.

- Additional information will be required before a building permit can be issued, adequate information not provided to allow unconditional approval of this project at this time.
- All roadways with two way traffic shall comply with public works minimum requirements.
- 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.
- More than one fire department access road shall be provided when it is determined by the AHJ that access by a single road could be impaired by vehicle congestion, condition of terrain, climatic conditions, or other factors that could limit access.
- More than three stories above grade, Class I standpipe system shall be installed.
- More than 50 ft (15 m) above grade and containing intermediate stories or balconies, Class I standpipe system shall be installed.
- All fire department access roads shall be 20 feet minimum width.
- No part of any building shall be more than 500 ft from a fire hydrant via an approved hard surface road.
Metro Ordinance 095-1541 Sec: 1568.020 B
- Fire 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 road.

STAFF RECOMMENDATION

The Mt. View Marketplace meets the requirements of the Subdivision Regulations and staff recommends the request be approved with conditions.

CONDITIONS

1. The northwest access onto Murfreesboro Pike shall be moved to the property line.
2. Prior to the recording of the final plat, construction plans are to be approved by the Department of Public Works. Off-site improvements are to be bonded with the recording of the final plat.

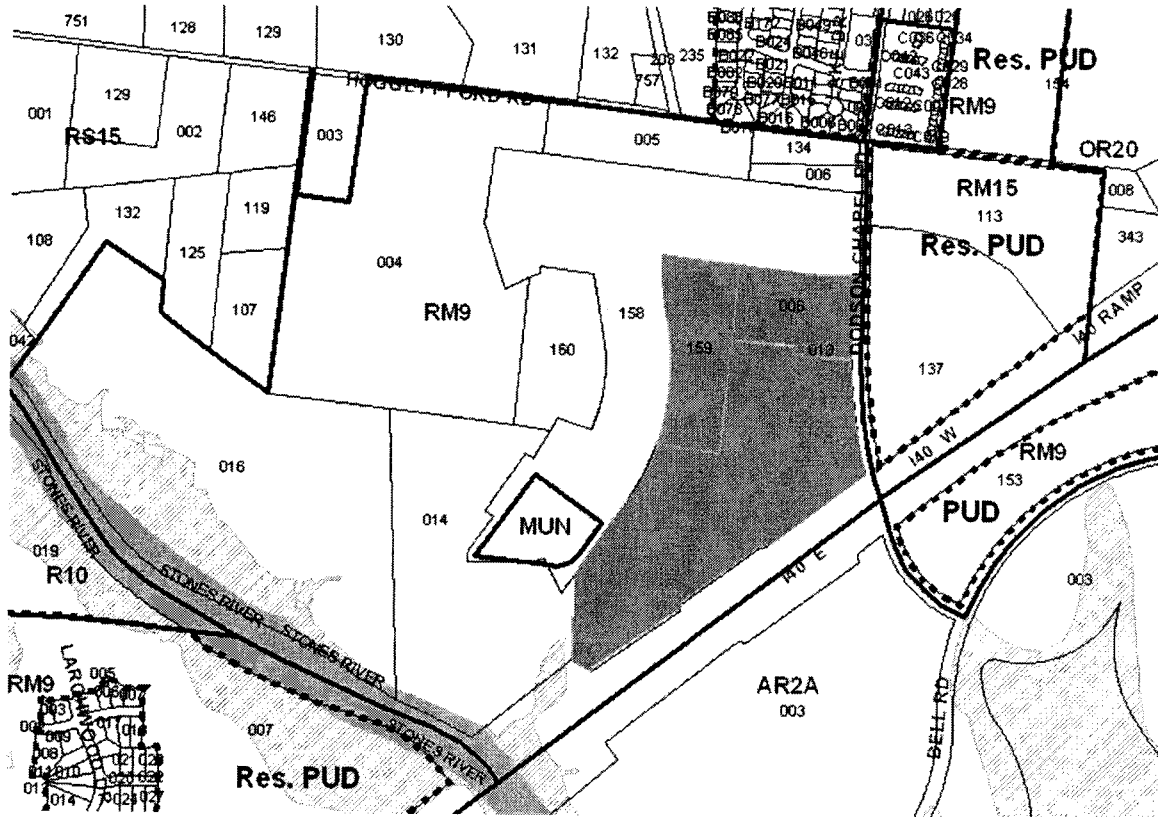


Metro Planning Commission Meeting of 6/12/2008

3. Stormwater requirements shall be met prior to the recording of the final plat.
4. Final sewer line approval shall be a required prior to recording of the final plat.
5. Before a building permit can be issued a Master Water Plan showing 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 shall be provided.

