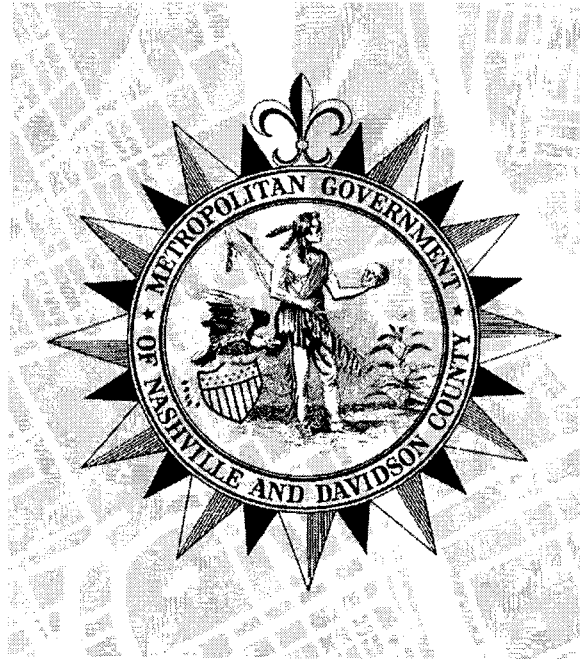


# Metropolitan Planning Commission

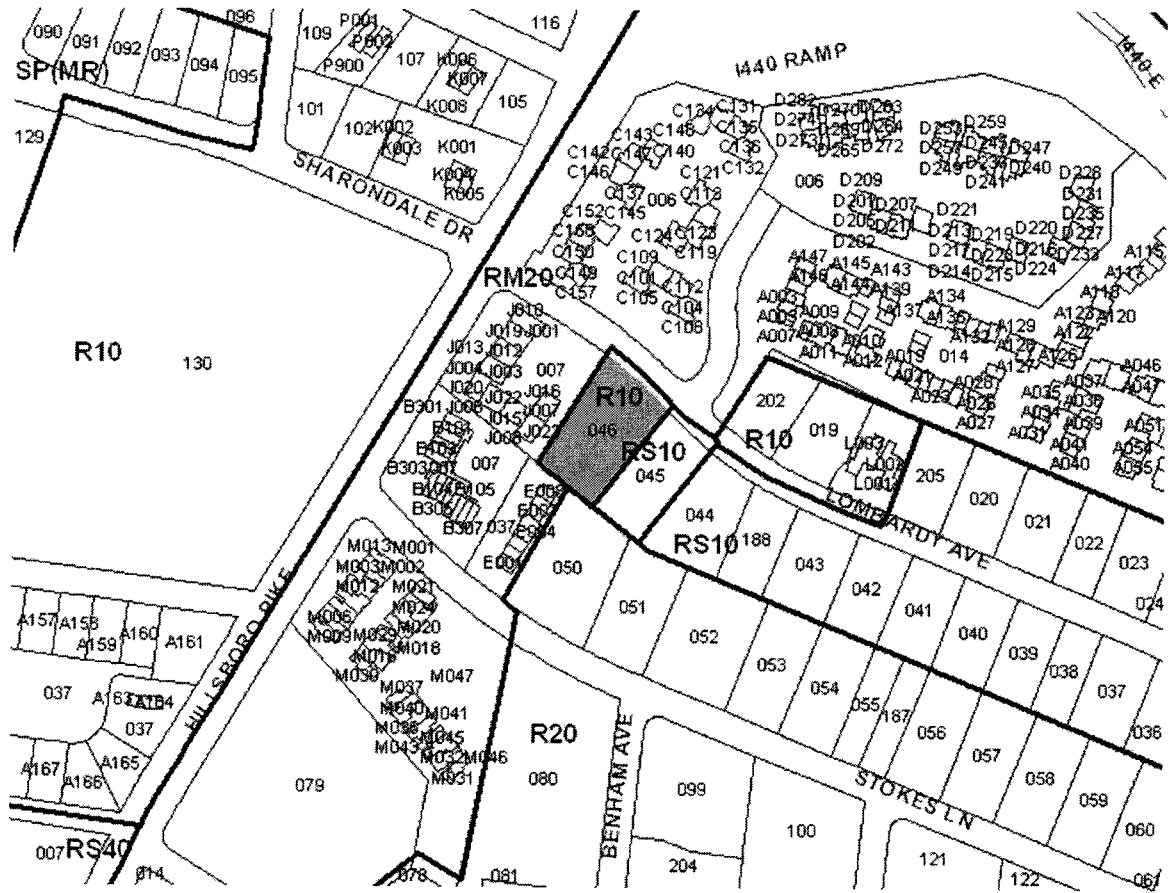


## Staff Reports

January 8, 2009

*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.*

## **PREVIOUSLY DEFERRED ITEMS**



2008SP-029U-10  
 Lombardy Court  
 Map: 117-07 Parcel: 046  
 Green Hills/Midtown Community Plan  
 Council District 25 – Sean McGuire



<b>Project No.</b>	<b>Zone Change 2008SP-029U-10</b>
<b>Project Name</b>	<b>Lombardy Court</b>
<b>Council District</b>	25 - McGuire
<b>School District</b>	8 - Fox
<b>Requested by</b>	Dale & Associates, applicant, for Steven and Claire Slone, owner
<b>Deferral</b>	This item was deferred from the November 13, 2008, Planning Commission meeting.
<b>Staff Reviewer</b>	Jones
<b>Staff Recommendation</b>	<i>Approve with conditions</i>

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**APPLICANT REQUEST**

**A request to change from One and Two-Family Residential (R10) to Specific Plan Residential (SP-R) zoning property located at 2007 Lombardy Avenue, approximately 260 feet east of Hillsboro Pike (0.67 acres), to permit the development of 8 units.**

This item was deferred from the November 13, 2008, Planning Commission meeting to allow more detailed discussions about the proposed project between the applicant and the neighbors. The applicant has since provided a list of architectural standards along with front and side elevations for the proposed housing units.

**Existing Zoning**  
R10 District

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

**Proposed Zoning**  
SP-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 only one residential building type.

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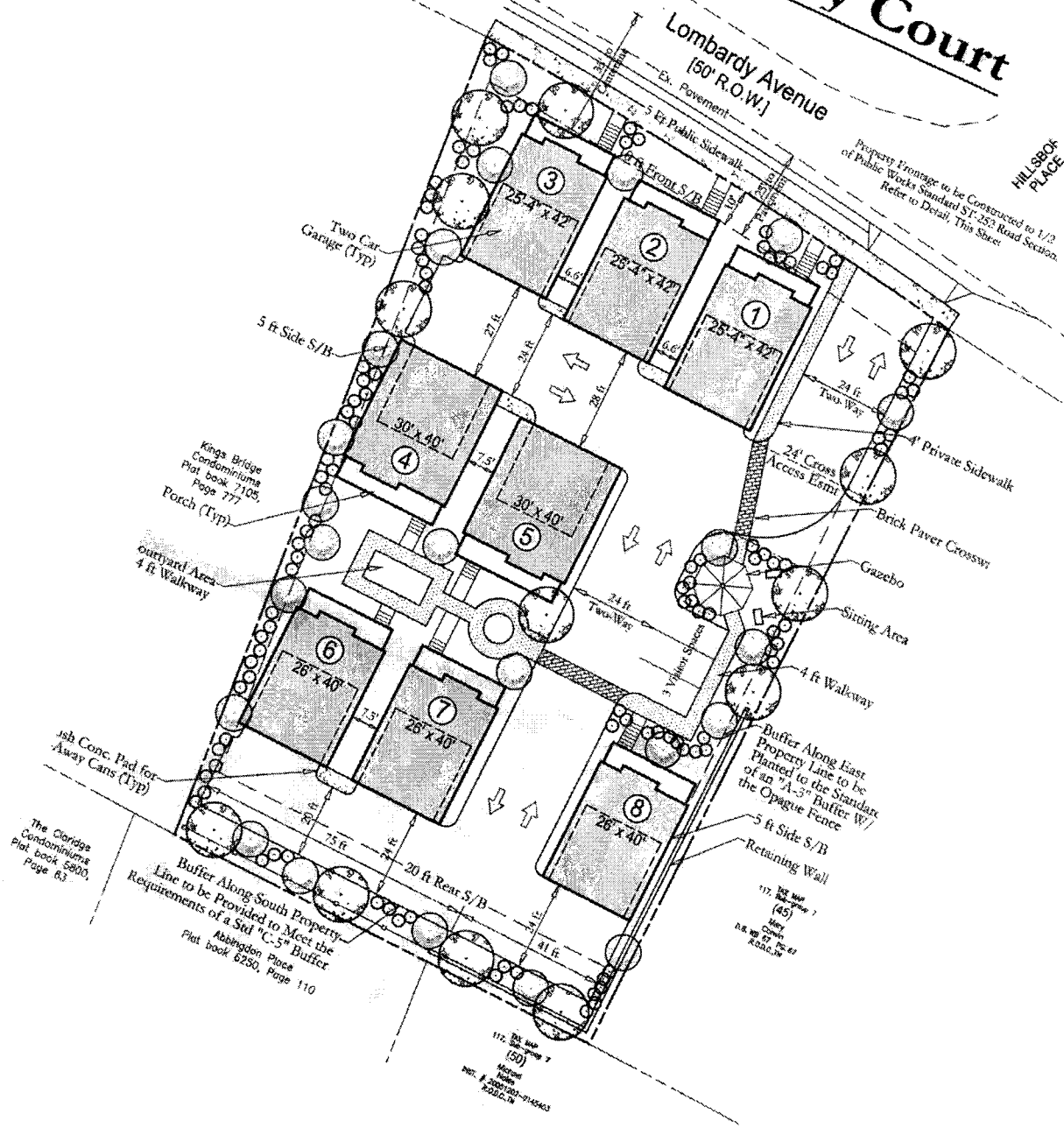
**GREEN HILLS MIDTOWN  
COMMUNITY PLAN**

Residential Medium High (RMH)

RMH policy is intended for existing and future residential areas characterized by densities of nine to twenty dwelling units per acre. A variety of multi-family housing types are appropriate. The most common types include attached townhomes and walk-up apartments.

# Lombardy Court

HILLSBORO PLACE



Property Easement to be Constructed to 1/3 of Public Works Standard S17-253 Road Section. Refer to Detail, This Sheet.

The Clorgie Condominiums Plat book 5800, Page 83

Buffer Along South Property Line to be Provided to Meet the Requirements of a Std "C-5" Buffer  
Abbigdon Place  
Plat book 6250, Page 110

112.02 Map No. 7 (50)  
Hillsboro  
N.B. No. 22, P.C. 07, 08, 09, 10



## Metro Planning Commission Meeting of 01/08/2009

### Consistent with Policy?

Yes. The proposed plan is consistent with the Residential Medium High policy which encourages densities within 9 to 20 units per acre in areas adjacent to existing development and with direct or good indirect access to a collector or arterial street. The SP plan proposes a density of 12 units per acre in an urban area where dense multi-family housing presently exists. The site also has good indirect access to Hillsboro Pike, an urban arterial and to Interstate 440. The proposed development, with its cottage-like design also fits within the context of the surrounding area which is predominantly residential in character; parcels immediately adjacent to this site include single-family and high density multi-family uses.

---

### PLAN DETAILS

The site plan has been designed to accommodate 8 single-family units on 0.67 acres. Three units will front Lombardy Court, while the other five units will be constructed internal to the site and front a courtyard or open space area. Each unit will have vehicular access from the rear.

#### Access/Parking

The plan proposes access to the site by a private driveway that will intersect Lombardy Avenue. The pavement width is planned to be 24 feet providing for two-way traffic within the development. A 24 foot cross-access easement is also shown on the plan to provide a future connection to the east. Three parking spaces will accommodate visitor parking and each unit will contain a two car garage. A five-foot public sidewalk is planned along the frontage of Lombardy Avenue and will connect to a private four-foot sidewalk internal to the site.

#### Landscaping

The plan illustrates new plantings and landscaping features around the perimeter and throughout the interior of the site. A landscaping buffer that measures from five to ten feet in width around the site will screen the units from the neighboring uses. Other landscaped areas include a gazebo and sitting area.

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### PUBLIC WORKS RECOMMENDATION

1. All Public Works' design standards shall be met prior to any final approvals and permit issuance. Final design may vary based on field conditions.
2. Modify discharge of underground detention to prohibit stormwater from discharge over the public sidewalk.

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### STORMWATER



## Metro Planning Commission Meeting of 01/08/2009

### RECOMMENDATION

Preliminary SP approved.

### FIRE MARSHAL'S RECOMMENDATION

Approved.

### NES RECOMMENDATION

1. Developer to provide construction drawings and a digital .dwg file @ state plane coordinates that contains the civil site information (after approval by Metro Planning w/ any changes from other departments).
2. Developer drawing should show any and all existing utilities easements on property.
3. 20-foot easement required across rear of property for existing overhead power line.
4. Developer must maintain access to existing NES overhead power line at rear of property. NES has conflicts with landscaping designs and 6 foot masonry wall at this location.
5. Developer needs to show power design on the Utility Plans. NES can meet with developer/engineer upon request to determine electrical service options for the future services of the new buildings.
6. NES follows the National Fire Protection Association rules; Refer to NFPA 70 article 450-27; and NESC Section 15 - 152.A.2 for complete rules.
7. NES needs load information and future plans or options to buy other property (over all plans).

### METRO SCHOOL BOARD REPORT

**Projected student generation**

0 Elementary    0 Middle    0 High

**Schools Over/Under Capacity**

The proposed development is projected to generate no new students. If the development generated any new students, they would attend Glendale Elementary School, Moore





## Metro Planning Commission Meeting of 01/08/2009

Middle School, and Hillsboro High School. All three schools have been identified as being over capacity by the Metro School Board. There is capacity within the cluster to accommodate elementary students and middle school students. The adjacent cluster would accommodate high school students. This information is based upon data from the school board last updated June 2008.

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### STAFF RECOMENDATION

Approval with conditions of the request to rezone 0.67 acres from One and Two-Family Residential (R10) to Specific Plan (SP-R). The proposed single-family residential uses at a density of 12 units per acre are consistent with the intent of the Residential Medium High land use policy and are compatible with the surrounding residential character.

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### CONDITIONS

1. A corrected copy of the SP plan shall include a 10 foot landscaping buffer consisting of small maturing trees, under-story trees not to exceed 10 feet in height at maturity and evergreen shrubs along the south property line.
2. The requirements of the Metro Public Works Department must be met prior to or in conjunction with final site plan approval.
3. The requirements of NES must be met prior to or in conjunction with final site plan approval
4. The SP shall be limited to single-family residential uses.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.
6. A corrected copy of the SP final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to the issuance of any permit for this property, and in any event no later than 120 days after conditional approval by Planning Commission. If a corrected copy of the SP final site plan incorporating



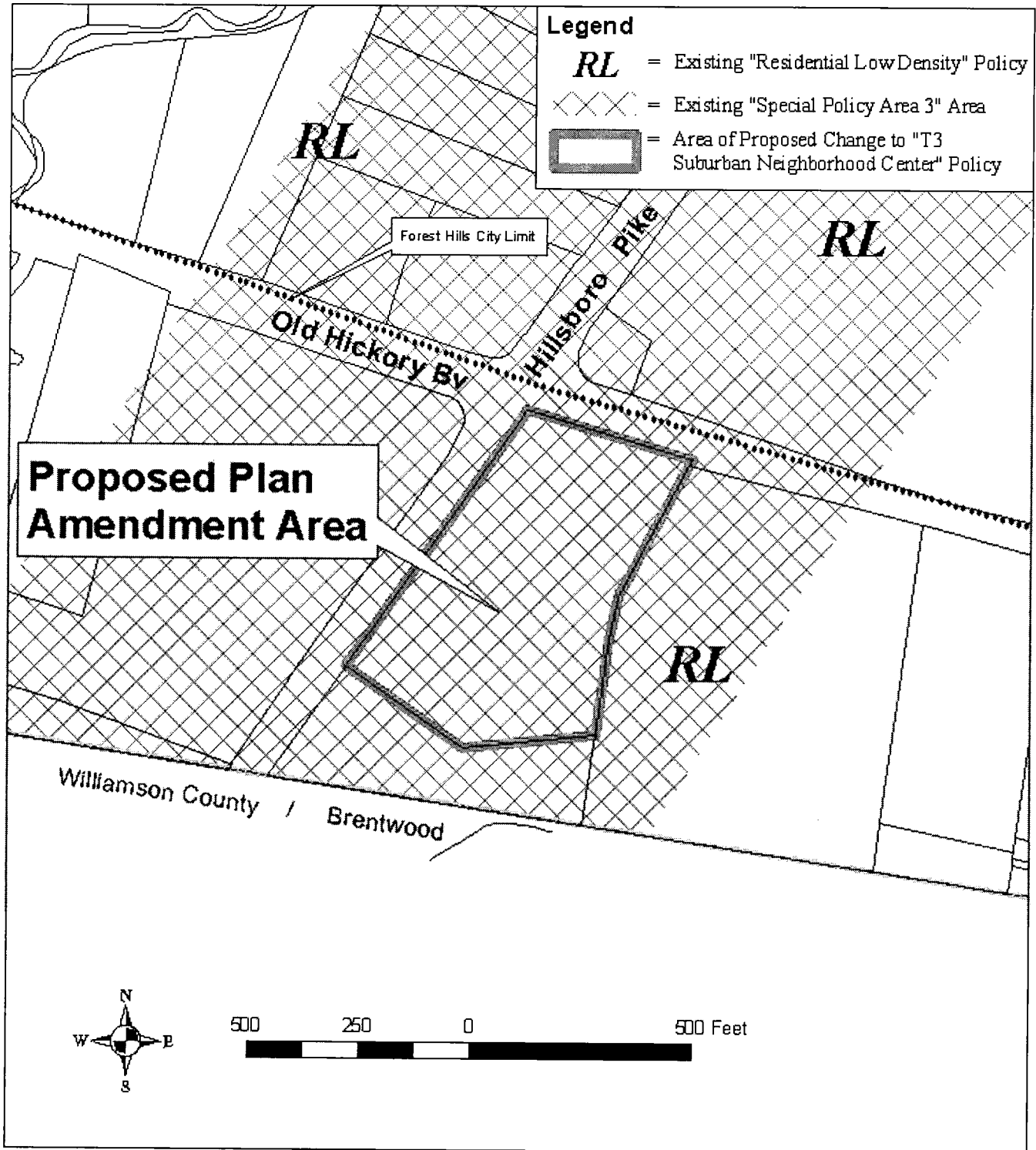
## Metro Planning Commission Meeting of 01/08/2009

the conditions therein is not provided to the Planning Department within 120 days after the date of conditional approval by the Planning Commission, then the corrected copy of the SP final site plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, or any other development application for the property.

7. 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.

**COMMUNITY PLAN  
AMENDMENT**

# Proposed Community Plan Amendment 2008CP-009-010





**Project No.  
Request**

**2008CP-009-010**

**Amend the *Green Hills – Midtown  
Community Plan: 2005 Update***

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

2008SP-028G-10

34 – Todd

8 – Fox

John Haas of EDGE Planning, Landscape Architecture  
and Graphic Design

**Staff Reviewer  
Staff Recommendation**

Eadler

*Disapprove*

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**APPLICANT REQUEST**

**A request to amend the *Green Hills – Midtown  
Community Plan: 2005 Update* by changing from  
Residential Low Density policy to T3 Suburban  
Neighborhood Center policy for land located at the  
southeast quadrant of the intersection of Hillsboro Pike  
and Old Hickory Boulevard.**

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**Existing Policy**

Residential Low (RL) and “Special  
Policy Area 3”

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

Special Policy Area 3 encompasses the Hillsboro Pike  
corridor from Harding Place south to the Davidson/  
Williamson County boundary. This special policy  
states:

1. The quasi-rural estate character of the Hillsboro  
Pike corridor south of Harding Place should be  
preserved, including the stately homes with  
generous setbacks, the view sheds to the  
surrounding hillsides; and the abundant trees,  
landscaping and other natural features.
2. As part of the character, any reconstruction of  
Hillsboro Pike should be context-sensitive and help  
define, reinforce and embellish the corridor's quasi-  
rural estate character.

The intent of that policy is to maintain the quasi-rural  
character of the corridor characterized by generous



## Metro Planning Commission Meeting of 1/08/2009

### **Proposed Policy**

**T3 Suburban Neighborhood Center (T3 NC) [note: no change is proposed for Special Policy Area 3]**

setbacks, viewsheds, and abundant trees, landscaping and other natural features.