SEE NEXT PAGE

URBAN DESIGN OVERLAY



2004UD-002G-14

Villages of Riverwood (Final: Multi-Family Portion)

Map: 097-00 Parcels:006.01, 013, 159, PART OF 014

Subarea 14

Council District

14 – Bruce Stanley



Project No.	Urban Design Overlay 2004UD-002G-14
Project Name	Villages of Riverwood (Multi-Family Portion)
Council District	14 - Stanley
School Board District	4 - Glover
Requested By	Ragan-Smith Associates, engineer, Browns Farm, L.P., and Chris Pardue, owners
Staff Reviewer	Logan
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
UDO Final Site Plan

A request for final approval for a portion of the Villages of Riverwood Urban Design Overlay for properties located at 3816, 3824, and 3846 Dodson Chapel Road and Hoggett Ford Road (unnumbered), on the west side of Dodson Chapel Road, north of I-40 (39.7 acres), to permit the development of 418 multi-family units and a clubhouse facility.

PLAN DETAILS

The current request is for 418 multi-family units and a clubhouse, which is consistent with the preliminary master plan. The clubhouse is centrally located and fronts the circle at the access point on Dodson Chapel Road. The apartment buildings are a maximum of four stories and clustered in areas not encumbered by steep slopes or the several streams present on the site. This request would add an additional access point from Dodson Chapel Road into the multi-family portion of the development. The plan also includes walking trails that will eventually connect Dodson Chapel Road and Riverwood Village Boulevard to the Stones River Greenway planned by Metro Parks.

PROJECT HISTORY

In 2004, the preliminary Urban Design Overlay (UDO) master plan was approved by Metro Council for 1,978 total dwelling units and 65,000 square feet of mixed-use development, including office and retail. The mixed-use area of development is located near the center of the site, adjacent to the future assisted-living facility.

The overall plan proposes single-family detached units with lot widths ranging between 30 and 50 feet. The plan also includes townhomes in the northeast corner of the site along Dodson Chapel Road and Hoggett Ford Road. In the center of the UDO, where the majority of steep hillsides are located, the plan provides larger single-family lots that are located along curvilinear spine roads that avoid the more difficult areas of topography. The southernmost portion of the site, adjacent to the Stones River, will contain the 776-unit assisted living facility in a

VILLAGES OF RIVERWOOD
SECTION 1, PHASE 2
SEAZER HOMES

VILLAGES OF RIVERWOOD
SECTION 1, PHASE 1
(SEAZER HOMES)

RIVERWOOD VILLAGE BLVD.
882'00"E 894.74'

DODSON CHAPEL ROAD
(RIGHT-OF-WAY (AREAS))

INTERSTATE 40
(RIGHT-OF-WAY (AREAS))

885'17"E 894.74'

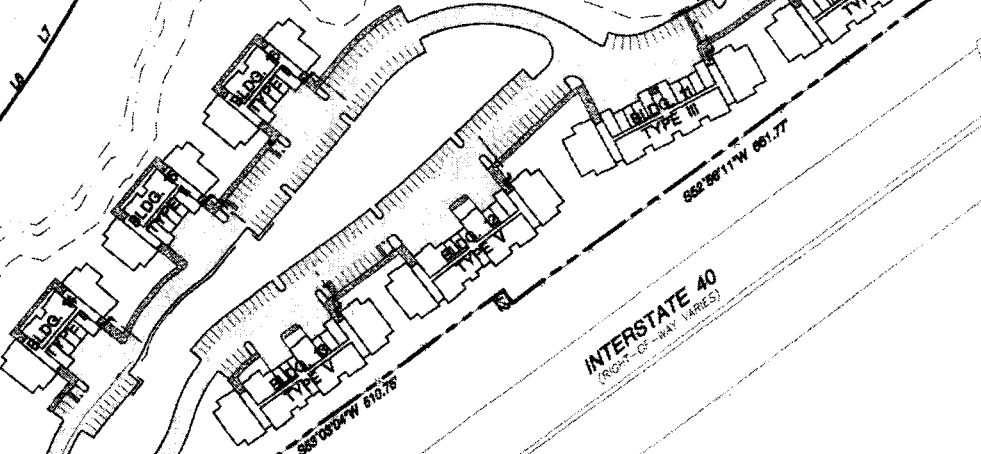
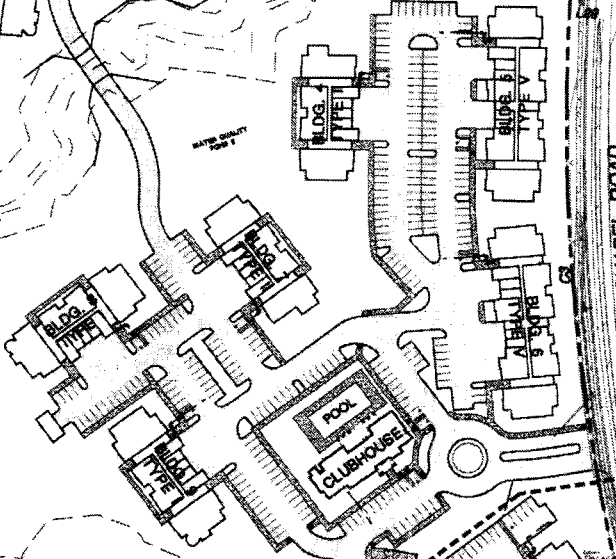
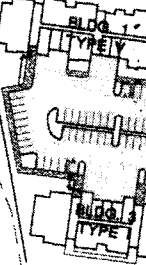
885'30"W 238.06'