T3 Suburban Neighborhood Center policy is intended to enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods, as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, infrastructure and transportation networks are provided to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Neighborhood Centers are pedestrian-friendly areas, are generally located at prominent intersection, and contain commercial, mixed-use, civic and public benefit uses. They serve neighborhoods within a 5-minute drive (about 2 miles). Buildings are 1-3 stories and regularly placed; landscaping is formal; setbacks are shallow with limited to no parking between buildings and streets; and first-floor individual tenant floorspace is up to 10,000 sq. ft. (i.e. larger tenants are in multiple stories rather than spread out over the site.)

### **COMMUNITY PARTICIPATION**

Staff conducted a community meeting about the proposed plan amendment on November 13, 2008, at a location adjacent to the subject site. Following staff's meeting, the applicants conducted a meeting to present and obtain input on the specifics of the development being proposed for the site. Flyers announcing these meetings were sent to Davidson County property owners within ¼ of a mile of the subject site; as well as to government officials in Forest Hills, Brentwood and Williamson County. Notification of the January 8, 2009 public hearing was published in three newspapers and flyers were sent to surrounding property owners, those who attended the November 13<sup>th</sup> community meeting and affected jurisdictions. Notification of both meetings was also posted on the Planning Department's website.

Attendance at the community meeting based on sign-in sheets was 192, consisting mostly of residents who indicated they lived within two miles of the subject site. Attendance also included Councilman Carter Todd, MPC staff and applicants for the proposed amendment. While a few attendees expressed support for the



## Metro Planning Commission Meeting of 1/08/2009

proposal, the overwhelming majority of attendees at the meeting were opposed to the proposal.

The reasons cited most frequently by those in opposition are:

- the poor traffic conditions, not only at the intersection, but also along Hillsboro Pike and Old Hickory Blvd. because of the difficulty of turning onto those streets due to long continuous lines of traffic, especially during peak travel periods;
- agreement that the existing nearby commercial centers are adequate to meet the needs of the community;
- the argument that it is the *absence* of nearby commercial uses that is one of the reasons why residents have chosen to live in the area; and
- the change in character of the corridors the proposal would bring.

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### BACKGROUND

The subject site (6.7 acres) is in the narrow strip of land under Metropolitan Nashville's zoning jurisdiction that lies between the City of Forest Hills to the north and the City of Brentwood and Williamson County to the south.

The idea of a neighborhood center on the subject site was raised during the update of the Green Hills – Midtown Community Plan in the fall of 2004. For discussion purposes, that idea was noted on the initial working draft of an updated land use policy plan. It received virtually no support in the plan update meetings and was not reflected in the recommended plan that was adopted on July 28, 2005.

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### ANALYSIS

***Physical Site Conditions.*** The site does not contain significant sensitive natural environmental features, such as steep topography or areas subject to flooding. It is in an area known to have been occupied by Native Americans and has a high probability of containing Native American graves. This is an issue that will have to be addressed regardless of the kind of development that occurs on the site.

***Land Use.*** The subject site is vacant. The properties to the east and west contain places of worship and there is a major NES installation to the north. To the south is a historically significant residential property with buildings 60-90 feet from the edge of the subject site. The lot on the northwest corner of the intersection



## Metro Planning Commission Meeting of 1/08/2009

across from the subject site contains a residence that is about 425 feet from the site.

Potential land use impacts include:

- 1) a change in the area's character,
- 2) increased ambient light, and
- 3) increased noise.

The residence to the south would be the most directly impacted.

The T3 Suburban Neighborhood Center policy that is proposed for the site calls for a "service area" of a 5 minute drive. The 5-minute / 2-mile service area around this particular site contains about 7,950 acres, excluding the Warner parks. About 55 percent of that area is in Williamson County. Almost 94 percent of the portion in Davidson County is in the City of Forest Hills. Overall, the area is about 72 percent developed, with residential uses accounting for three-quarters of the developed land. The residential uses consist of an estimated 2,200 homes on 4,290 acres at an average of almost 2 acres per home. The number of homes in the Davidson Co. section grew an estimated 60 units (from 985 to 1,045) between 1998 and 2008. Data was not available for the growth in the Williamson County portion.

***Development Pattern.*** There are 56 homes averaging 3 acres per lot within a ¼ mile walking distance of the site. The density rises modestly with distance *away* from the site. Lots average 1.7 acres per unit for the estimated 980 homes 1 ½ - 2 miles from the site (the outer edge of the 2-mile service area).

Ideally, for the convenience provided by a suburban neighborhood center to be optimal, the following pattern should be present:

- 1) the area served should be fairly densely developed in general and
- 2) the intensity of development should be highest near the center and decrease with distance away from it.

In the case of the site at Old Hickory Boulevard and Hillsboro Pike, the density is very low in general and is lowest closest to the proposed site. Furthermore, based on current policy and zoning, there is little likelihood of this condition changing.





## Metro Planning Commission Meeting of 1/08/2009

**Growth Potential.** Growth potential near the subject site is limited by current land uses, current land use policy, zoning and environmental factors. In Davidson County, all of the 10 acre+ tracts of land within 2 miles of the subject site (~690 acres) are policed for low density and are zoned for 1-2 acre minimum lots. Several of the largest tracts nearest the subject site are impaired by the floodplain and floodway of Otter Creek and the Little Harpeth River. Two of the tracts with over 200 acres combined are on the National Register of Historic Places. In Williamson County, there are about 1,775 10+ acre vacant or residential tracts. Finally, as noted above, the site is currently flanked by established houses of worship and a significant NES site.

**Traffic.** Hillsboro Pike and Old Hickory Boulevard are both two-lane arterial streets, except near their intersection, which was recently widened to include lanes for turning movements plus double through lanes on Hillsboro Pike in both directions. There are no intersection or roadway widening projects programmed near-term. The widening of Old Hickory Boulevard and Hillsboro Pike to four lanes is included in the regional Long Range Transportation Plan by 2025.

Based on the Transportation Impact Study (TIS) conducted for this proposal, the overall a.m. and p.m. peak hour Levels of Service will change from a good level "D" to a poor level "D" with the development and additional background traffic growth between now and opening of the development. "A" is the best and "E" the lowest acceptable Level of Service.

The impact of the proposal on traffic is compounded by its location in the southeast quadrant of the intersection. During the afternoon peak, a generally busier time for the center, the heaviest flows of traffic are westbound on Old Hickory Blvd. and southbound on Hillsboro Pike. In both cases, that necessitates a left turn for traffic entering and leaving to the site to and from the dominant traffic flow direction.

**Role of the Center.** The proposal for a T3 Suburban Neighborhood Center would offer convenience services currently not available to the nearby neighborhood. The



## Metro Planning Commission Meeting of 1/08/2009

Traffic Impact Study assumed that only one-fourth of the trips the center generates would come from traffic that would already be passing by the site. Whether or not it is that low initially, three factors suggest that over time more of the site-generated trips will be non-local commuter traffic and the development's role as a "neighborhood center" serving the surrounding neighborhood will diminish and become more incidental:

- the high current and future traffic volumes at this intersection, much of which is non-local commuters,
- limited growth and the low current and probable future density of the neighborhood surrounding the subject site, and
- the likelihood of little change in the unfavorable development pattern—lowest density near the site and highest density at the outer edge of the 2-mile service area.

***Effect of Special Policy Area 3.*** Special Policy Area 3 recognizes and seeks to preserve the "quasi-rural" character of the Hillsboro Pike corridor, which is at odds with the character intended in a Suburban Neighborhood Center (T3 NC) as described in the *Community Character Manual*. [see description above in "**Proposed Policy**" section.] To respect the intent of Special Policy Area 3—preservation / enhancement of quasi-rural character—T3 NC neighborhood center policy would, at a minimum, have to be modified for the subject location to call for the following:

- a generous landscaped setback along Hillsboro Pike, rather than the normal "setback shallow with limited to no parking between buildings and streets" in T3 NC policy;
- building heights of 1-2 stories, rather than 1-3;
- accommodating individual tenants larger than 10,000 sq. ft. (i.e. neighborhood scale pharmacies and grocery stores) on the first floor, rather than multiple floors;
- generous but more informal, rather than formal landscaping; and,
- a limitation on the overall intensity of development below what T3 NC may otherwise support (0.20 floor-to-area ratio suggested).



## Metro Planning Commission Meeting of 1/08/2009

### SUMMARY AND CONCLUSIONS

**Favorable Factors.** Basic locational requirements the site meets include the following:

- it is at a prominent intersection and it would provide greater convenience to an area in which the residents currently have to travel an extra 1 ½ - 2 ½ miles than is ideal for neighborhood services.
- notwithstanding the potential presence of Native American graves, the site does not have any physical natural environmental constraints.

The proposal is unlikely to generate significant adverse or unmanageable land use impacts.

**Unfavorable Factors.** Unfavorable factors include:

- the number of household that would be served is limited by the very low overall intensity of development in the surrounding area and the pattern of development is unfavorable—density increases with distance from the center rather than the reverse;
- growth potential within the primary market area is limited by current policy and zoning;
- most of the households that would be provided greater convenience by the proposal are furthest away from it and only minutes away from the existing centers that serve them;
- traffic is congested during peak travel periods, is a growing problem, and there are no projects programmed for the foreseeable future that would alleviate that problem;
- the high traffic volumes at the subject intersection combined with the development and growth characteristics of the area the center would serve suggest that it would function more as a convenient alternative for commuting traffic passing by the site than as a neighborhood-oriented center;
- more left turns during the busy p.m. peak necessitated by dominant traffic flows and the site's location in the southeast quadrant of the intersection;
- the introduction of commercial uses would change the character of the neighborhood—a character the community was adamant about maintaining when the community plan was updated in 2005; and,
- the character of a suburban center envisioned in the *Community Character Manual* would have to be



## Metro Planning Commission Meeting of 1/08/2009

compromised in this instance to maintain the intent of Special Policy Area 3 in the community plan.

When the unfavorable factors are compared with those favoring the proposal, from a planning viewpoint, the appropriateness of the center is not compelling. Additionally, the neighborhood the center is intended to serve neither supports, nor is it indifferent toward the proposal. Rather, it has strongly indicated in the past and reiterated in this case its preference to not have a commercial development at the proposed location. Given that view, the case for this proposal is even less compelling. The request should be denied.

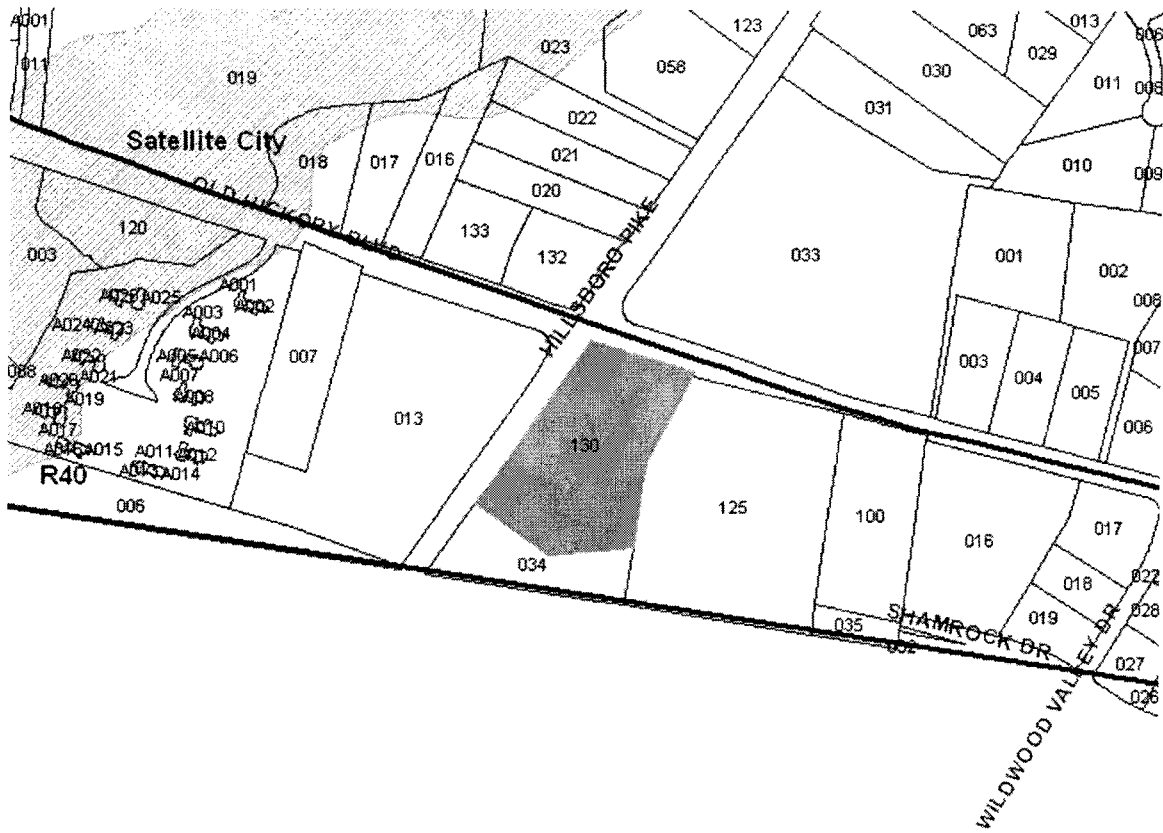
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### **STAFF RECOMMENDATION**

Disapproval.

If the planning commission finds that the application of the T3 NC policy is warranted, staff recommends that such amendment include the bullet-point limitations listed in the above section entitled *Effect of Special Policy Area 3*.

# **SPECIFIC PLANS**



**2008SP-028G-10**

Hillsboro Park

Map: 158-00 Parcel: 130

Green Hills/Midtown Community Plan

Council District 34 – Carter Todd



**Project No.**  
**Project Name**  
**Associated Case**  
**Council Districts**  
**School Districts**  
**Requested by**

**Zone Change 2008SP-028G-10**  
**Hillsboro Park SP**  
2008CP-009-010  
34 - Todd  
8 - Fox  
EDGE Planning, Landscape Architecture & Graphic Design, applicant, for Regency Realty Group Inc., owner

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

Bernards  
*Disapprove. Approve with conditions only if accompanying Community Plan Amendment is approved with limitations.*

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

**A request to change from One and Two-Family Residential (R40) to Specific Plan – Mixed Non-Residential (SP-MNR) zoning property located at Hillsboro Pike (unnumbered), at the southeast corner of Old Hickory Boulevard and Hillsboro Pike (6.72 acres), to permit the development of an office and/or commercial development.**

**Existing Zoning**  
R40 District

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

**Proposed Zoning**  
SP-MNR District

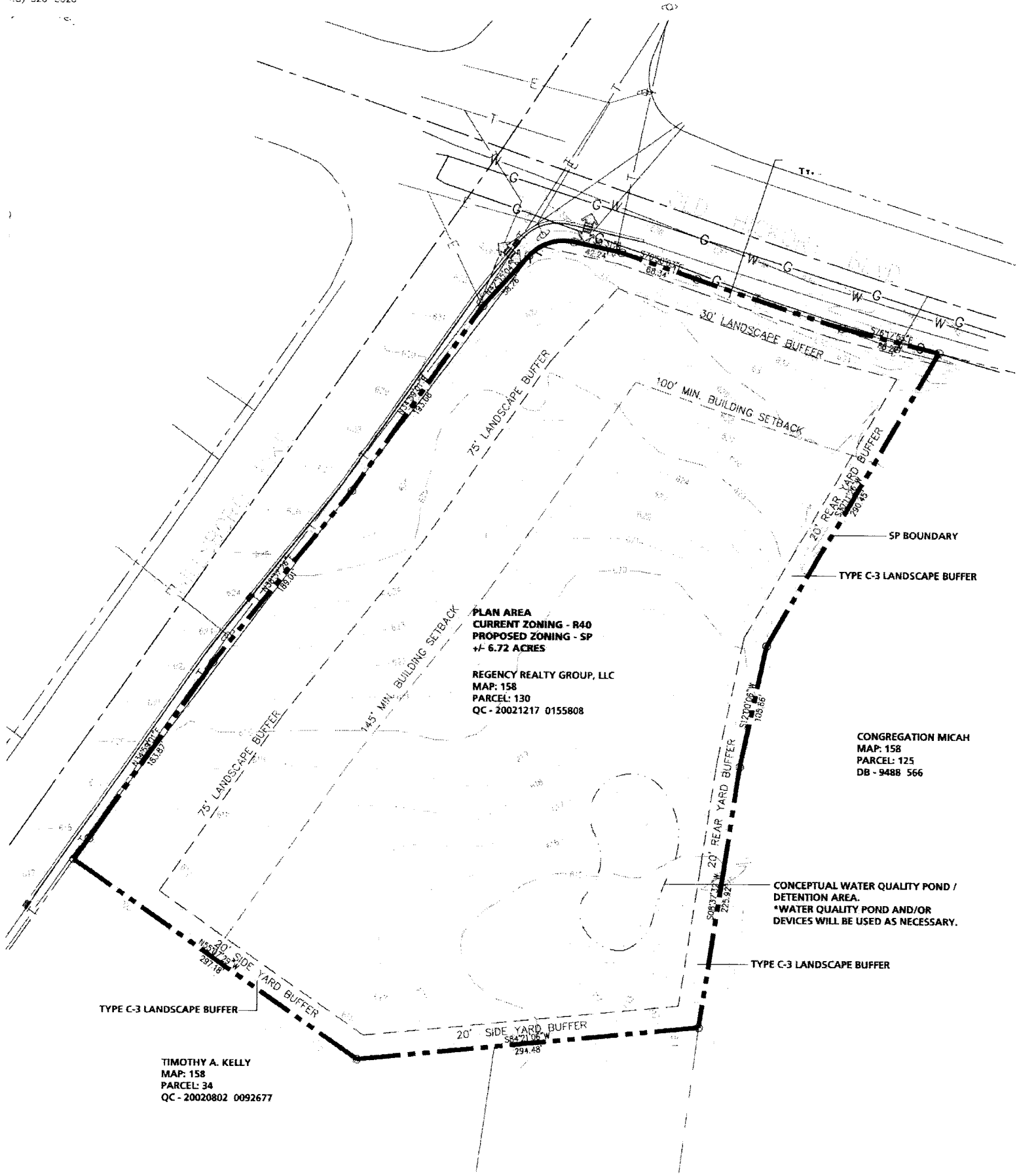
Specific Plan-Mixed Non-Residential is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes office and/or commercial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

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**GREEN HILLS/MIDTOWN**  
**COMMUNITY PLAN**

**Existing Policy**  
Residential Low (RL)

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



**PLAN AREA**  
**CURRENT ZONING - R40**  
**PROPOSED ZONING - SP**  
**+/- 6.72 ACRES**

**REGENCY REALTY GROUP, LLC**  
**MAP: 158**  
**PARCEL: 130**  
**QC - 20021217 0155808**

**CONGREGATION MICAH**  
**MAP: 158**  
**PARCEL: 125**  
**DB - 9488 566**

**CONCEPTUAL WATER QUALITY POND /**  
**DETENTION AREA.**  
**\*WATER QUALITY POND AND/OR**  
**DEVICES WILL BE USED AS NECESSARY.**

**TIMOTHY A. KELLY**  
**MAP: 158**  
**PARCEL: 34**  
**QC - 20020802 0092677**

TYPE C-3 LANDSCAPE BUFFER

TYPE C-3 LANDSCAPE BUFFER

SP BOUNDARY

TYPE C-3 LANDSCAPE BUFFER

100' MIN. BUILDING SETBACK

145' MIN. BUILDING SETBACK

75' LANDSCAPE BUFFER

30' LANDSCAPE BUFFER

20' REAR YARD BUFFER

75' LANDSCAPE BUFFER

30' SIDE YARD BUFFER

20' SIDE YARD BUFFER

20' REAR YARD BUFFER





## Metro Planning Commission Meeting of 1/08/2009

### Special Policy Area 3

Special Policy Area 3 encompasses the Hillsboro Pike corridor from Harding Place south to the Davidson/Williamson County boundary. This special policy states:

1. The quasi-rural estate character of the Hillsboro Pike corridor south of Harding Place should be preserved, including the stately homes with generous setbacks, the view sheds to the surrounding hillsides; and the abundant trees, landscaping and other natural features.
2. As part of the character, any reconstruction of Hillsboro Pike should be context-sensitive and help define, reinforce and embellish the corridor's quasi-rural estate character.

The intent of that policy is to maintain the quasi-rural character of the corridor characterized by generous setbacks, viewsheds, and abundant trees, landscaping and other natural features. There are no amendments proposed for Special Policy Area 3.