885'42"W 251.73'

885'03"W 810.76'

882'80"W 681.77'

L24
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Metro Planning Commission Meeting of 6/12/2008

later phase. The phase requesting final site plan approval with this application directly abuts the interstate and the southern portion of Dodson Chapel Road. This phase includes 418 units in several clusters of apartment buildings.

Development Monitoring Chart

	Approved	Requested Final Approval to Date
Assisted Living	776	0
Apartments	500	418
Single Family Attached and Detached	702	111
Total Units	1978	529

Access

Access to the overall development is approved from four points on Hoggett Ford Road and one point on Dodson Chapel. The original approval requires that the portions of Dodson Chapel Road and Hoggett Ford Road adjacent to the project site be improved. This request would add an additional access point from Dodson Chapel Road into the multi-family portion of the development.

PUBLIC WORKS RECOMMENDATION

All Department of Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to the Department of Public Works' approval of the construction plans.

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

- Construct the site access road at Dodson Chapel Road with one entering and two exiting lanes (LT and RT). The proposed median shall be a maximum of 12 feet wide.
- Construct a northbound left turn lane on Dodson Chapel Road at the site access with a minimum of 50 feet of storage and transitions per AASHTO/MUTCD standards.
- Construct a southbound right turn lane on Dodson Chapel Road at the site access with 150 feet of storage and transition per AASHTO/MUTCD standards (minimum 125 feet).

STORMWATER RECOMMENDATION

Approve with conditions



Metro Planning Commission Meeting of 6/12/2008

1. Provide Detention Agreement, Long Term Maintenance plan, and recording fees. Grading permit fee due prior to issuance of grading permit.
2. Provide NOC.
3. Provide an initial erosion control measure sheet. This is to show the initial erosion control measures on existing contours. Show the sediment basins (and diversions) on this sheet. Be sure that silt fence is placed on level contours.
4. Add note on erosion control sheet stating: "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."
5. For the erosion control measures (during construction), show silt fences on level contours, add outlet protection to HW's 20, 31, 40, and 3. Reference Metro BMP's for the erosion control measures.
6. If construction is anticipated to be over 12 months, include a construction schedule.
7. Provide all civil details (matting, etc.).
8. For the storm structures, provide a drainage map for the area draining to JB 51 and inlet 38. Drainage map indicated a pipe connecting the offsite pipe (near inlet 38) to 38. This was not observed in the construction plans. This offsite drainage should be picked up and handled (routed) through site.
9. For the storm structures, spread appears high for inlets 36, 37, and 38.
10. For the storm structures, no "R" sheets were provided.
11. In order to eliminate detention, provide information for the 10% rule. If detention is required, provide pre-condition hydrographs (and pre CN / Tc information).
12. The emergency spillway was not shown on the plans for ponds 1 or 2. Also, show top of pond elevations (to show that adequate freeboard exists).



Metro Planning Commission Meeting of 6/12/2008

13. For the rain garden, provide a cross section (showing materials to be used and elevations).
14. For micropool extended detention 1, adequate acreage does not exist. Revise or provide water budget calculations.
15. The permanent pool elevation (pond 2) was misidentified on the plans (C10).

STAFF RECOMMENDATION

Staff recommends approval with conditions, including all of the conditions that were made part of the original council bill.

CONDITIONS

1. Comply with all conditions of the original council bill (BL2004-325).
2. Comply with all Stormwater conditions.
3. Comply with all Public Works conditions.
4. Add 8' pedestrian paths that connect the stairways in Buildings 5 and 6 to Dodson Chapel Road.
5. Extend pedestrian trail easement from the trail west of the proposed pump station to the future phase to the west.
6. Add three sections of pedestrian paths to complete the pedestrian network.
7. Submit plans for building permit review that comply with the UDO final site plan approved by the Planning Commission and include architectural elevations for the apartment buildings and club house.