### Proposed Policy

T3 Suburban Neighborhood Center  
(T3 NC)

T3 Suburban Neighborhood Center policy is intended to enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods, as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, infrastructure and transportation networks are provided to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Neighborhood Centers are pedestrian-friendly areas that are generally located at prominent intersections, and contain commercial, mixed-use, civic and public benefit uses. They serve neighborhoods within a 5-minute drive (about 2 miles). Buildings are 1-3 stories and regularly placed; landscaping is formal; setbacks are shallow with limited to no parking between buildings and streets; and first-floor individual tenant floorspace is up to 10,000 sq. ft. (i.e. larger tenants are in multiple stories rather than spread out over the site.)

### Consistent with Policy?

No. The proposed commercial development is not consistent with the existing RL policy. If the proposed



## Metro Planning Commission Meeting of 1/08/2009

T3-NC policy is adopted for this property with the limitations identified below to comply with Special Policy Area 3, then this proposed development would comply with the new land use policy.

Limitations to be included with the T3-NC policy for this property:

- A generous, landscaped, setback along Hillsboro Pike, rather than the normal setback for T3-NC, which is: "setback shallow with limited to no parking between buildings and streets" in T3 NC policy;
- Building heights of 1-2 stories, rather than 1-3;
- Accommodating individual tenants larger than 10,000 sq. ft. (i.e. neighborhood scale pharmacies and grocery stores) on the first floor, rather than multiple floors;
- Generous but more informal, rather than formal landscaping; and,
- A limitation on the overall intensity of development below what T3 NC may otherwise support (0.20 floor-to-area ratio suggested).

### PLAN DETAILS

Hillsboro Park SP did not include a detailed site layout but did include a set of bulk standards that will guide potential development. The proposed bulk standards meet the alternative suggested limitations noted for the T3 NC policy in order to comply with Special Policy Area 3. In addition, an illustrative plan that shows one way the site could develop is included. The plan calls for up to 50,000 square feet of retail, commercial and/or office uses. The floor area ratio will be a maximum of 0.17 with a maximum impervious surface ratio of 0.50. Buildings will be a maximum of two stories with a parapet wall.

### Setbacks and Landscape Buffers

In order to comply with the alternative suggested limitation for this development to address Special Policy 3, there is a building setback of 145 feet from the property line along Hillsboro Pike with a 75 foot wide landscape buffer proposed. There is a 100 foot building setback from the property line along Old Hickory Blvd with a 30 foot wide landscape buffer. As this portion of Old Hickory Boulevard is a scenic arterial, there is also a 10 foot wide scenic landscape easement along the property edge. A 20 foot wide landscape buffer is also



## Metro Planning Commission Meeting of 1/08/2009

proposed along the eastern and southern edges of the site.

### Parking and Access

There are two rows of parking proposed along Old Hickory Boulevard and Hillsboro Pike. All other parking will be accommodated to the rear or sides of the buildings.

Vehicular access to the site will be limited and locations will be determined through a traffic impact study. In order to assist pedestrian access from the large church to the west, sidewalks and pedestrian crossing markings may be required at the corner of Hillsboro Pike and Old Hickory Boulevard. Details will be determined at final site plan. A potential cross access easement connecting this property with the property to the east is shown on the conceptual plan.

### Building Orientation and Size

Buildings and their primary entrances are to be oriented towards Old Hickory Boulevard or Hillsboro Pike. A primary entrance may be oriented towards an internal drive if it is determined by staff to enhance the overall design of the center.

Any building over 10,000 square feet in size will include architectural details to reduce the appearance of the building mass in order to meet the character of the T3 NC policy. Such details may include piers and columns, recessed and projecting bays or other elements, subject to the approval of staff.

### Signs

To meet the requirements of the proposed T3 NC policy and protect the quasi-rural character of Hillsboro Pike, the signage permitted for this SP includes building signs and freestanding ground signs.

Building signs are attached directly to, or supported by brackets attached directly to a principal building. One building sign per business will be permitted but the building at the corner of Hillsboro and Old Hickory may have a sign on both frontages. Signs can be up to 5% of the façade square footage for the first floor, (the first floor is a maximum height of 14 feet for purposes of determining signage) or 50 square feet, whichever is smaller.



## Metro Planning Commission Meeting of 1/08/2009

Freestanding ground signs are supported by structures or supports that are anchored in the ground and that are independent of any building or other structure and are a maximum six feet in height. There is a limit of two ground signs for this project, one per frontage and each a maximum of 28 square feet in size.

Signs are to be externally lit with steady, stationary, down-directed, and completely shielded light sources or may be internally illuminated or back-lit with a diffused or shielded light source. Sign backgrounds must be opaque, only letters and logos may be illuminated. Freestanding ground signs may be lit from a ground lighting source.

All signs must be constructed using high-quality durable materials such as metal, stone, brick, and hardwood, and shall complement materials and features of buildings on the same property. The design and alignment of signs on multiple use buildings shall compliment each other such that visual unity effect is achieved. Any phase of development that will include multiple stories and/or tenants shall submit an overall sign program with the final site plan.

### Native American Graves

This site is believed to contain Native American graves. The applicant has been in contact with the State Archaeologist and it is the applicant's intent to obtain permission to relocate any graves found, if necessary to a portion of the site that is to be left in open space. Pursuant to Tennessee Code 46-8-103 and 11-6-116, the location of graves needs to be identified. A note is included on the preliminary plan that the cemetery/grave sites will be identified on the final site plan with a 10 foot buffer. If the final site plan is phased, the locations will be shown on the final site plan submitted for the first phase of the development, and for any subsequent phases.

### Location of Water Quality Pond/ Detention Area

The conceptual water quality pond/detention area is located on a portion of the site that has mature trees. The applicant has indicated that this is a low point on the site and the open areas of the property are the most likely locations of the grave sites. If it is determined during the final site planning process that there is an



## Metro Planning Commission Meeting of 1/08/2009

### Neighboring Cities

alternative location for the water quality pond that will avoid the removal of trees, the pond will be relocated.

As this property is less than 300 feet from the county line, the City of Brentwood has expressed concerns with the proposed development and has requested that the Planning Commission disapprove the requested zone change. The City's concerns relate to site access, drainage, proposed land use, sewer capacity and Native American grave sites. The City believes that the proposed plan is out of character with the area and could pose negative impacts on through traffic and downstream properties.

This property is also adjacent to the City of Forest Hills to the north. City representatives have followed the requested zone change and Plan amendment and have voiced their opposition of this rezoning to staff.

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### STORMWATER RECOMMENDATION

Preliminary SP approved

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### WATER SERVICES RECOMMENDATION

*Note: There is a TDEC moratorium that limits new capacity and flow increases into affected sewer systems that serve the Little Harpeth River drainage basin.*

This property will be served by Metro Water Services. TDEC has granted approval of the proposed development in the moratorium area.

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### FIRE MARSHAL RECOMMENDATION

Conditional Approval

- Approved based on no construction being done this application. Plat to state "Fire hydrant flow data will be provided to the Fire Prevention's Office when a building permit is applied for".

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### NES RECOMMENDATION

No Issues

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### PUBLIC WORKS RECOMMENDATION

The submitted specific plan is insufficient to provide detailed engineering comments. The developer's construction drawings shall comply with the design regulations established by the Department of Public Works. All Public Works' design standards shall be met prior to any final approvals and permit issuance.



## Metro Planning Commission Meeting of 1/08/2009

Final design may vary based on field conditions.

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

1. Provide a Westbound left turn lane with 100 ft of storage and taper to AASHTO requirements on Old Hickory Blvd at the project driveway.
2. All driveways shall be constructed with 2 exiting lanes and 1 entering lane.
3. Provide adequate sight distance at driveways per AASHTO standards.

In addition, the following conditions shall be required:

1. Construct an eastbound right turn deceleration lane on Old Hickory Boulevard at project driveway with deceleration storage and transitions per AASHTO/MUTCD standards.
2. Construct a northbound right turn lane on Hillsboro Rd. at southernmost project driveway with deceleration storage and transitions per AASHTO/MUTCD standards.
3. Relocate project driveway on Hillsboro Rd. to southernmost property line to align with the existing driveway on the west side of Hillsboro Rd..
4. An updated TIS may be required when site plan and land uses are finalized or as directed by Metro Traffic Engineer.

### Typical Uses in Existing Zoning District: R40

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	6.72	1.14*	8	77	6	9

\*Includes 25% duplex

### Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	6.72	0.21	61,478	4950	117	455



# Metro Planning Commission Meeting of 1/08/2009

## 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
--				+4873	+111	+446

## Maximum Uses in Existing Zoning District: R40

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Detached (210)	6.72	1.14*	8	77	6	9

\*Includes 25% duplex

## Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	6.72	0.25	73,181	5544	130	510

## 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
--				+5467	+124	+501

### STAFF RECOMMENDATION

Disapproval as the proposed commercial development and required transportation improvements are not consistent with the RL policy and Special Policy Area 3. If the alternative suggested T3-Community Center policy is adopted for this property with the limitations identified above to comply with Special Policy Area 3, then staff recommends approval with conditions.

### CONDITIONS (if approved)

1. The uses for this SP are limited to retail, office and commercial uses as described on the plan.
2. Building mounted signs shall be a maximum of 5% of the first floor façade or 50 square feet, which ever is smaller and shall be limited to one sign per business. The building at the corner of Hillsboro and Old Hickory may have a sign on both frontages. Up to two ground signs, one per frontage, a maximum of 28 square feet in size and six feet in height shall be permitted for the property.
3. During the final site plan process, determine if an alternative location is feasible for the water quality



## Metro Planning Commission Meeting of 1/08/2009

pond/detention area in order to minimize the need to remove mature trees.

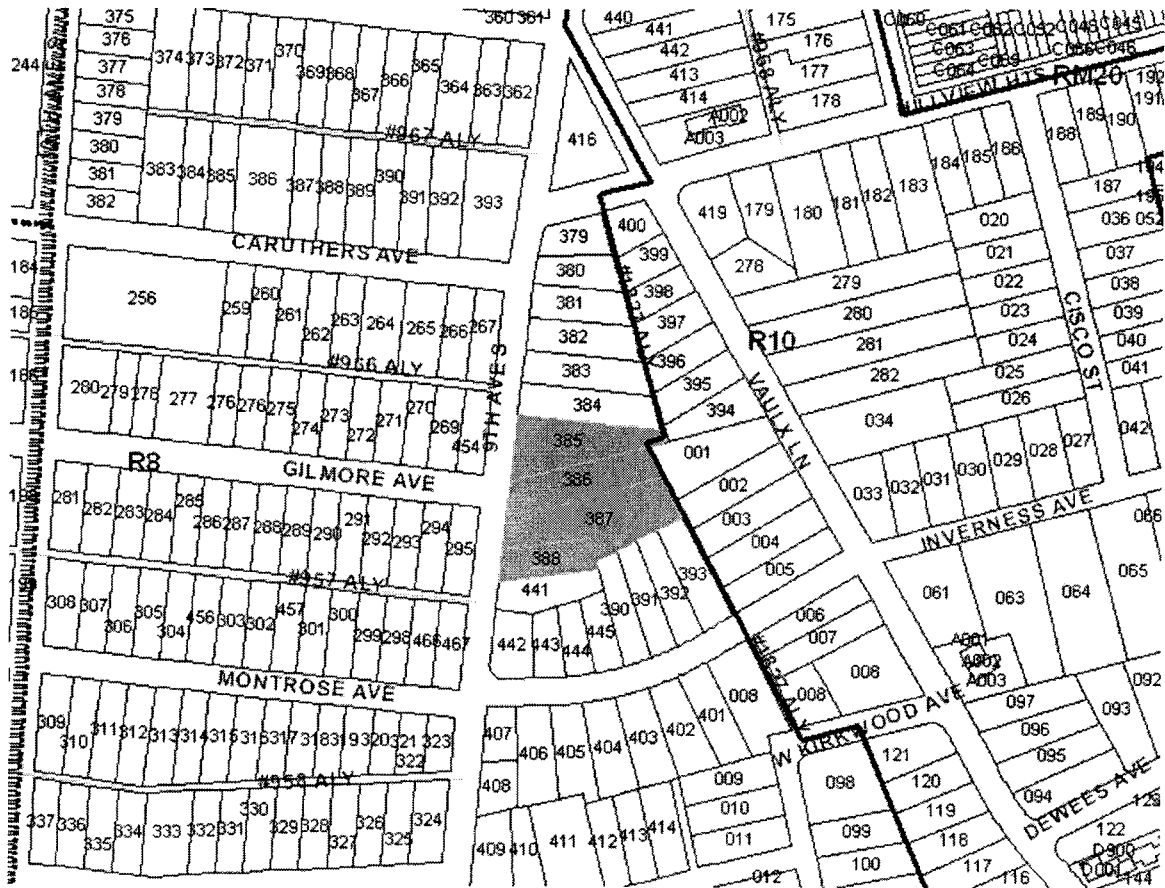
4. The requirements of the Public Works Department shall be met at the final site plan.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the CN zoning district as of the date of the applicable request or application.
6. 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.
7. 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 1/08/2009

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.



2008SP-036U-10

Cottage Cove

Map: 118-01 Parcels: 385, 386, 387, 388

Green Hills/Midtown Community Plan

Council District 17 – Sandra Moore



<b>Project No.</b>	<b>Zone Change 2008SP-036U-10</b>
<b>Project Name</b>	<b>Cottage Cove</b>
<b>Council District</b>	17 - Moore
<b>School Board District</b>	7 - Kindall
<b>Requested By</b>	Randy Morgan applicant, for Kelvin Pennington, owner
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions</i>

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

**A request to change from Single and Two-Family Residential (R8) to Specific Plan – Residential (SP-R) zoning properties located at 2412, 2414, 2500, 2502 9th Avenue South, approximately 240 feet north of Montrose Avenue (1.68 acres), to permit the development of 15 cottage units.**

**Existing Zoning**  
R8 District

R8 requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25% duplex lots. Under the R8 zoning the four existing lots could each have a duplex for a total of eight lots, and would allow for a maximum of 9 lots with 2 duplex units for a total of 11 units.

**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 only one residential building type.

**GREENHILLS/MIDTOWN**  
**COMMUNITY PLAN**

**Residential Medium (RM)**

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

**Consistent with Policy?**

Yes. The proposed plan is consistent with the area's Residential Medium policy. The density with the proposed development is nine units per acres which is the maximum density allowed under the policy.

9TH AVE. SOUTH

GILMORE AVE.

Existing pavement width (varies)  
18'-5"

edge of paving

edge of paving

shared drive

All Road Improvements Shall Meet  
The Provisions Determined by the  
S7 252 Local Road Standard.

Existing Pavement Width  
19'-6"

This Line Represents The  
New Dedicated Right of  
Way.

Proposed R.O.W.  
50'

Existing R.O.W.  
40'

This line represents extent of  
site boundary. All disturbance  
from construction shall remain  
within this boundary.

(4) Total Parking Spaces  
(2) Garage  
(2) Guest

(9) Total Parking Spaces- typ.  
(3) Garage  
(6) Guest

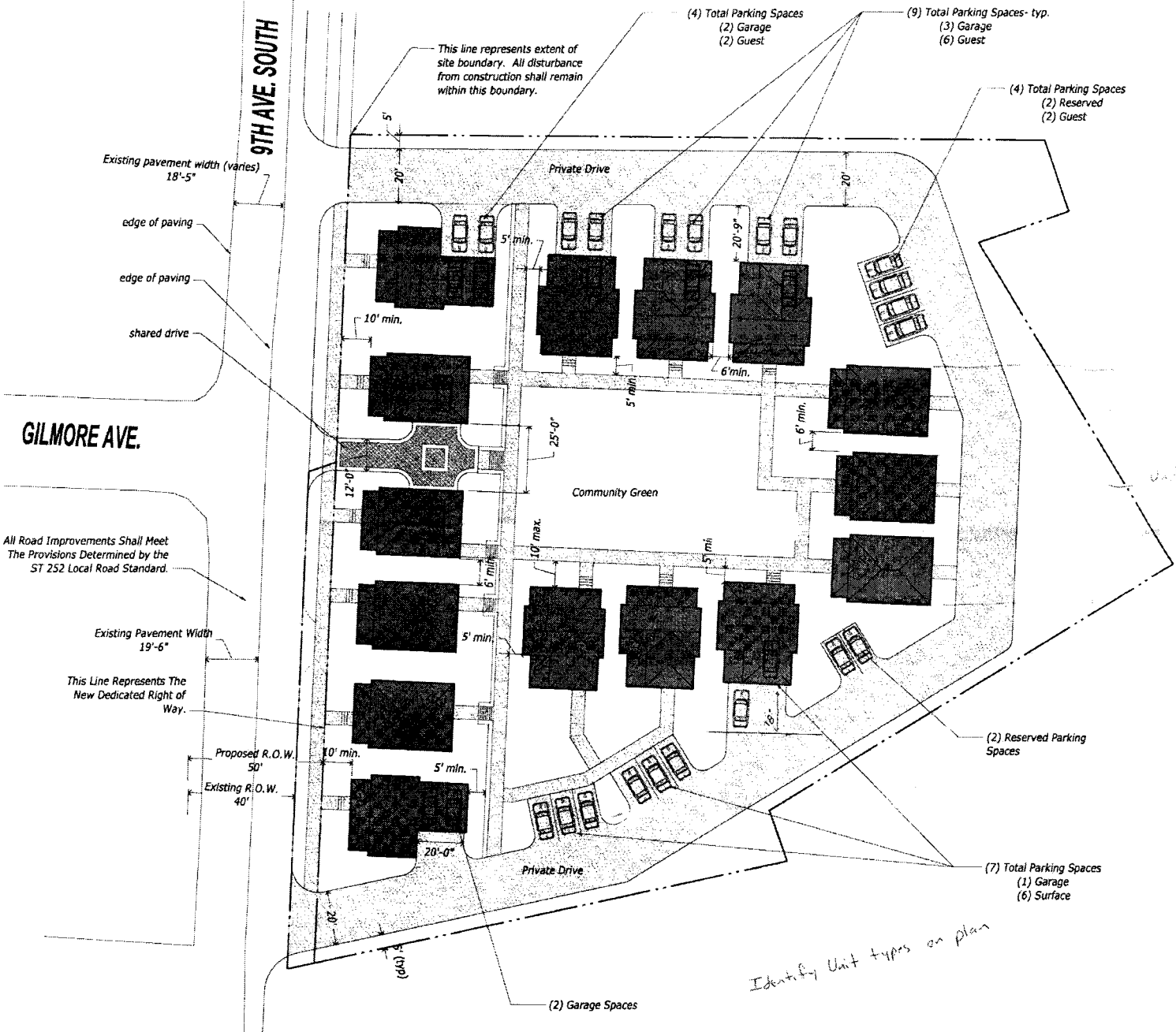
(4) Total Parking Spaces  
(2) Reserved  
(2) Guest

(2) Reserved Parking  
Spaces

(7) Total Parking Spaces  
(1) Garage  
(6) Surface

(2) Garage Spaces

Identify Unit types on plan





## Metro Planning Commission Meeting of 1/08/2009

### PLAN DETAILS

#### Site Plan

The proposed site consists of four vacant properties. The site is wooded along the rear which includes numerous large trees. The property slopes down away from 9<sup>th</sup> Avenue South. Therefore, a majority of the site is below the street.

The SP calls for 15 small "cottage like" units with an overall density of nine units per acre. Units are arranged around a central green. Six units front on 9<sup>th</sup> Avenue South and back onto the central green. The remaining units front the central green.

Vehicular access to the site is proposed from private drives. A private drive loops around the perimeter of the site at the rear of the units. Two units along 9<sup>th</sup> Avenue South will also have direct access by a single private drive which will line up with Gilmore Avenue. The single drive will serve a dual purpose providing direct pedestrian access to the central green from 9<sup>th</sup> Avenue South.

All parking is provided on site. The plan identifies a total of 35 spaces which is 2.3 spaces per unit. Some units will have garages and the remainder of the spaces will be surface parking distributed around the property adjacent to the private loop drive. There may also be an opportunity to utilize on-street parking along 9<sup>th</sup> Avenue South. Currently there is a parking restriction on 9<sup>th</sup> Avenue South, which is likely due to the narrow width of the street and right-of-way. The restriction must be removed by the Traffic and Parking Commission before on-street parking would be permitted.

Stormwater will be handled through conventional detention/retention methods, through Low Impact Development (LID) methods, or a combination of the two. Any detention/retention area will be located at the rear of the site and will not be visible from the street. If LID is used then the central green could double as a stormwater facility.

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### STORMWATER RECOMMENDATION

Preliminary SP approved

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### PUBLIC WORKS RECOMMENDATION

1. All Public Works' design standards shall be met



## Metro Planning Commission Meeting of 1/08/2009

prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans.

2. Improve 9th Avenue South along property frontage, per the Department of Public Works' standards and specifications.
3. Construct sidewalks along 9th Avenue South within the public right of way / dedicate right of way.
4. Label and dimension twelve (12') foot minimum driveway width for the proposed shared driveways along 9<sup>th</sup> Avenue South.
5. Provide documentation of passenger vehicle (P) design templates demonstrating adequate vehicular turning movements.
6. Provide plans for solid waste disposal and recycling collection. All service locations to accommodate accessibility for SU-30 design vehicle turning movement. The solid waste collection and disposal plan is to be reviewed and approved by the Department of Public Works Solid Waste Division.
7. On-street parking is currently prohibited on 9th Avenue South along a portion of the property frontage. Any proposed changes to such will require approval of the Metro Traffic and Parking Commission at the time of development.

### Typical/Maximum Uses in Existing Zoning District: R8

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	1.63	5.79	9	87	7	10

### Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	Density	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	1.63	N/A	15	144	12	16

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--			+6	+57	+5	+6



## Metro Planning Commission Meeting of 1/08/2009

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### METRO SCHOOL BOARD REPORT

**Projected student generation**

1 Elementary    1 Middle    1 High

**Schools Over/Under Capacity**

Students would attend Glendale Elementary School, Moore Middle School and Hillsboro High School. All three schools are identified as over capacity. There is additional capacity in other elementary and middle schools within the cluster. There is capacity for additional students within adjacent clusters. This information is based upon data from the school board last updated June 2008.

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### STAFF RECOMMENDATION

Approval with conditions. The request is consistent with the area's land use policy and the layout and design is appropriate for the site.

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### CONDITIONS

1. Permitted uses include multi-family and single-family residential. Home occupation is allowed as an accessory use as outlined in Section 17.16.250 of the Metro Zoning Code.
2. Improve 9th Avenue South along property frontage, per the Department of Public Works' standards and specifications.
3. Construct sidewalks along 9th Avenue South within the public right of way / dedicate right of way.
4. Label and dimension twelve (12') foot minimum driveway width for the proposed shared driveways along 9<sup>th</sup> Avenue South.
5. Provide documentation of passenger vehicle (P) design templates demonstrating adequate vehicular turning movements.
6. Provide plans for solid waste disposal and recycling collection. All service locations to accommodate accessibility for SU-30 design vehicle turning movement. The solid waste collection and disposal plan is to be reviewed and approved by the Department of Public Works Solid Waste Division.
7. For any development standards, regulations and requirements not specifically shown on the SP plan



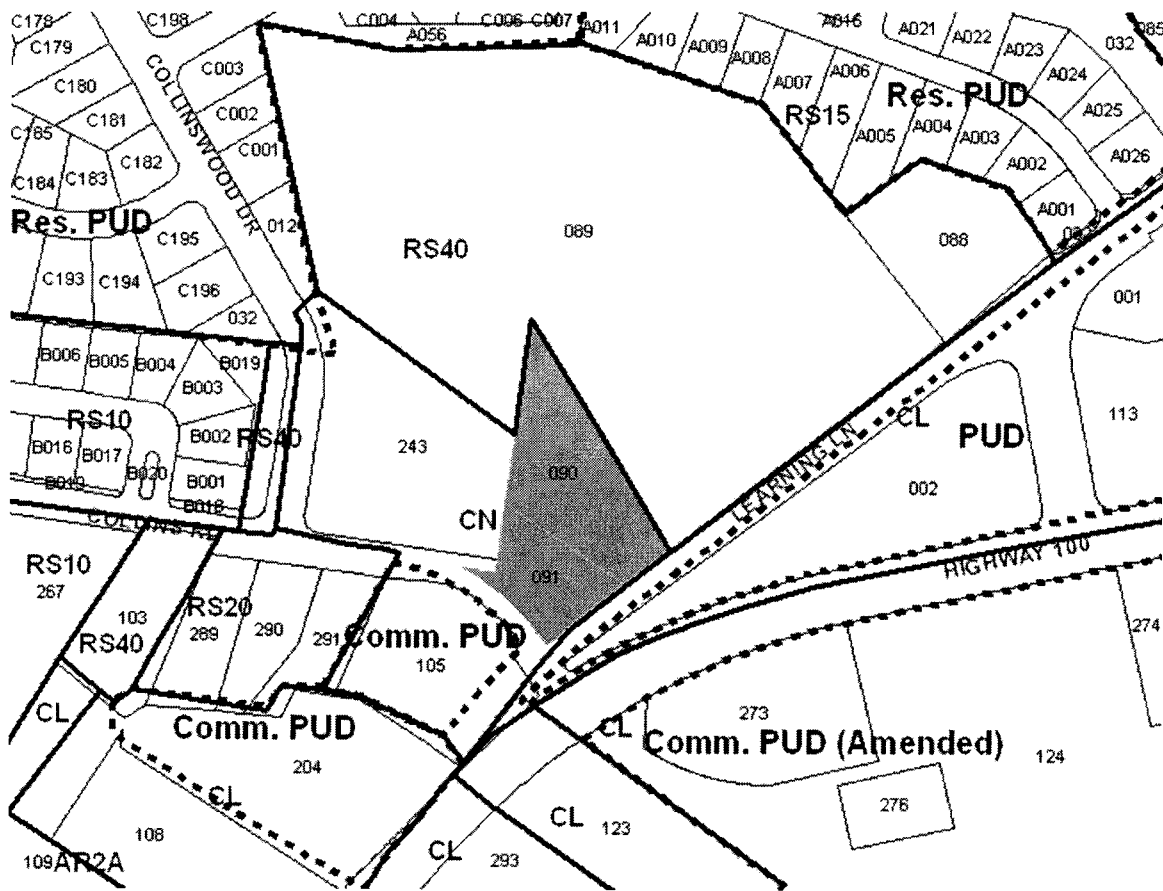
## Metro Planning Commission Meeting of 1/08/2009

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.

8. 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.
9. 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.
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.



**SEE NEXT PAGE**



**2009SP-001-001**

The Academy at Bellevue

Map: 155-00 Parcels: 090, 091

Bellevue Community Plan

Council District 35 – Bo Mitchell



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

**Zone Change 2009SP-001-001**  
**Academy at Bellevue SP**  
35 - Mitchell  
9 - Coverstone  
E. Roberts Alley & Associates, applicant, for Harold McClain et ux and Rosalee Gann, owners

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

Bernards  
*Approve with conditions*

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

**A request to change from Commercial Neighborhood (CN) to Specific Plan-Commercial (SP-C) zoning properties located at 7860 Learning Lane and 8236 Collins Road, at the northeast corner of Collins Road and Learning Lane (1.58 acres), to permit a Class IV Daycare Center for up to 175 individuals.**

**Existing Zoning**  
CN District

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

**Proposed Zoning**  
SP-C District

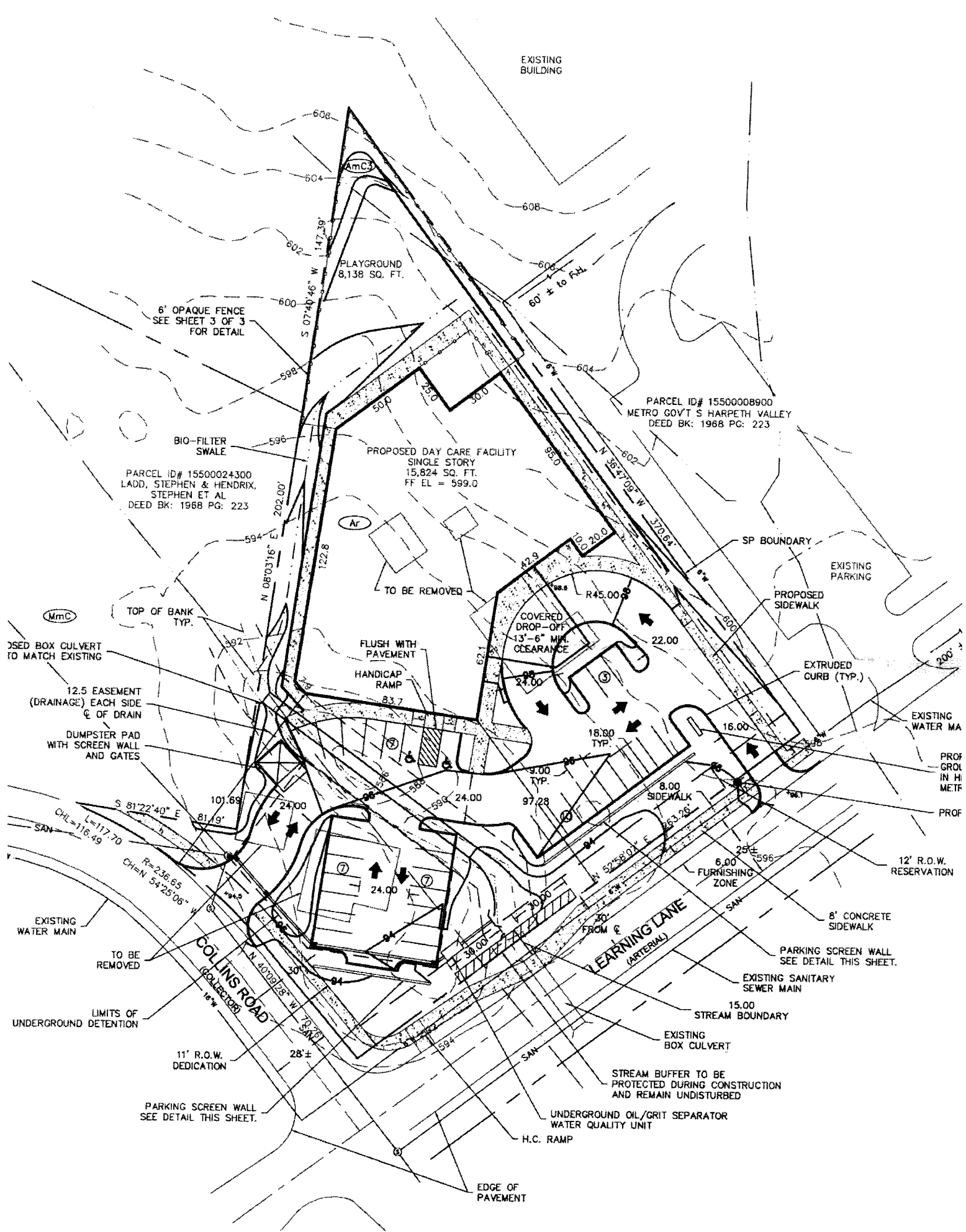
Specific Plan-Commercial is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a Class IV daycare center

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**BELLEVUE**  
**COMMUNITY PLAN**

Community Center (CC)

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



EXISTING BUILDING

AmC3  
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PARCEL ID# 15500024300  
 LADD, STEPHEN & HENDRIX,  
 STEPHEN ET AL.  
 DEED BK: 1968 PG: 223

PROPOSED DAY CARE FACILITY  
 SINGLE STORY  
 15,824 SQ. FT.  
 FF EL = 599.0

PARCEL ID# 15500008900  
 METRO GOVT S HARPEATH VALLEY  
 DEED BK: 1968 PG: 223

TOP OF BANK TYP.

USED BOX CULVERT TO MATCH EXISTING

12.5 EASEMENT (DRAINAGE) EACH SIDE OF DRAIN

DUMPSTER PAD WITH SCREEN WALL AND GATES

$S\ 81^{\circ}22'40''\ E$   
 $L=117.70$   
 $CHL=116.49$

$R=236.65$   
 $CHEN\ 54^{\circ}25'06''\ W$

EXISTING WATER MAIN

TO BE REMOVED

LIMITS OF UNDERGROUND DETENTION

11' R.O.W. DEDICATION

PARKING SCREEN WALL SEE DETAIL THIS SHEET.

COLLINS ROAD (COLLECTOR)

LEARNING LANE (ARTERIAL)

EXISTING BOX CULVERT

STREAM BUFFER TO BE PROTECTED DURING CONSTRUCTION AND REMAIN UNDISTURBED

UNDERGROUND OIL/GRIT SEPARATOR WATER QUALITY UNIT

H.C. RAMP

EDGE OF PAVEMENT

SP BOUNDARY

EXISTING PARKING

PROPOSED SIDEWALK

EXTRUDED CURB (TYP.)

EXISTING WATER MA

PROF GROL IN H METF

PROF

12' R.O.W. RESERVATION

8' CONCRETE SIDEWALK

PARKING SCREEN WALL SEE DETAIL THIS SHEET.

EXISTING SANITARY SEWER MAIN

15.00 STREAM BOUNDARY

EXISTING BOX CULVERT

STREAM BUFFER TO BE PROTECTED DURING CONSTRUCTION AND REMAIN UNDISTURBED

UNDERGROUND OIL/GRIT SEPARATOR WATER QUALITY UNIT

H.C. RAMP

EDGE OF PAVEMENT



## Metro Planning Commission Meeting of 1/08/2009

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

### Special Policy Area 5

Special Policy 5 applies to the CC area around the intersection of Highway 100 and Old Harding Pike. Within this area, no zoning district more intense than Commercial Limited (CL) shall be applied. In addition, the tree line along the stream that separates the CC area from the OT area shall be preserved.

### Consistent with Policy?

Yes. A Class IV daycare center is an appropriate use for the CC policy and the SP includes a site plan which is required under this policy. In addition, as this is a permitted use within the CL zoning district, the site design is also consistent with Special Policy Area 5.

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### PLAN DETAILS

The proposed SP use is limited to a Class IV daycare center for up to 175 individuals. The property is irregularly shaped at the corner of Collins Road and Learning Lane. The building is set back 100 feet from the Learning Lane property line with parking in front. A playground will be provided at the rear of the property. As required by the Zoning Code, the playground will be fenced and details of the proposed fencing have been provided.

### Parking and Access

As the parking is at the front of the property, screening is required. Details of landscape buffers and a knee wall have been provided.

Access to the site is from Learning Lane and Collins Road. As is required by the Zoning Code, a circular drive is provided to allow for efficient drop-off and pick-up of the children. A sidewalk is proposed on Learning Lane and Collins Road.

### Building Standards and Materials

While no elevations are provided, the plan does include bulk standards for height, setbacks, floor area and impervious surface. In addition, details of building materials to be used are provided. Landscaping details for the proposed landscape buffers along the eastern property line and fencing along the western property line have been provided.



## Metro Planning Commission Meeting of 1/08/2009

### Signs

The signage permitted for this SP includes a freestanding ground sign. A freestanding ground sign is supported by structures or supports that are anchored in the ground and that are independent of any building or other structure and are a maximum six feet in height and 28 square feet in size.

The sign is to be externally lit or lit from a ground lighting source with steady, stationary, down directed, and completely shielded light sources or may be internally illuminated or back-lit with a diffused or shielded light source. The sign background must be opaque, only letters and logos may be illuminated.

The sign must be constructed using high-quality durable materials such as metal, stone, brick, and hardwood, and shall complement materials and features of buildings on the same property. Pole signs and electronic message signs are prohibited.

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### STORMWATER RECOMMENDATIONS

Preliminary SP approved.

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### FIRE MARSHAL RECOMMENDATION

- 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.
- 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 new construction shall be protected by a fire hydrant(s) that comply with the 2006 edition of NFPA 1 table H. To see table H go to (<http://www.nashfire.org/prev/tableH51.htm>)
- 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
- All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.6 ft.
- No part of any building shall be more than 500 ft



# Metro Planning Commission Meeting of 1/08/2009

from a fire hydrant via an approved hard surface road.

## 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.
- Show and dimension right of way along Learning Lane. Label and dedicate right of way 30 feet from centerline to property boundary. Label and show reserve strip for future right of way 42 feet from centerline to property boundary, consistent with the approved major street plan (U4 - 84' ROW).
- Along Collins Road, label and dedicate right of way, 30 feet from centerline to property boundary, consistent with the approved major street / collector plan.
- Along Learning Lane, construct a six (6') foot furnishing zone and eight (8') foot sidewalk, consistent with the Strategic Plan for Sidewalks & Bikeways.
- Sidewalk to be located within right of way / dedicate right of way.
- Identify headwall location, protection, etc. as part of design.
- Construct twenty four (24') foot drive isles with ninety (90) degree angle parking.
- An access study will be required prior to Final SP.

### Typical Uses in Existing Zoning District: CN

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.58	0.066	4,542	232	11	33

### Maximum Uses in Existing Zoning District: CN

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.58	0.25	17,206	774	21	63

### Typical/Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Day Care (565)	1.58	N/A	15,824 (175 children)	790	133	123



# Metro Planning Commission Meeting of 1/08/2009

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				+16	+112	+60

## STAFF RECOMMENDATION

Approval as presented with conditions. The proposed Bellevue Academy SP is consistent with the CC policy and meets the requirements of Special Policy Area 5.

## CONDITIONS

1. The requirements of the Public Works Department shall be addressed on the final site plan.
2. Signage is limited to one ground sign that is a maximum of 28 square feet in size and six feet in height shall be permitted for the property. Pole signs and electronic message signs are prohibited.
3. 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 CL zoning district as of the date of the applicable request or application.
4. 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.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its





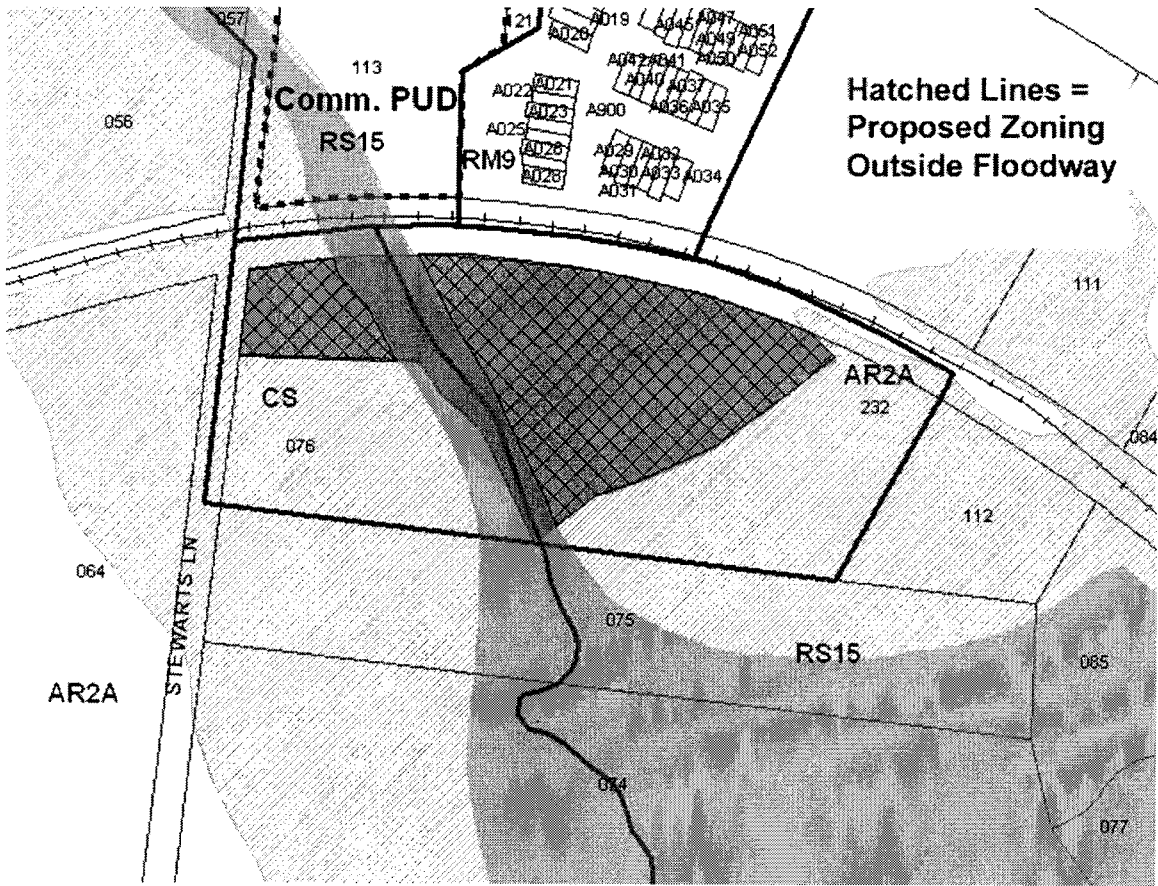
## Metro Planning Commission Meeting of 1/08/2009

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**

# **ZONING MAP AMENDMENTS**



**2008Z-094U-03**

Map: 069-00 Parcel: part of 232

Bordeaux/Whites Creek Community Plan

Council District 1 – Lonell R. Matthews, Jr.



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

**Zone Change 2008Z-094U-03**  
1 - Matthews  
1 - Gentry  
James and Norma Holland, owner

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

Sexton  
*Approve with condition*

**APPLICANT REQUEST**

**A request to rezone from Agricultural/Residential (AR2a) and Commercial Service (CS) to Industrial Warehousing/Distribution (IWD) zoning a portion of property located at 4032 Stewarts Lane, approximately 1,050 feet south of Ashland City Highway (4.5 acres).**

**Existing Zoning**  
CS District

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

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.

**Proposed Zoning**  
IWD District

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

**BORDEAUX/WHITES CREEK  
COMMUNITY PLAN**

Industrial (IN)

IN areas are dominated by one or more activities that are industrial in character. Types of uses intended in IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. 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.

Natural Conservation (NCO)

NCO policy is intended for undeveloped areas with the presence of steep terrain, unstable soils, and floodway/floodplain. Low intensity community facility



# Metro Planning Commission Meeting of 1/08/2009

development and very low density residential development (not exceeding one dwelling unit per two acres) may be appropriate land uses.

### Consistent with Policy?

Yes. The proposed IWD zoning is consistent with the IN policy of the Bordeaux / Whites Creek community plan. The IN policy calls for uses such as non-hazardous manufacturing, and distribution centers. The IWD zoning is only being proposed for a portion of the property located within the IN policy area. The proposed IWD rezoning is not being requested within any portion of the NCO policy area.

### Floodway Buffer

Eatons Creek runs through the property with a 75 foot floodway buffer on each side. Staff recommends that the existing CS and AR2a zoning on the creek and floodway buffers remain to avoid any disturbance of the floodway buffer as these two zoning districts provide better and more extensive protection of the floodway than the proposed IWD district.

### PUBLIC WORKS RECOMMENDATION

TIS may be required at time of development

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

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

\*Majority of the property is currently zoned AR2a. For purposes of this table AR2a was used for the calculation.

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

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	4.5	0.170	33,323	119	10	11

#### Maximum Uses in Existing Zoning District: AR2a and CS

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

\*Majority of the property is currently zoned AR2a. For purposes of this table AR2a was used for the calculation.



## Metro Planning Commission Meeting of 1/08/2009

### Maximum Uses in Proposed Zoning District: IWD

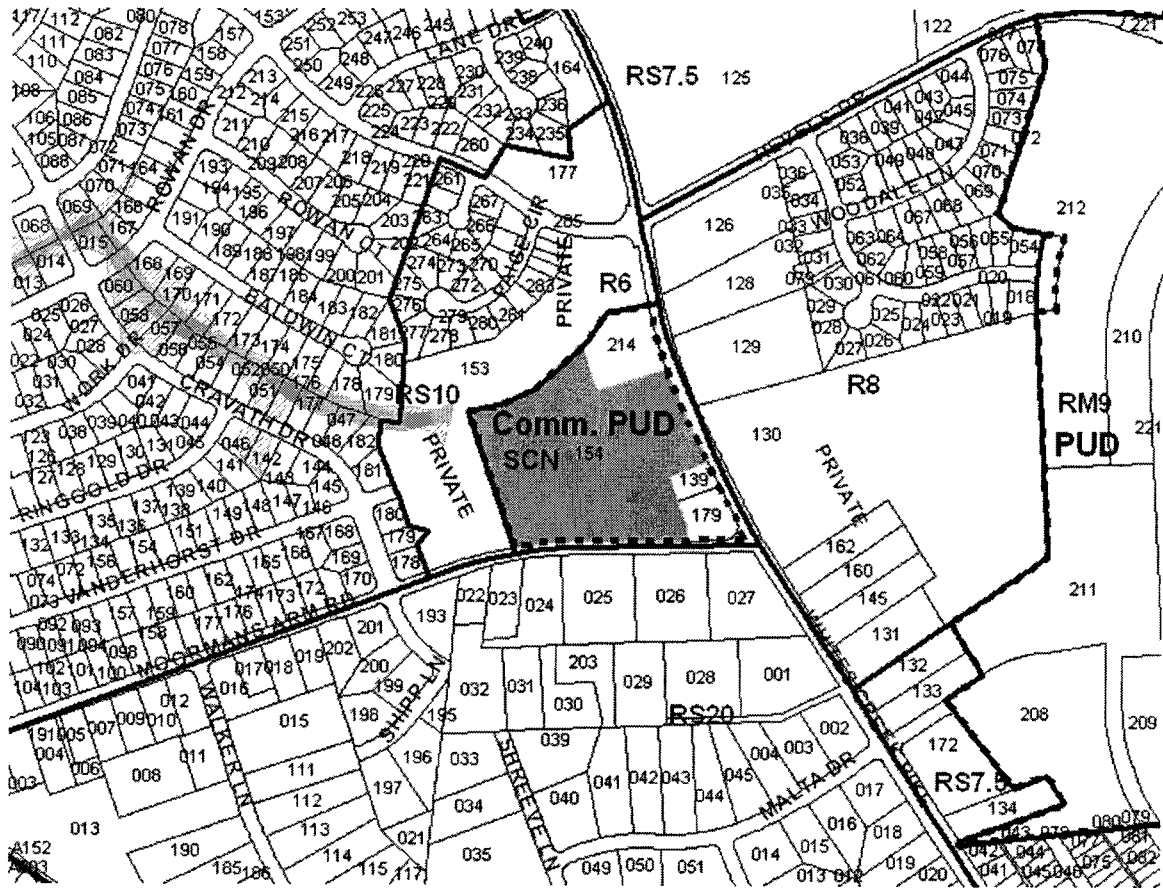
Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	4.5	0.80	156,816	559	48	51

### STAFF RECOMMENDATION

Approval of the proposed IWD zoning district, with the exception of the portion of the property containing Eatons Creek and the floodway, as the request is consistent with the IN land use policy of the Bordeaux / Whites Creek Community Plan. Staff recommends that the existing CS and AR2a zoning on the creek and floodway buffers remain to avoid any disturbance of the floodway buffer.

### CONDITION

1. The existing CS and AR2a zoning on the creek and floodway buffers shall remain to avoid any disturbance of the floodway buffer.



**2009Z-001PR-001**  
 Map: 059-00 Parcel: 154  
 Bordeaux/Whites Creek Community Plan  
 Council District 2 – Frank R. Harrison





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

**Zone Change 2009Z-001PR-001**  
PUD Amendment Proposal No. 8-65P-001  
2 - Harrison  
1 - Gentry  
M.A. Williams Properties Inc., owner

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

Jones  
*Disapprove*

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**APPLICANT REQUEST**

**A request to change from Shopping Center Neighborhood (SCN) to Commercial Service (CS) zoning property located within a Commercial Planned Unit Development at Moormans Arm Road (unnumbered), at the northwest corner of Moormans Arm Road and Whites Creek Pike (8.53 acres).**

**Existing Zoning**  
SCN District

Shopping Center Neighborhood is intended for a limited range of retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

**Proposed Zoning**  
CS District

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

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**BORDEAUX-WHITES CREEK  
COMMUNITY PLAN**

Neighborhood Commercial (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



# Metro Planning Commission Meeting of 01/08/2009

policy areas, to assure appropriate design and that the type of development conforms to the intent of the policy.

## Consistent with Policy?

No. The Commercial Service (CS) district is not consistent with the Neighborhood Center policy. The CS district does not encourage a mixture of neighborhood oriented uses that reinforce NC policy design principles. The CS district permits uses that are greater in intensity than the small scale convenience type uses supported by NC policy.

While the proposed CS district and associated PUD plan do not promote the development form or encourage uses reflective of Neighborhood Center land use policy, if the proposed PUD plan were changed to include a small-scale, neighborhood component along Whites Creek Pike in front of the self-service storage (as was previously proposed) then this type of rezoning may be appropriate. As proposed, the zoning and development form are not consistent with the Neighborhood Center policy.

## PUBLIC WORKS RECOMMENDATION

### Maximum Uses in Existing Zoning District: SCN/Commercial PUD

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Retail (814)	8.53	N/A	54,182	2356	51	152

### Maximum Uses in Proposed Zoning District: CS/Commercial PUD

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	8.53	N/A	1,170	44	6	6

### Maximum Uses in Proposed Zoning District: CS/Commercial PUD

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Mini-Storage Warehouse (151)	8.53	FAR	37,652	89	6	10

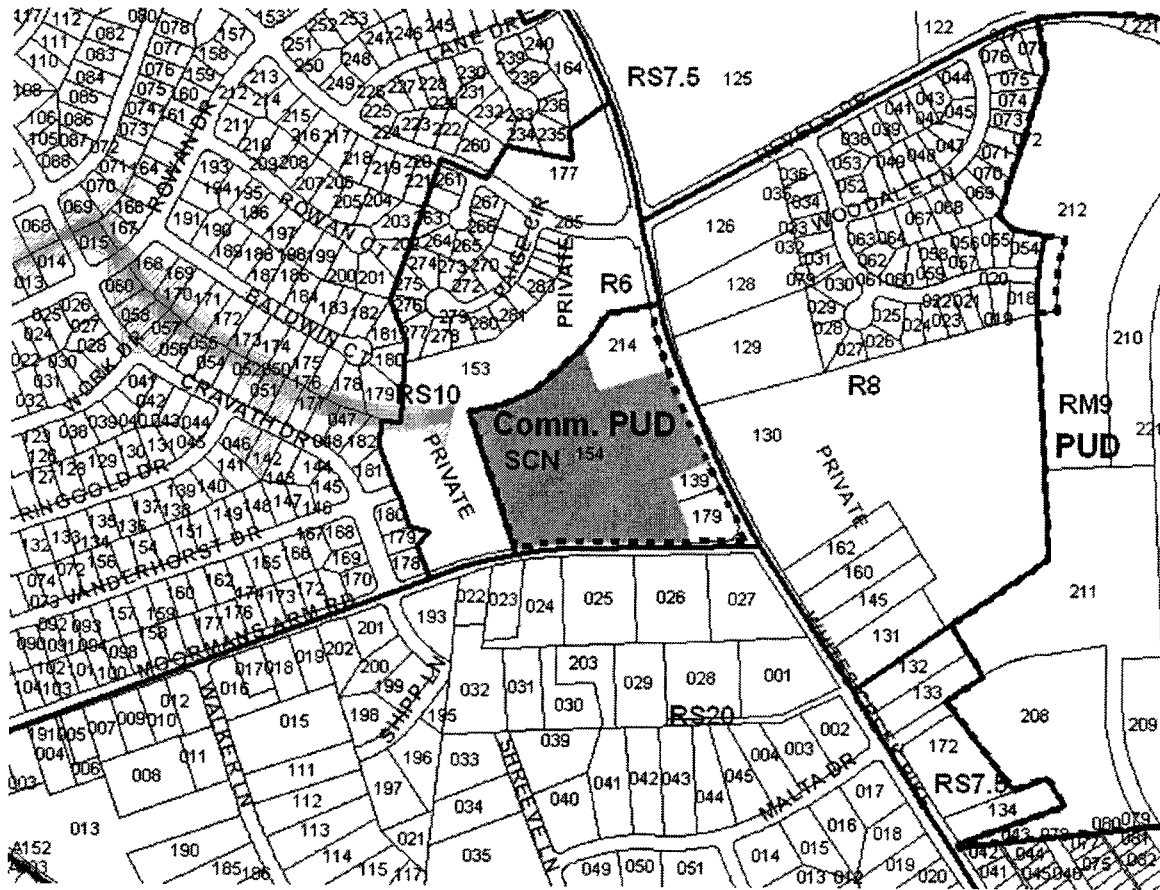
## STAFF RECOMMENDATION

Disapproval of the request to rezone 8.53 acres from Shopping Center Neighborhood (SCN) to



## Metro Planning Commission Meeting of 01/08/2009

Commercial Service (CS). The CS district, with the proposed PUD plan, is not consistent with the Neighborhood Center land use policy of the Bordeaux-Whites Creek Community Plan.



**8-65P-001**  
 Nashville Park & Mini Storage (Amendment #1)  
 Map: 059-00 Parcel: 154  
 Bordeaux/Whites Creek Community Plan  
 Council District 2 – Frank R. Harrison



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

**Planned Unit Development 8-65P-001**  
**Nashville Park & Mini Storage**  
Zone Change No. 2009Z-001PR-001  
2- Harrison  
1 - Gentry  
Arnold Consulting Engineering Services Inc., applicant,  
for M.A. Williams Properties, Inc., owners

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

Jones  
*Disapprove*

**APPLICANT REQUEST**  
**Amend Preliminary**

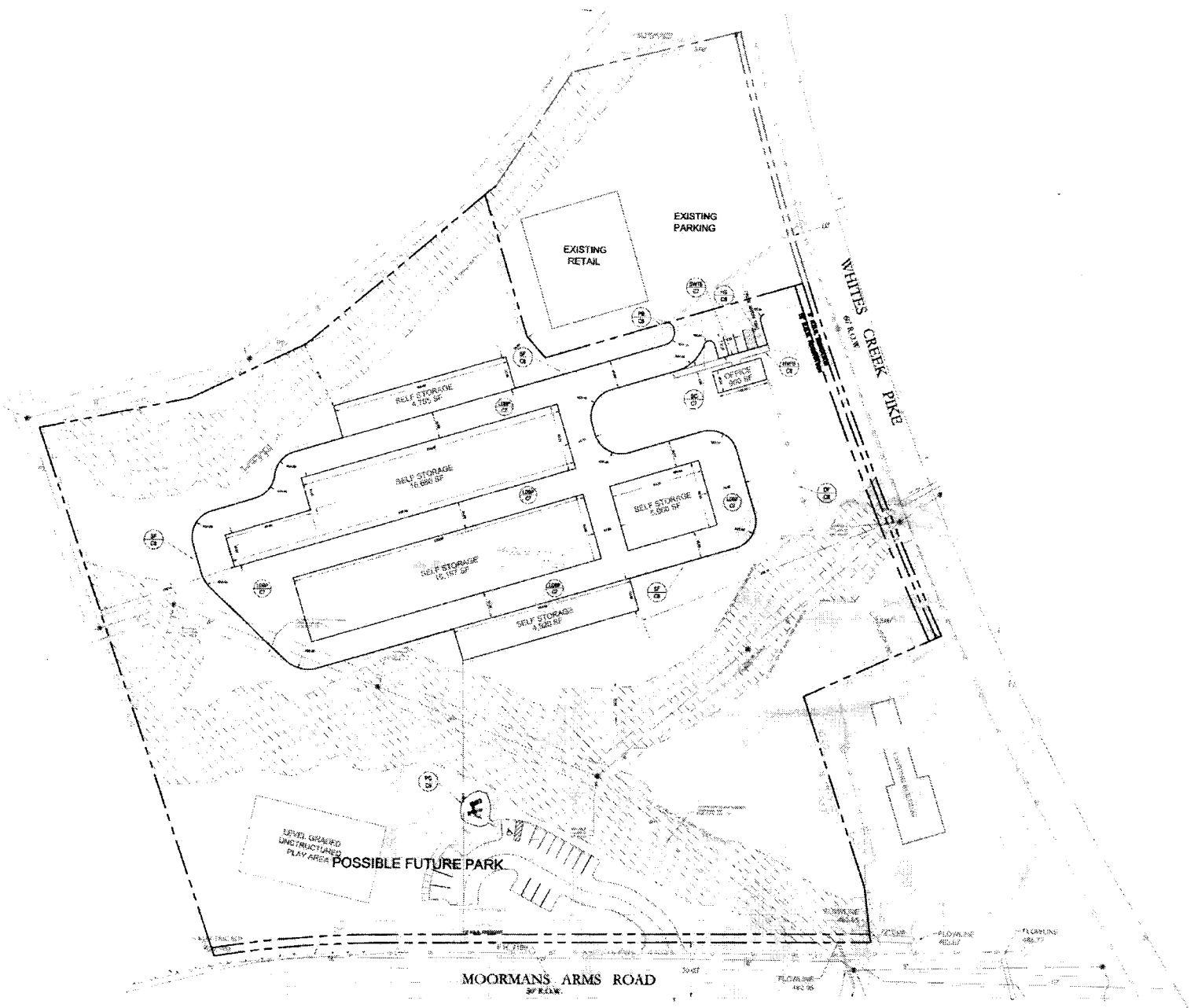
**A request to amend a portion of the Commercial Planned Unit Development located at Moormans Arm Road (unnumbered), at the northwest corner of Moormans Arm Road and Whites Creek Pike (8.53 acres), zoned Shopping Center Neighborhood (SCN) and proposed for Commercial Service (CS), to permit 900 square feet of office, and 47,572 square feet of self-storage uses.**

**PLAN DETAILS**

The plan proposes a commercial development consisting of a self storage facility, an office, and a park. The self service storage facility includes five building; two buildings consisting of roughly 16,000 square feet each and three buildings that range from 4,785 square feet to 5,000 square feet. The office component of the self storage facility will consist of 900 square feet. Also, the plan proposes a park accessible to the public. The applicant proposes dedicating the park to the Metro government. The park will contain 3.29 acres of land and include playground equipment and an area designated for parking. The site plan should be amended, as noted in the list of conditions, into two lots. The park lot should be designated as "Publicly Accessible Park and Open Space".

Access

The site is proposed to be accessible from Whites Creek Pike and Moormans Arm Road. Access to self-service storage facility will be provided by a private drive that intersects Whites Creek Pike. The park will have direct access to Moormans Arm Road by way of a public street, if the park is accepted by Metro.



MOORMANS ARMS ROAD  
30' R.O.W.

WHITES CREEK PIKE  
30' R.O.W.

LEVEL GRADED  
UNCONSTRUCTED  
PLAY AREA  
POSSIBLE FUTURE PARK

EXISTING  
RETAIL

EXISTING  
PARKING

SELF STORAGE  
4,300 SF

SELF STORAGE  
16,800 SF

SELF STORAGE  
15,177 SF

SELF STORAGE  
4,525 SF

SELF STORAGE  
5,800 SF

OFFICE  
300 SF

MOORMANS ARMS ROAD  
30' R.O.W.

PLC 04/06  
482.95

PLC 04/06  
485.47

PLC 04/06  
488.77



## Metro Planning Commission Meeting of 01/08/2009

### Landscaping

A standard landscape C buffer is required around the perimeter of the site to screen the proposed development from the adjacent residential uses. The landscape plan proposes maintaining a significant amount of existing trees on site to screen the self service storage buildings from the neighboring residential uses and the park. Several streams traverse the property and stream buffers are planned to minimize disturbance of the streams.

### Preliminary Plan

The preliminary PUD plan was approved in 1965, as a planned zoning district and was amended into a Planned Unit Development in 1967. The plan was approved for over 75,000 square feet of commercial uses, but was revised in 2006, to allow a total of 54,182 square feet. This proposed amendment would permit 50,684 square feet of self-service storage and office uses.

The proposed PUD plan and the associated zone change do not promote the form of development nor the uses encouraged by the Bordeaux-Whites Creek community plan. The community plan designates a policy of Neighborhood Center (NC) to this area. The NC policy is intended for neighborhood scale convenience type uses that are within walking distance to the surrounding residential areas. Uses that are appropriate in this area include single and multifamily residential, public benefit activities and small scale office and commercial uses. With the exception of the park and the office, which will serve the self storage facility, the site is dominated by the self storage use. Without a mixture of neighborhood scale commercial uses, the stand-alone, self-service storage facility is out of character with the area and does not live up to the intent of neighborhood scale development encouraged by the policy.

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### **PUBLIC WORKS RECOMMENDATION**

1. Widen Whites Creek Pike to provide a 3 lane cross section from the existing joint use driveway to 100 ft south of Moormans Arm Road with transitions per AASHTO/MUTCD standards. Stripe Whites Creek Pike with 100 ft of northbound and 50 ft of southbound left turn storage at Moormans Arm Road.



## Metro Planning Commission Meeting of 01/08/2009

2. Widen Moormans Arm Road to provide a 3 lane cross section from Whites Creek Pike to 100 ft west of the proposed access drive with transitions per AASHTO/MUTCD standards. Stripe Moormans Arm Road with 150 ft of dedicated left turn storage at Whites Creek Pike.
3. Rebuild existing traffic signal at Moormans Arm Road and Whites Creek Pike. Developer shall submit signal plan to Metro traffic engineer for approval. Plan shall include pedestrian signals and ADA facilities, if sidewalks are constructed at intersection.

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### **STORMWATER RECOMMENDATION**

Amendment to Preliminary PUD returned for corrections:

1. Remove incorrect FEMA Note from plans (Note 6, Sheet C1).
2. Show adequate undisturbed buffer widths. Provide 2 zone buffers or provide a drainage map indicating the basin is less than 100 acres.
3. 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).)
4. For the water quality concept, no measures were observed for the southern portion of the site. This site is required to comply with the latest stormwater regulations.

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### **WATER SERVICES RECOMMENDATION**

MWS recommends conditional approval at this time.

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### **FIRE MARSHAL RECOMMENDATION**

1. 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.





## Metro Planning Commission Meeting of 01/08/2009

2. No part of any building shall be more than 500 ft from a fire hydrant via an approved hard surface road.
3. The turning radius of a fire department access road shall be 25' inside and 50' outside.
4. All new construction shall be protected by a fire hydrant(s) that comply with the 2006 edition of NFPA 1 table H. To see table H go to (<http://www.nashfire.org/prev/tableH51.htm>)

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### STAFF RECOMMENDATION

Disapproval of the amendment to the preliminary PUD since the plan is not consistent with the Community Plan for this area, and since there are remaining details that must be addressed in terms of satisfying the Metro Stormwater requirements.

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### CONDITIONS (if approved)

1. A corrected copy of the plan shall identify a separate lot for the park and the storage facility. The site plan shall include two lots. The park lot shall be designated as "Publicly Accessible Park and Open Space".
2. If the park is accepted by Metro, the applicant will be responsible for construction of a park facility in accordance with Park Department standards and design. If the park is not accepted by Metro, the owner will be responsible for constructing and maintaining the park. The park design shall be approved by staff to ensure its intended design adequately serves the surrounding neighborhood. If Metro accepts the park, all conditions of the Parks Department shall be met prior to issuance of any certificates of occupancy within the PUD. If Metro chooses to not accept the park, all construction of the park shall be completed prior to issuance of any certificates of occupancy within the PUD.
3. A corrected copy of the preliminary PUD plan shall include a standard landscape C buffer between the adjacent R6 zoned property.
4. The applicant shall be responsible for the construction and maintenance of the park if it is not accepted by Metro. If Metro accepts the park, then

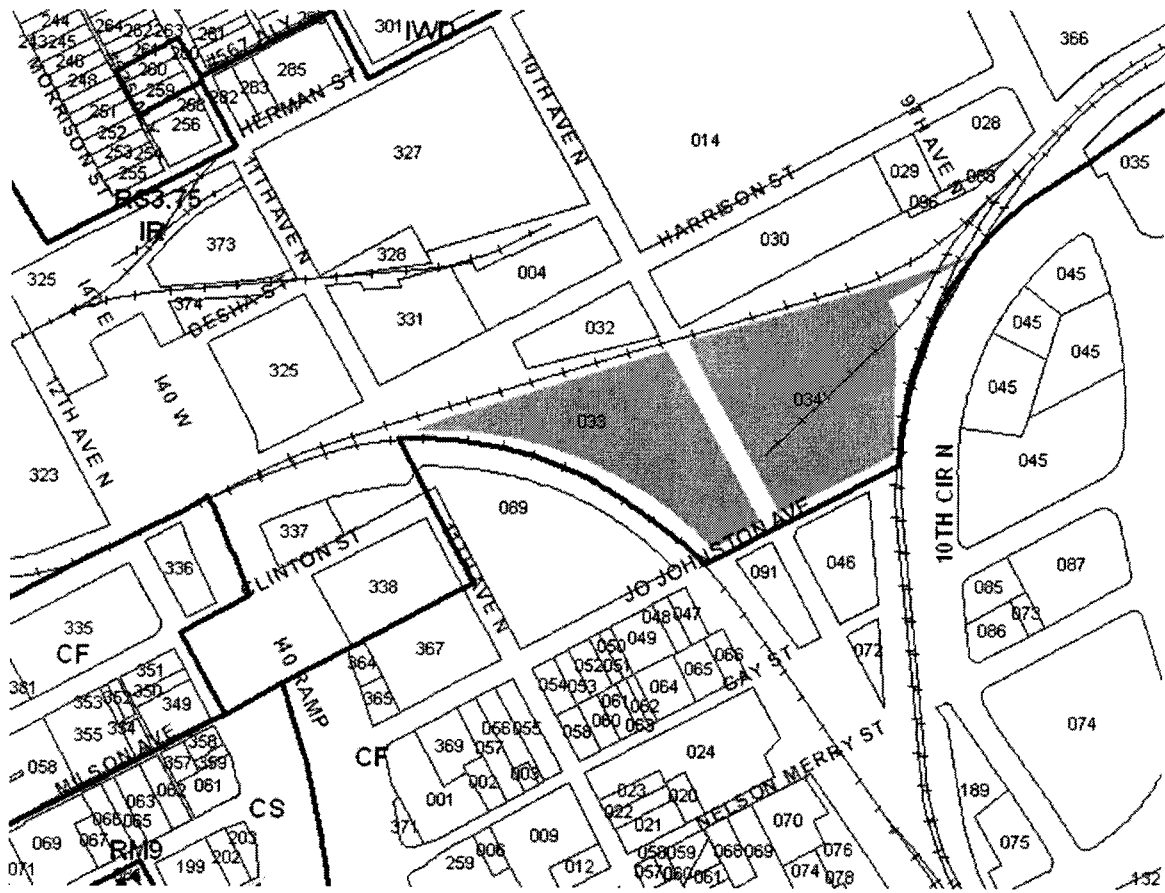


## Metro Planning Commission Meeting of 01/08/2009

the applicant shall be responsible for the construction only.

5. The preliminary PUD includes no retail uses. A corrected copy of the preliminary PUD shall include no references to retail use in the purpose note or other general notes.
6. 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.
7. 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.
8. 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.
9. 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**



**2009Z-002PR-001**  
Map: 093-01 Parcels: 033, 034  
Downtown Community Plan  
Council District 19 – Erica S. Gilmore



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

**Zone Change 2009Z-002PR-001**  
19 - Gilmore  
7 - Kindall  
Hawkins Partners Inc., applicant, for North Charlotte Avenue Holdings LLC, owner

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

Sexton  
*Approve*

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**APPLICANT REQUEST**

**A request to rezone from Industrial Restrictive (IR) to Core Frame (CF) zoning properties located at 607 and 612 10th Avenue North, on the north side of Jo Johnston Avenue (6.66 acres).**

**Existing Zoning**  
IR District

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

**Proposed Zoning**  
CF District

Core Frame is intended for a wide range of parking and commercial service support uses for the central business district.

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**DOWNTOWN  
COMMUNITY PLAN**

***Structure Policy***  
Downtown Neighborhood (DN)

DN Structure Plan category applies to those parts of Downtown where intense mixed use development that includes significant residential development is desired, although at a less intense scale than the Downtown Core

***North Gulch 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?**

Yes. The existing MxU in DN land use policy encourages mixed use development. The proposed zone



# Metro Planning Commission Meeting of 01/08/2009

change request would permit a wide range of commercial service support uses.

## PUBLIC WORKS RECOMMENDATION

TIS may be required at time of development

### Typical 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)	6.66	0.334	96,896	676	90	94

### Typical Uses in Proposed Zoning District: CF

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office Building High Rise (710)	6.66	2.578	747,902	6282	939	917

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

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	6.66	--	+651,006	+5606	+849	+823

### 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)	6.66	0.6	174,065	1199	117	92

### Maximum Uses in Proposed Zoning District: CF

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office Building High Rise ( )	6.66	5.0	1,450,548	10,461	1594	1704

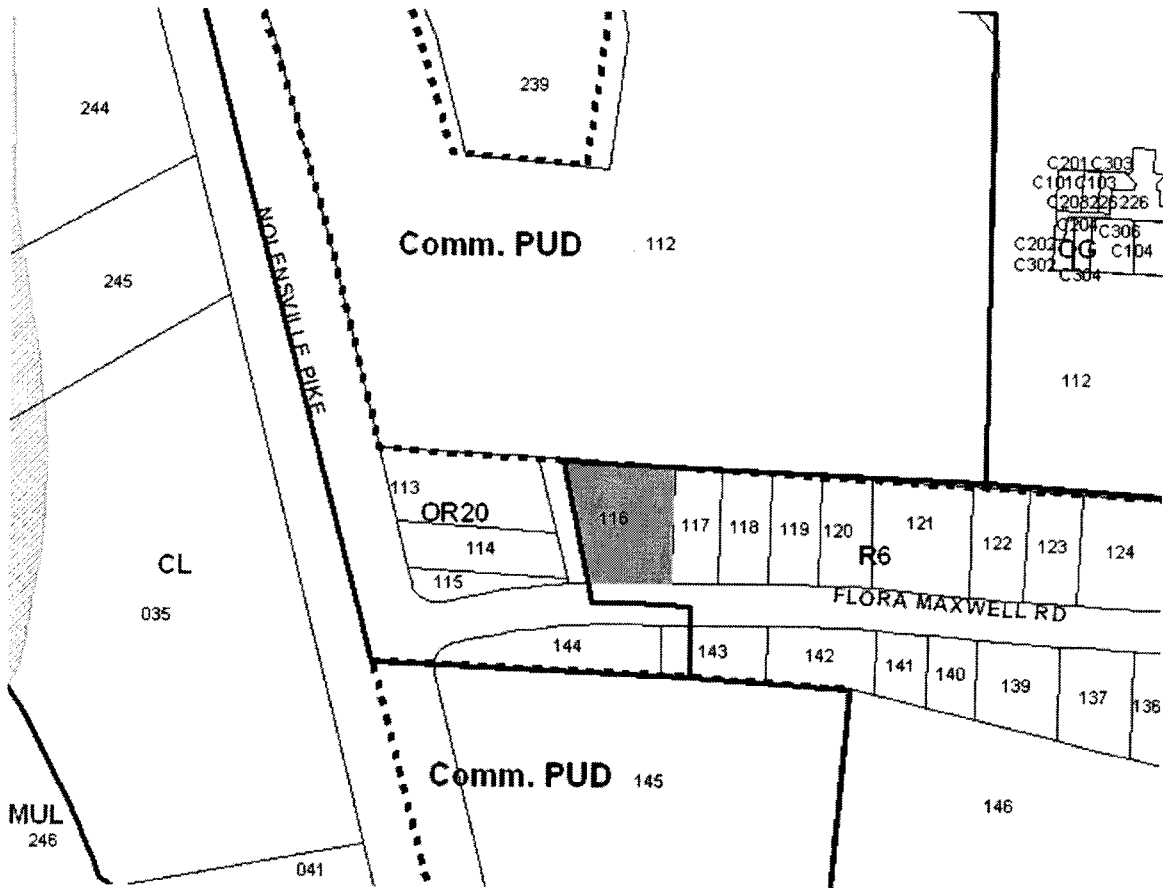
### Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--		--	+1,276,483	+9262	+1477	+1612

## STAFF RECOMMENDATION

Approval as the proposed CF zoning district is consistent with the MxU in DN land use policy of the Downtown Community Plan.

**SEE NEXT PAGE**



**2009Z-003PR-001**

Map: 147-07 Parcel: part of 116

Southeast Community Plan

Council District 30 – Jim Hodge





<b>Project No.</b>	<b>Zone Change 2009Z-003PR-001</b>
<b>Council Bill</b>	None
<b>Council District</b>	30 - Hodge
<b>School District</b>	2 - Brannon
<b>Requested by</b>	Action Security Systems, Inc., applicant, Clarence and V. Marlene Hight, owners.
<b>Staff Reviewer</b>	Jones
<b>Staff Recommendation</b>	<i>Disapprove</i>

**APPLICANT REQUEST**

**A request to rezone from One and Two-Family Residential (R6) to Office/Residential (OR20) zoning a portion of property located at 361 Flora Maxwell Road, approximately 205 feet east of Nolensville Pike (0.25 acres).**

**Existing Zoning**  
R6 District

R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25% duplex lots.

**Proposed Zoning**  
OR20 District

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

**SOUTHEAST  
COMMUNITY PLAN**

Residential Low Medium (RLM)

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

**Consistent with Policy?**

No. The proposed OR20 zoning district is not consistent with the Residential Low Medium (RLM) land use policy. The property is currently split between R6 and OR20 zoning. The 0.25 acre portion of the property zoned R6 is consistent with the RLM policy. The applicant is requesting that the OR20 district on the site be expanded from a small area of .07 acres to apply to the entire 1/3 acre property. However, extending the OR20 district into an



## Metro Planning Commission Meeting of 01/08/09

area that is predominantly single-family residential in character would be inconsistent with the RLM land use designation.

The OR20 district allows a greater intensity of uses than is supported by RLM policy. For example, the OR20 district would permit multi-family housing, office, certain institutional and educational uses, as well as certain medical office uses. The OR20 district has been applied to properties with frontage along Nolensville Pike. To permit the expansion of the OR20 district would set the stage for more intense development encroaching into the residential properties that exist along Flora Maxwell Road. The RLM community plan policy is appropriate for this area because of the conventional suburban residential style of development that presently exists.

### **PUBLIC WORKS RECOMMENDATION**

An access study may be required at development.

#### **Typical Uses in Existing Zoning District: R6**

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.25	7.71	1	10	1	2

#### **Typical Uses in Proposed Zoning District: OR20**

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office: Low Rise (710)	0.25	0.129	1,405	50	7	7

#### **Maximum Uses in Existing Zoning District: R6**

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.25	7.71	1	10	1	2

#### **Maximum Uses in Proposed Zoning District: OR20**

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Walk In Bank (911)	0.25	0.8	10,890	NA	NA	132



## Metro Planning Commission Meeting of 01/08/09

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### **METRO SCHOOL BOARD REPORT**

#### **Projected student generation**

**1 Elementary    1 Middle    1 High**

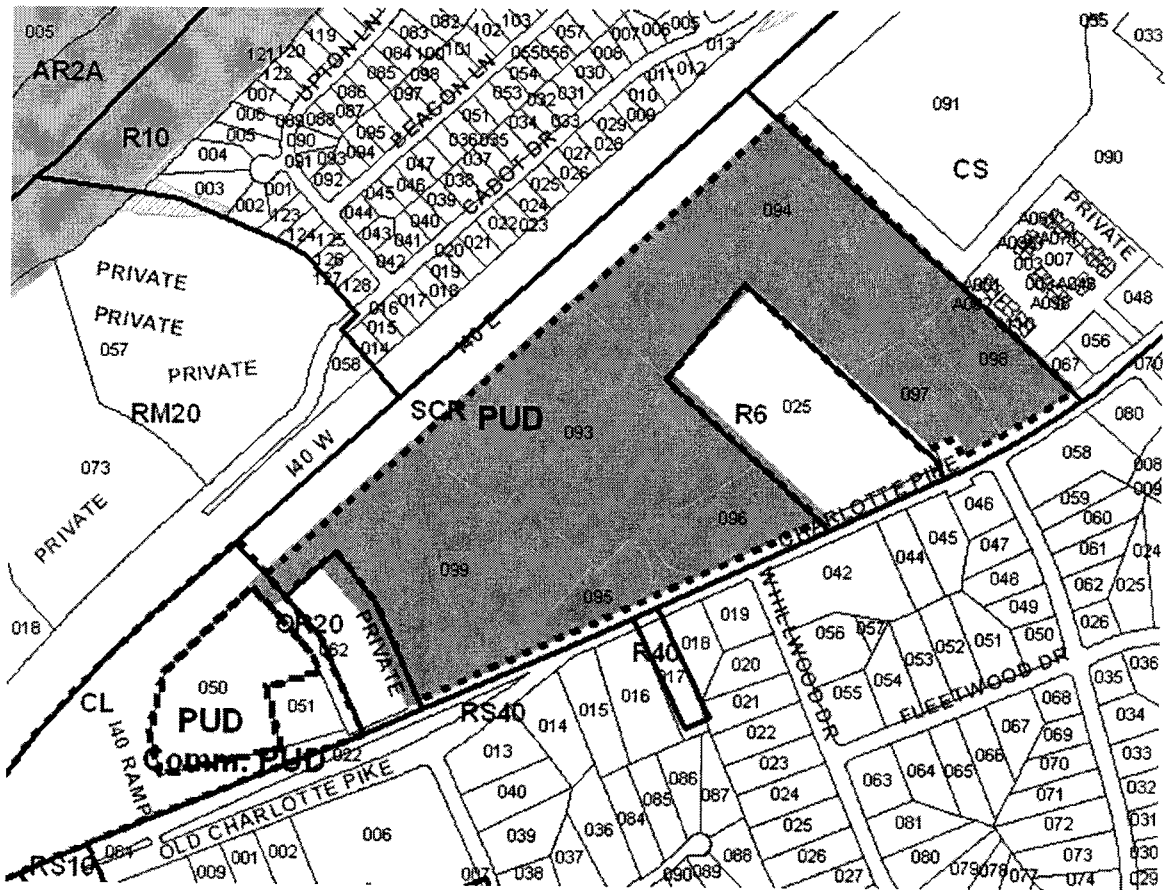
#### **Schools Over/Under Capacity**

Students would attend Haywood Elementary School, McMurray Middle School, or Overton High School. Each school has been identified as being over capacity by the Metro School Board. There is capacity within the elementary and middle school cluster. There is capacity for projected high school students within the adjacent high school. This information is based upon data from the school board last updated June 2008.

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### **STAFF RECOMMENDATION**

Disapproval of the request to rezone 0.25 acres from One and Two-Family Residential (R6) to Office Residential (OR20). The OR20 district is not consistent with the Residential Low Medium land use policy designated by the Southeast Community Plan.



**2004P-036-001**

Nashville West Shopping Center (Amendment #1)

Map: 102-00 Parcels: 093, 094, 095, 096, 097, 098, 099

West Nashville Community Plan

Council District 20 – Buddy Baker



**Project No.**

**Planned Unit Development  
2004P-036-001**

**Project Name**

**Nashville West Shopping Center (PUD  
Amendment)**

**Council District**

20 - Baker

**School District**

1 - Gentry

**Requested By**

Littlejohn Engineering Associates, applicant for  
Nashville West Shopping Center, LLC, owner

**Staff Reviewer**

Swaggart

**Staff Recommendation**

*Approve with conditions*

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**APPLICANT REQUEST**

**Amend Preliminary PUD**

**A request to amend the preliminary plan for the Nashville West Planned Unit Development located at 6702, 6704, 6708, 6734, 6806, 6814, and 6816 Charlotte Pike and Charlotte Pike (unnumbered), (53.16 acres) zoned Shopping Center Regional (SCR), to increase the overall PUD square footage from 521,921 to 527,458 square feet of retail, office, and restaurant uses and to eliminate the approved 24 multi-family units.**

**ZONING**

**SCR District**

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

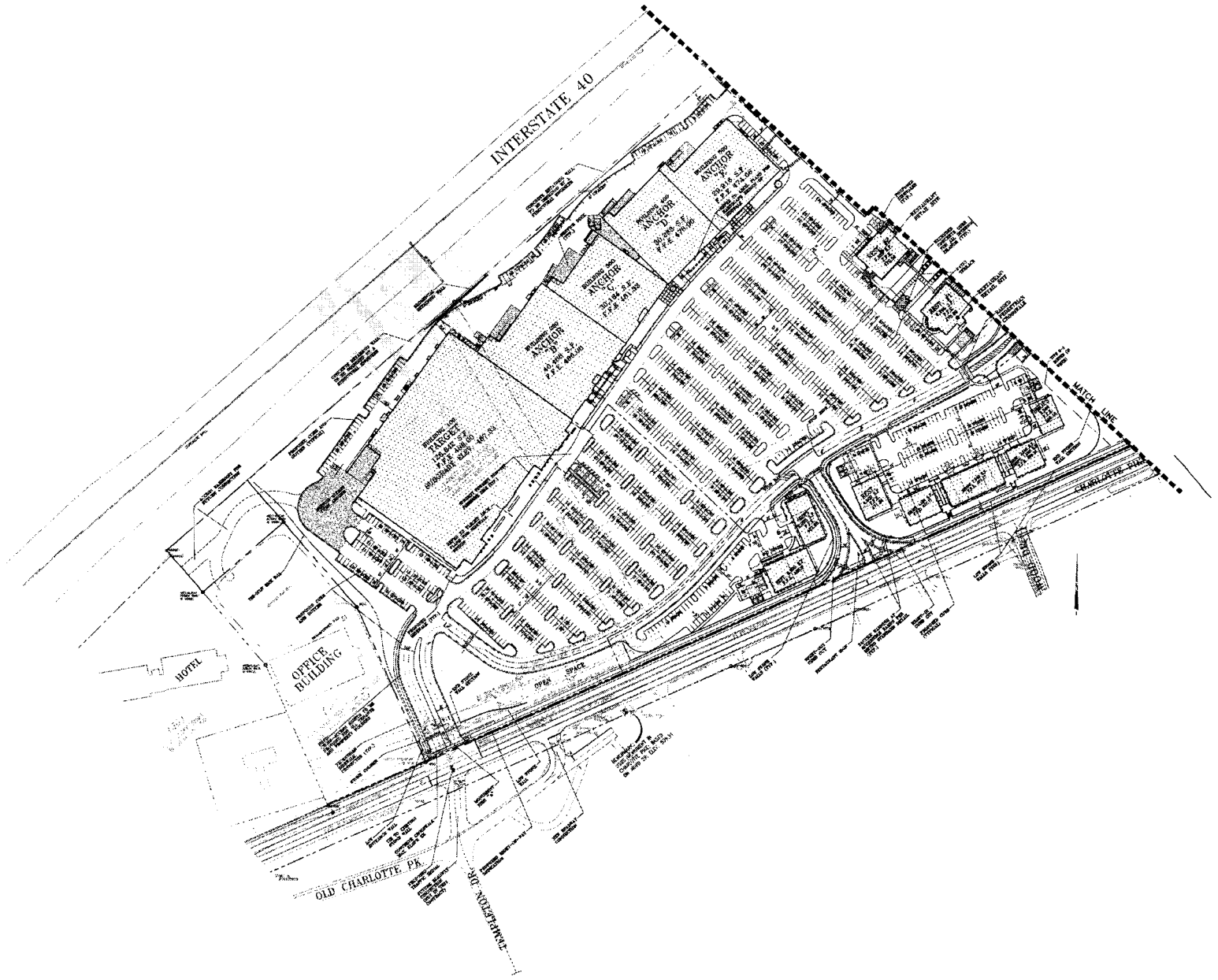
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**PLAN DETAILS**

**Site Plan**

This is a request to amend the Nashville West Planned Unit Development. The original Council approved preliminary plan was approved in 2005 for 474,484 square feet of retail, restaurant and office use and 24 residential units. The Planning Commission approved revisions in 2005, 2007 and 2008 to allow increases in the commercial floor area. This proposal exceeds the floor area last approved by the Council by more than 10%. As a result, this request requires Council approval.

The proposed plan increases the overall PUD square footage from 521,921 square feet to 527,458 square feet of retail, restaurant and office uses. The plan maintains the same access points, including three ingress/egress points on Charlotte Pike and one ingress/egress drive





## Metro Planning Commission Meeting of 01/08/09

through the neighboring properties to the east leading to Annex Avenue.

The proposed amendment does not affect the buildings already constructed along the rear of the site backing up to I-40. The changes primarily occur on the out parcels along the Charlotte Pike frontage which are designated for smaller shops and offices. The majority of the changes are minor floor area swaps between retail and restaurant uses, and an overall increase in the floor area for retail, restaurant, and office uses.

The major changes involve out parcels 97 and 98. The 24 residential units that were to be located above first-floor retail on these parcels are proposed to be removed. In addition, the buildings on these parcels have been moved to the rear of the lots away from the entrance road. On the previous plan the buildings were located along the entrance road and the parking was located behind the buildings.

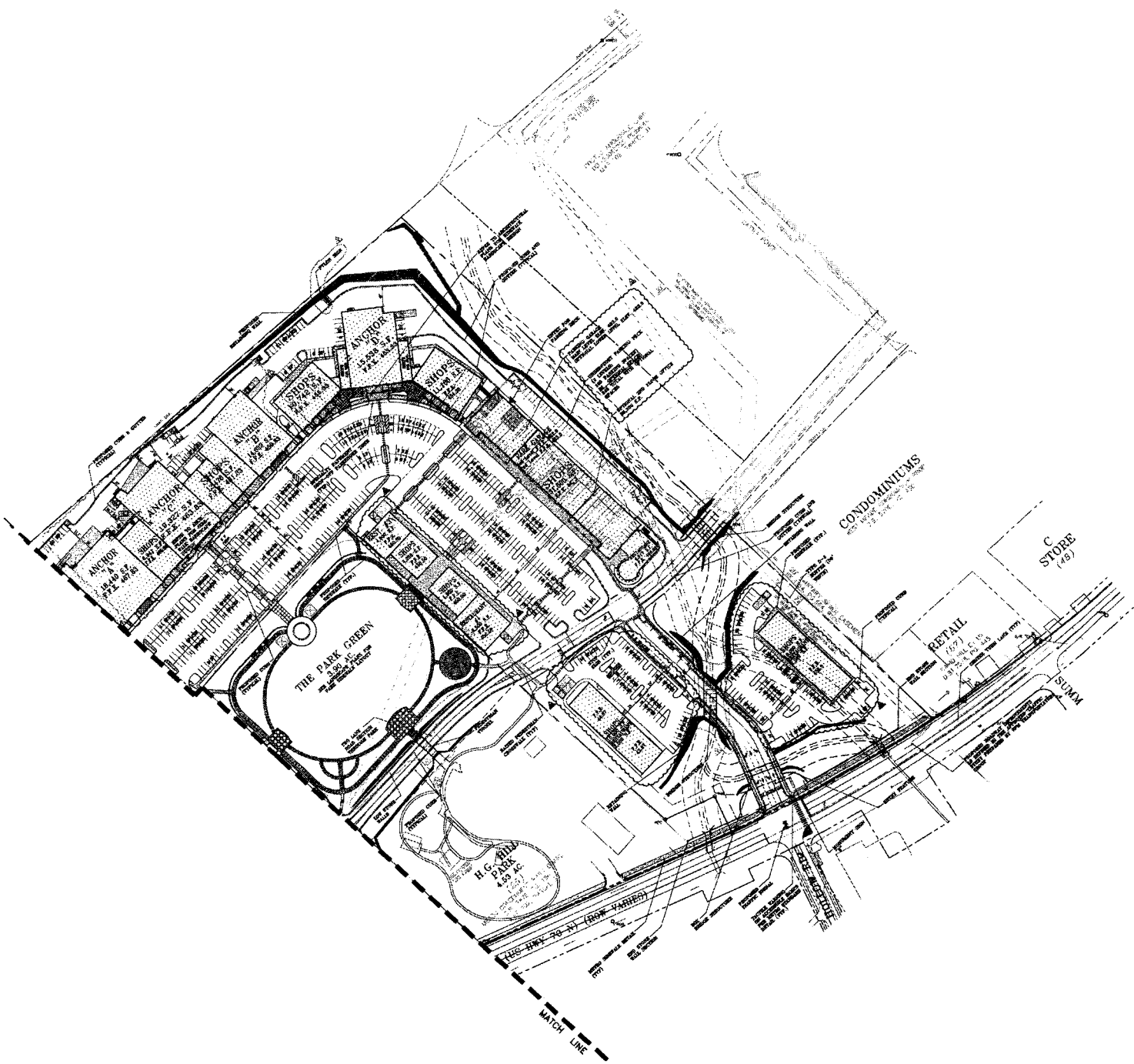
### Staff Analysis

The relocation of the buildings located on parcels 97 and 98 removes a strong design element from one of the main entrances into the development. The original plan has the buildings up to the drive which frame the drive and help create a pedestrian scaled environment. The proposed plan moves the buildings to the rear of the lots and puts parking along the drive. To retain the pedestrian scaled environment along the drive, the buildings should remain along the drive as originally approved.

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### **PUBLIC WORKS RECOMMENDATION**

1. All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.
2. Submit document with trip generation comparison of originally approved PUD







## Metro Planning Commission Meeting of 01/08/09

land uses, revised trip generation of the constructed PUD land uses, and amended land use changes.

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### **STORMWATER RECOMMENDATION**

Approved

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### **STAFF RECOMMENDATION**

Approval with conditions of the request as an alternative design option. This alternative would be in addition to the currently approved plan, thus allowing the developer to implement the additional building square footage with the original design layout if the developer chooses. This revised plan strips the original plan of the few remaining design features that characterize successful mixed-use lifestyle centers. However given the lack of interest among owners, stakeholders and decision-makers to impose generally accepted design standards for lifestyle centers when this PUD was initially approved, staff acknowledges the alternative design option will not materially change the form of the shopping center as approved in 2005.

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### **CONDITIONS**

1. The maximum development on the site shall be 527,458 square feet of retail, restaurant and office uses and (if desired) a maximum of 30 dwelling units.
2. The developer may apply the available development entitlements through either the implementation of the design concept as presented in this request or as shown on the originally approved preliminary plan.
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. The requirements of the Metro Fire Marshal's Office for emergency vehicle

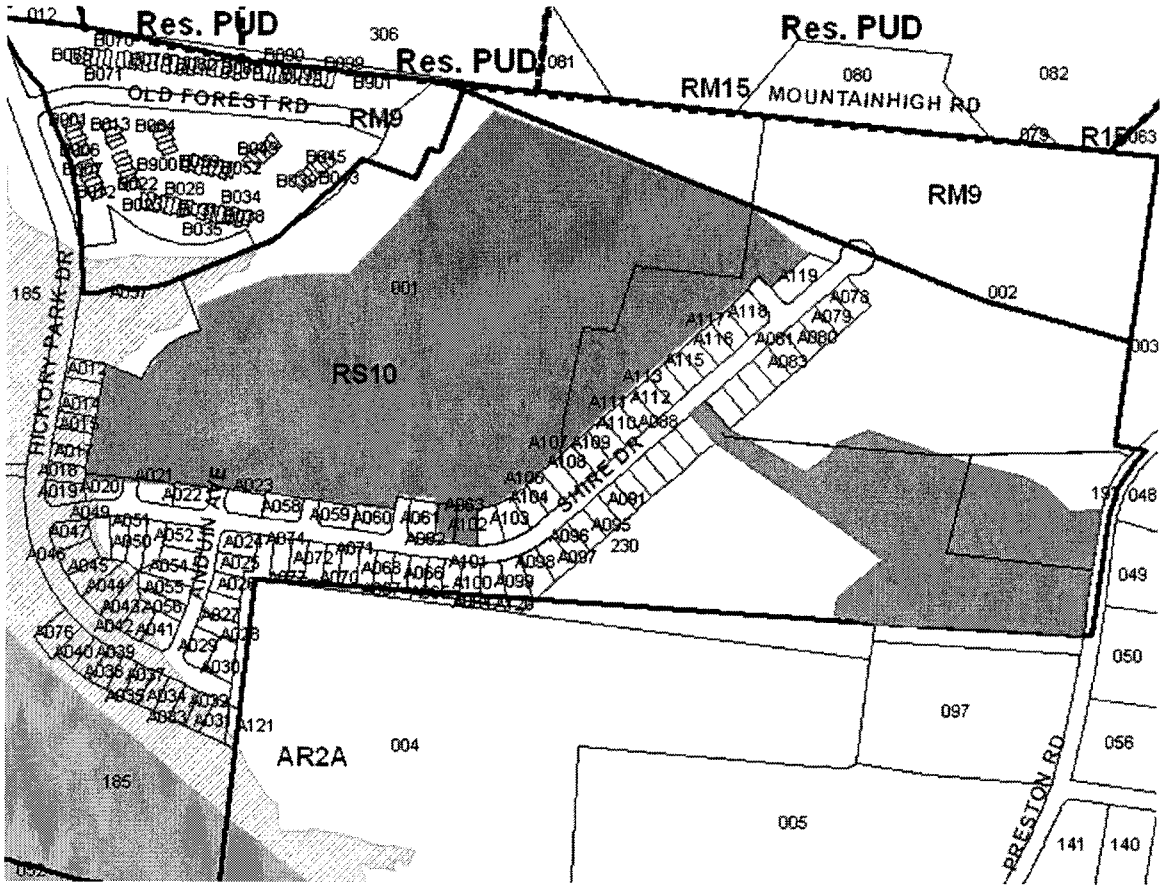


## Metro Planning Commission Meeting of 01/08/09

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

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.

# **FINAL PLAT SUBDIVISIONS**



**2009S-003-001**  
 Rivendell Woods, Revision to Preliminary  
 Map: 174-00 Parcels: part of 001, 002, 192, 230  
 Southeast Community Plan  
 Council District 32 – Sam Coleman



**Project No.**  
**Project Name**

**Subdivision 2009S-003-001**  
**Rivendell Woods (Revision to Preliminary)**

**Council District**  
**School Board District**  
**Requested By**

32 – Coleman  
2 - Brannon  
Rivendell LLC, owner, Dale and Associates, surveyor

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

Swaggart  
*Disapprove*

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**APPLICANT REQUEST**  
**Revise Preliminary Plan**

A request to revise a previously approved preliminary plat for 408 single-family cluster lots and now proposed for 243 single-family lots with different lot, open space, and public right-of-way configurations located at 765 Preston Road and Preston Road (unnumbered), on the east side of Hickory Park Drive (93.01 acres), zoned Single-Family Residential (RS10) and Multi-Family Residential (RM9).

**ZONING**  
RS10 District

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

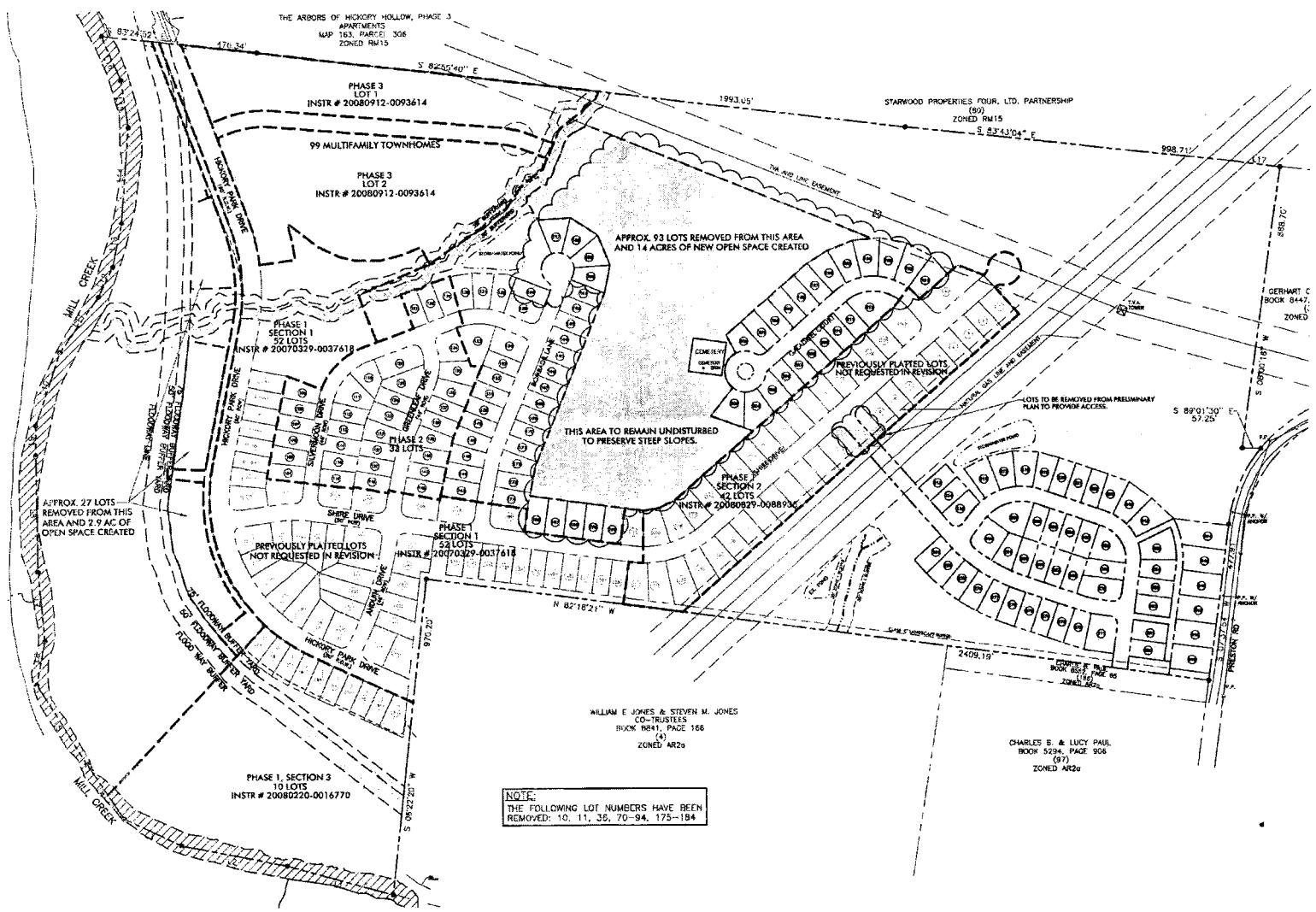
RM9 District

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

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**SUBDIVISION DETAILS**

This is a request to revise a previously approved preliminary plan for Rivendell Woods Subdivision. The subdivision was originally approved in 2003 as the Preston Road Subdivision for 408 single-family lots. The preliminary plan also included areas identified as future phases, but did not identify any lot arrangement or lot/unit count. Preliminary approval expired in 2005, but the Planning Commission re-approved the preliminary in 2006. The re-approval also required a variance from the section of the previous Subdivision Regulations that specified the effective period for preliminary plat approval (3-3.5).



THE ARBORS OF HICKORY HOLLOW, PHASE 3  
APARTMENTS  
WLP TRS. PARCELS 306  
ZONED RM15

PHASE 3  
LOT 1  
INSTR # 20080912-0093614

99 MULTIFAMILY TOWNHOMES

PHASE 3  
LOT 2  
INSTR # 20080912-0093614

PHASE 1  
SECTION 1  
32 LOTS  
INSTR # 20070329-0037618

PREVIOUSLY PLATTED LOTS  
NOT REQUESTED IN REVISION

PHASE 1, SECTION 3  
10 LOTS  
INSTR # 20080220-0016770

APPROX. 93 LOTS REMOVED FROM THIS AREA  
AND 14 ACRES OF NEW OPEN SPACE CREATED

THIS AREA TO REMAIN UNDISTURBED  
TO PRESERVE STEEP SLOPES.

PHASE 1  
SECTION 2  
42 LOTS  
INSTR # 20060829-0088706

PREVIOUSLY PLATTED LOTS  
NOT REQUESTED IN REVISION

LOTS TO BE REMOVED FROM PRELIMINARY  
PLAN TO PROVIDE ACCESS.

WILLIAM E. JONES & STEVEN M. JONES  
CO-TRUSTEES  
BOOK 1841, PAGE 166  
(4)  
ZONED AR2a

CHARLES B. & LUCY PAUL  
BOOK 5234, PAGE 906  
(97)  
ZONED AR2a

NOTE:  
THE FOLLOWING LOT NUMBERS HAVE BEEN  
REMOVED: 10, 11, 35, 70-94, 175-184



## Metro Planning Commission Meeting of 01/08/09

### Zoning

Currently, 104 lots have received final plat approval and 33 lots have approved construction plans but have not received final approval. An area of the original subdivision that was designated as Phase 1, with 68 single-family lots was rezoned for multi-family in 2005 and building permits have been issued for 99 townhomes.

This property was originally rezoned from AR2a to allow for this development in 2002. The zoning ordinance (BL2002-1223) included several conditions. The two conditions that affect this request pertain to improvements on Cane Ridge and Preston Road and are as follows:

c. Prior to the recordation of any final plat that includes buildable lots with access to Cane Ridge Road or Preston Road, the Cane Ridge Road/Preston Road intersection shall be reconstructed to a 90-degree intersection, or such intersection improvements shall be bonded;

d. prior to the recordation of any final plat that includes buildable lots with access to Preston Road, that road shall be widened to metro standards for a local road (23 feet of pavement) from the intersection of Preston Road and Cane Ridge Road to the southern frontage of parcel 001 on tax map 174, or such road improvements shall be bonded.

### Site Plan

The plan identifies a total of 243 single-family cluster lots, which include the 104 lots that have received final plat approval and the 33 lots that have approved construction plans but have not been platted. A natural gas line bisects the subdivision and there are 193 lots on the west side of the gas line and 50 on the east side. All lots west of the gas line are rear loaded. Most of the lots east of the gas line are front loaded but there are 13 lots that are rear loaded by an alley including 7 lots that front on Preston Road.



## Metro Planning Commission Meeting of 01/08/09

### Analysis

Since this is a cluster lot subdivision, lots can be smaller than what the RS10 base district requires. Lots range in size from 5,517 square feet to 11,220 square feet. Cluster lot subdivisions require a minimum of 15% open space per phase. The plan complies with this requirement and has a total of 78.67 acres (52.58%) of open space which exceeds the minimum open space acreage required. The plan also identifies a playground which meets the recreational facilities requirement for cluster lot subdivisions.

There are no issues with the overall change in the lot pattern. The revised plan introduces a significant amount of additional open space in areas that contain some steep slopes where lots were once proposed. Staff's concerns involve the lack of adequate access for the subdivision. The plan introduces rear loaded lots along Preston Road, but does not include any access to Preston Road. A new public street connection to Preston Road is not proposed. The applicant has restricted access to Preston Road in order to avoid the conditions of the original zoning ordinance that are quoted above.

Since there are a significant number of lots proposed within the subdivision, it is necessary for this subdivision to provide a public road to access Preston Road. A public street connection to Preston Road is important for a number of reasons.

First, in order to improve traffic circulation in the area the existing street network is in need of new connections. The Southeast Community Plan calls for several local connections to be made across this property including one to Preston Road. This subdivision is also within the Infrastructure Deficiency Area (IDA), which is an area within the Southeast Community which lacks adequate infrastructure to support expected development. While staff is not recommending that the IDA requirements be imposed as a requirement of this requested





## Metro Planning Commission Meeting of 01/08/09

subdivision revision, access to Preston Road and the conditions of the zoning would help improve the situation for the immediate area and address the purpose for the IDA policy.

Second, the connection is needed for safety reasons. Currently the subdivision can only be accessed from Bell Road through Hickory Park Drive. With 243 single-family lots, 99 town homes, and the potential for another 128 multi-family units one access is not sufficient.

Third, the Subdivision Regulations prohibit dead-end streets with turn-arounds longer than 750 feet. The proposed street extending towards Preston Road will be over 750 feet in length (~1,200 ft.) and the applicant did not request a variance to the Subdivision Regulations with this application. Since a stub street is provided to the south, and the proposed street pattern is circular the applicants could argue that it is not a dead end street; however, the stub will not provide immediate access and could be considered a dead-end street.

The subdivision the plan should be revised to include direct access to Preston Road. Because access to Preston Road has not been provided, staff recommends disapproval of the proposed subdivision revision. As noted above, access to Preston Road is an important element of the street network in this area and needs to be included as a part of this revised preliminary plan.

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### **STORMWATER RECOMMENDATION**

Approved

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### **PUBLIC WORKS RECOMMENDATION**

Plan appears to be located within Planning's IDA policy area.

Submit permission letter from the gas company for the natural gas line crossing, prior to preliminary approval.



## Metro Planning Commission Meeting of 01/08/09

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.

Comply with previous traffic conditions:

- Provide a local road connection between the two residential areas with access to Preston Road.
- Provide improvements to Preston Road from the project site to Cane Ridge Road as required for collector roads.
- Construct separate right turn lanes on the eastbound, northbound and southbound approaches at the intersection of Bell Road and Cane Ridge Road.
- Modify the signal at Bell Road and Cane Ridge Road to include a right turn overlap signal phase for each approach.
- Other items as identified in the approved TIS.

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### STAFF RECOMMENDATION

Disapproval. The proposed subdivision does not provide sufficient road connectivity to provide for adequate traffic movement and safety of the street network and does not fully comply with the requirements of the Subdivision Regulations.

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### CONDITIONS (if approved)

1. Plan shall be revised to include direct public road connection to Preston Road.
2. Plan shall provide a pedestrian connection between Galadriel Court and Bombadil Lane as identified on the submitted preliminary plan.
3. All applicable Public Works' conditions listed above shall be met prior to final plat approval.



## Metro Planning Commission Meeting of 01/08/09

4. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, because this application has received 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 date of conditional approval by the Planning Commission.



**2009S-005-001**  
 Edgefield Land, Resub. Lot 212  
 Map: 094-01 Parcel: 432  
 East Nashville Community Plan  
 Council District 6 – Mike Jameson



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

**Subdivision 2009S-005-001**  
**Edgefield Land, Resub. Lot 212**  
6 – Jameson  
5 - Porter  
Virage LLC, owner, Hart Freedland Roberts Inc., surveyor

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

Swaggart  
*Approve, including an exception to the lot comparability requirements of the Subdivision Regulations.*

**APPLICANT REQUEST**  
**Final Plat**

**A request for final plat approval to create two lots on property located at 1600 Long Avenue, at the southeast corner of Long Avenue and 16<sup>th</sup> Street (0.23 acres), zoned for Single-Family Residential (RS5).**

**ZONING**  
**RS5 District**

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

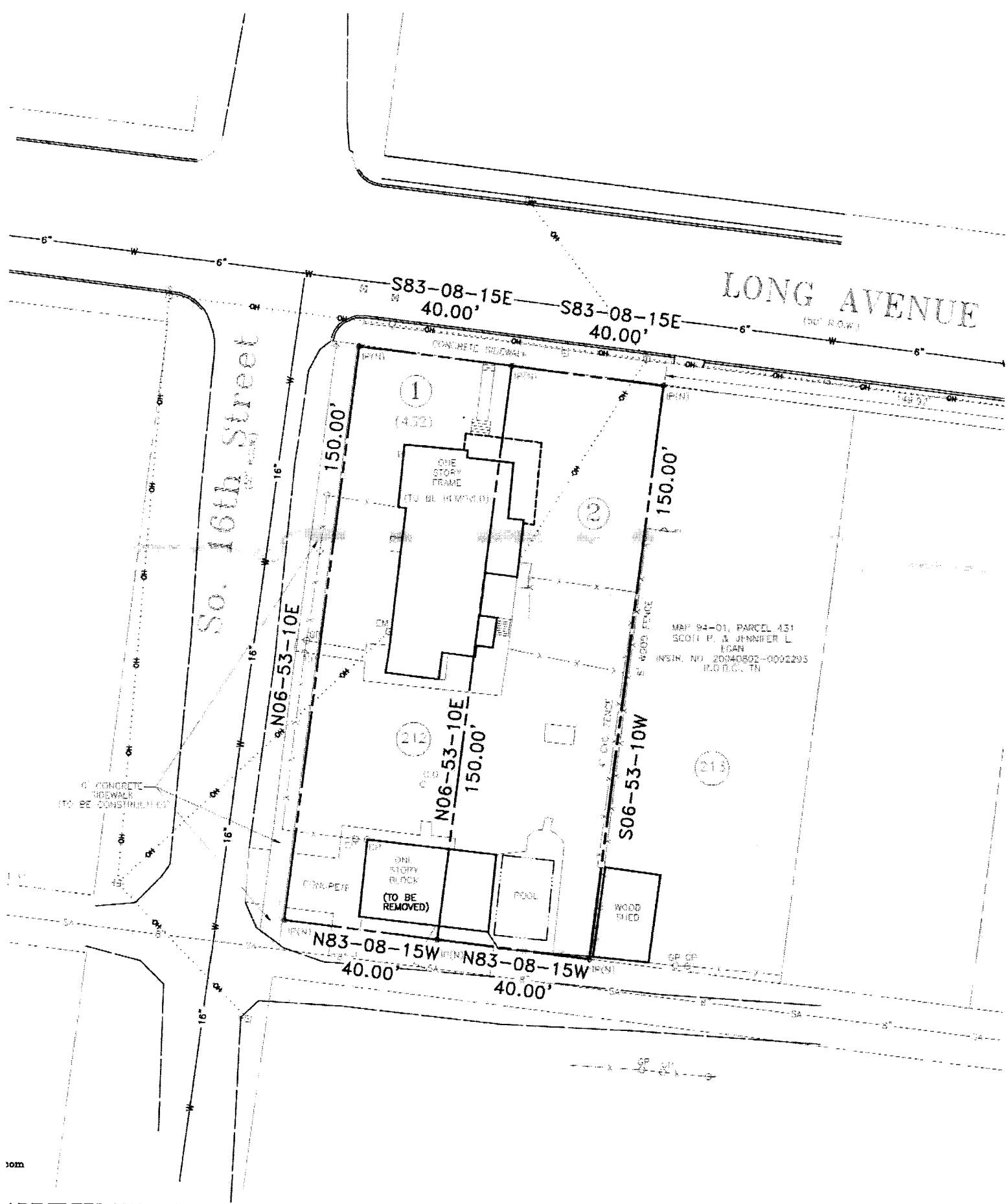
**SUBDIVISION DETAILS**

The plat will create two new lots from one lot located at 1600 Long Avenue on the southeast corner of Long Avenue and 16<sup>th</sup> Street. The lot is zoned single-family residential and a single-family home was recently removed from the lot.

**Lot Comparability**

Both lots meet the minimum lot size requirement for the RS5 zoning district, but Section 3-5 of the Subdivision Regulations requires 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. As the surrounding area is predominately developed staff performed a lot comparability analysis that yielded the following information:

Lot Comparability Analysis		
Street:	Requirements:	
	Minimum lot size (sq. ft.):	Minimum lot frontage (linear ft.):
Long Avenue	5,445	45.5



LONG AVENUE  
(60' ROW)

So. 16th Street

S83-08-15E  
40.00'

S83-08-15E  
40.00'

150.00'

150.00'

N06-53-10E

N06-53-10E  
150.00'

S06-53-10W

N83-08-15W  
40.00'

N83-08-15W  
40.00'

1

(432)

2

212

213

MAP 94-01, PARCEL 431  
SCOTT P. & JENNIFER L.  
EGAN  
INSIN. NO. 20340802-0002293  
I.L.O.D.C. TN

ONE STORY FRAME  
(TO BE REMOVED)

ONE STORY BLOCK  
(TO BE REMOVED)

POOL

WOOD SHED

CONCRETE SIDEWALK  
(TO BE CONSTRUCTED)

CONCRETE SIDEWALK

WOOD FENCE

WOOD FENCE



# Metro Planning Commission Meeting of 01/08/09

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

- **Lot 1:** 6,000 sq. ft., (0.138 acres), with ~40 linear ft. of frontage on Long Avenue (Frontage along 16<sup>th</sup> will not change).
- **Lot 2:** 6,000 sq. ft., (0.138 acres), with ~40 linear ft. of frontage on Long Avenue.

Both lots are larger than 5,445 square feet and pass for area, but the frontage for both lots is less than 45.5 feet and does not meet the minimum requirement of the comparability analysis.

## Lot Comparability Exception

A lot comparability exception can be granted when a proposed 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 meet **one** of the qualifying criteria for 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 Neighborhood General (NG) land use policy. NG is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, and allows a density of up to 20 units per acre.

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**STORMWATER  
RECOMMENDATION**

Approved

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**WATER SERVICES  
RECOMMENDATION**

Approved



## Metro Planning Commission Meeting of 01/08/09

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**PUBLIC WORKS  
RECOMMENDATION**

No Exception Taken

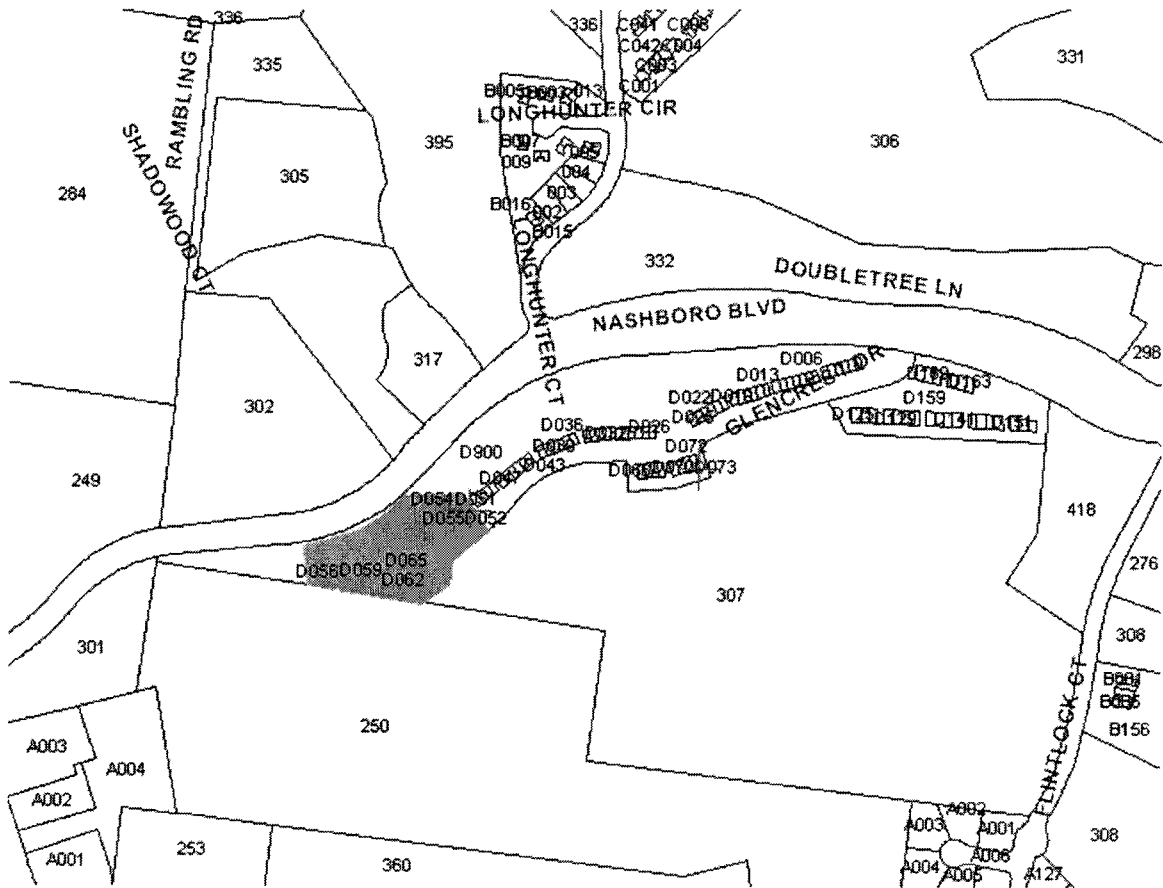
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**STAFF RECOMMENDATION**

Approval including an exception to the lot comparability requirement based on the fact that the proposed subdivision is consistent with the long range plan for the area. Also as proposed the lots are consistent with the existing lot pattern in the area.



**REVISIONS  
and FINAL SITE PLANS**



**74-79P-001**  
Nashboro Village (Revision to Tract 3)  
Map 135-11-0-D, parcel 900.00CO  
Antioch/Priest Lake Community Plan  
Council District 29 - Vivian Wilhoite



**Project No.**  
**Project Name**

**Planned Unit Development 74-79P-001**  
**Nashboro Village (Revision to Tract 3)**

**Council District**  
**School Board District**  
**Requested By**

29 - Wilhoite  
6 - Johnson  
Wamble & Associates, PLLC, applicant, for Vastland  
Nashboro Development, LLC, owners

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

Sexton  
*Approve*

**APPLICANT REQUEST**  
**Revise Preliminary PUD and**  
**Final Site Plan**

**A request to revise the preliminary plan and for final approval for a portion of the Nashboro Village Planned Unit Development located at 3040 Glencrest Drive, approximately 1,000 feet east of Murfreesboro Pike, zoned One and Two-Family Residential (R10), (12.59 acres), to revise the access to remove a connection of a private drive across the Colonial Pipeline gas line easement.**

**Zoning District**  
R10 District

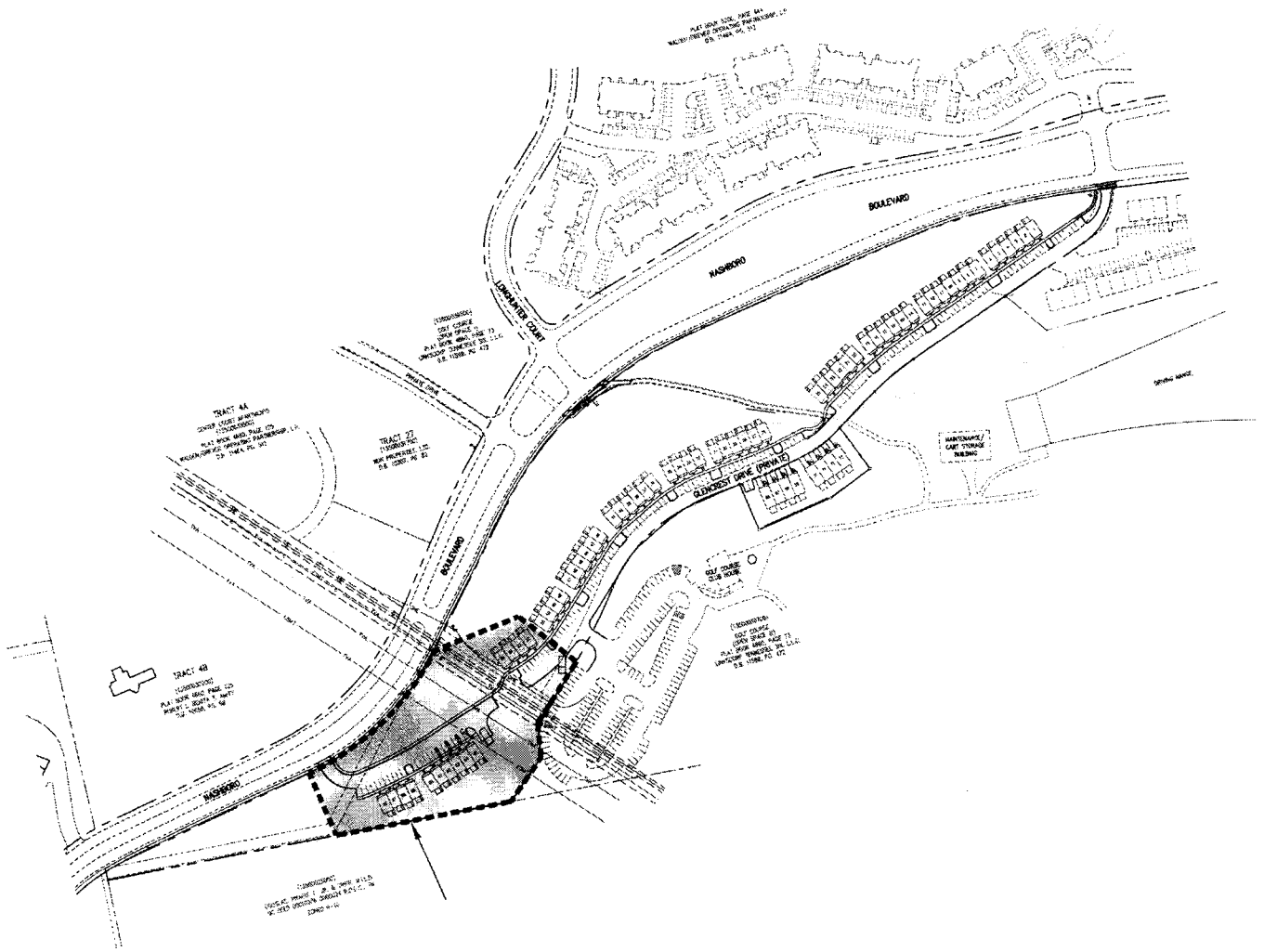
R10 requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25% duplex lots.

**PLAN DETAILS**

The proposed plan removes a portion of a private drive that crosses over the Colonial Pipeline gas line easement. The revised private drive will serve 10 townhome units with one row of parking fronting the townhome units. There is one access point to the townhome units from Nashboro Boulevard.

**History**

On December 8, 2005, the Planning Commission approved a request to permit the development of 73 town homes. The approval included an unimproved private drive that crossed over the Colonial Pipeline gas line easement. The applicants have improved the private drive by resurfacing the asphalt. The private drive appears to need an additional coat. The applicant has agreed to add an additional coat upon the completion of the townhome units. The newly resurfaced private drive will serve 63 townhome units. The 10 townhome units to the west of the Colonial Pipeline gas line easement will be accessed from Nashboro Boulevard.



TRACT 4A  
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### **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.

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### **STORMWATER RECOMMENDATION**

Provide hydraulic grade line for the storm system.

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### **FIRE MARSHAL RECOMMENDATION**

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 new construction shall be protected by a fire hydrant(s) that comply with the 2006 edition of NFPA 1 table H. To see table H go to (<http://www.nashfire.org/prev/tableH51.htm>)

Provide Civil Plans which show 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.

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### **STAFF RECOMMENDATION**

Approval because the revision meets the intent of the approved PUD plan.