



Project No.

Associated Case
Council Bill
Staff Reviewer

**Request to amend the Bellevue
Community Plan: 2003 Update**

None
None
Wood

Staff Recommendation

Approve

REQUEST

Amend the Bellevue Community Plan: 2003 Update.

Background

At its December 11, 2003 meeting, the Planning Commission disapproved a zone change request from AR2a and R80 to RS10 for 19.41 acres located at the northwest corner of Gower Road and Old Charlotte Pike (2003Z-142G-06) because of prematureness and inadequate facilities. The land use policy for the area is Residential Low-Medium Density, however, which normally would have supported the requested zoning. Substantial community opposition to higher density zoning was also expressed during this meeting, with area residents conveying that the proposed development was not in keeping with the rural character of the area and that urbanization could not be supported by the area's rural road network, because it appeared that the community plan for the area was not supported by the residents. The Commission directed staff to meet with area residents and review the policies for the area with the aim of arriving at a more appropriate policy.

Staff met with area residents on March 8 and 15, 2004 to discuss the Residential Low-Medium Density policy area in the vicinity of Old Charlotte Pike, Gower Road, and River Road Pike. 81 people signed in at the March 8 meeting and 51 people signed in at the March 15 meeting. The vast majority of those present strongly desired that the area remain rural. Staff concurred with area residents and the Commission that area roads are ill-suited to urbanization. Metro currently has no plans to improve the roads in this area. Because of area residents' desires and the inadequacy of the road infrastructure, staff concurs that Rural policy, which calls for very low density development, is an appropriate policy for this area. This area is also surrounded by Natural Conservation policy, which also calls for very low density development, and the Rural policy would be complementary.



Metro Planning Commission Meeting of 4/8/04

The plan amendment language and graphics showing the amendment area are shown below.

AMENDMENT NO. 2 TO THE BELLEVUE COMMUNITY PLAN: 2003 UPDATE

The Bellevue Community Plan: 2003 Update is hereby amended as follows:

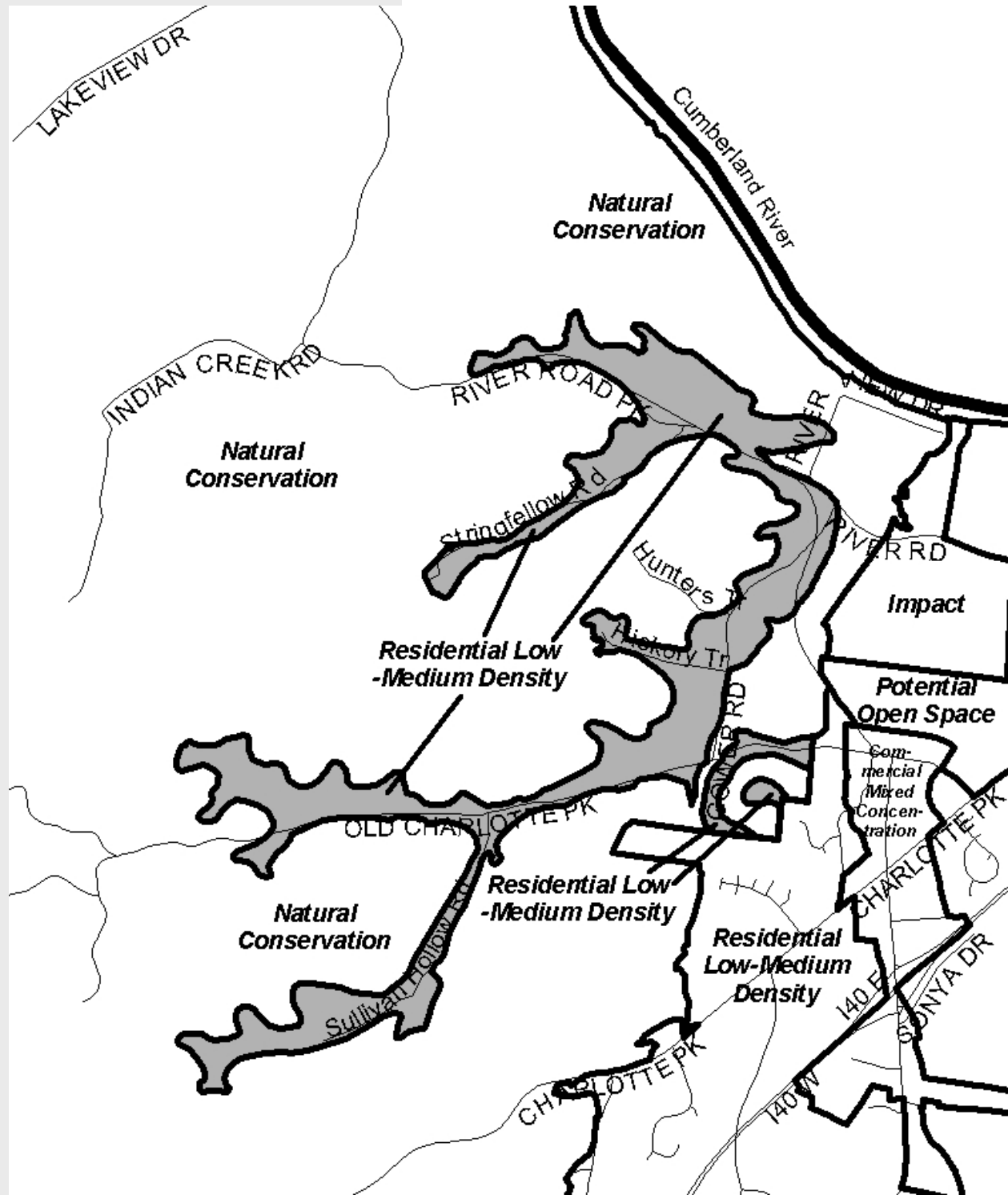
1. By amending the Structure Plan as shown on the attached Figure 1
2. By adding to Appendix C the material in Attachment A
3. By adding the following Special Policy Area to the Structure Plan as shown on the attached Figure 2 and by adding Figure 2 as a graphic to and adding the following Special Policy language to Section H: Special Policy Areas on page C-25:

Special Policy 6 applies to the Rural area in the vicinity of Old Charlotte Pike and Gower Road. Unlike some other Rural policy areas, the intent for this rural area is that development occur uniformly on large lots rather than be clustered. This will help to preserve the low density appearance of the existing road frontages and distinguish the character of the area from other nearby urbanizing areas. To meet this intent, the use of the cluster lot option available through the zoning regulations is strongly discouraged for this area. This option should be avoided unless there is no other feasible alternative for developing a property.



Metro Planning Commission Meeting of 4/8/04

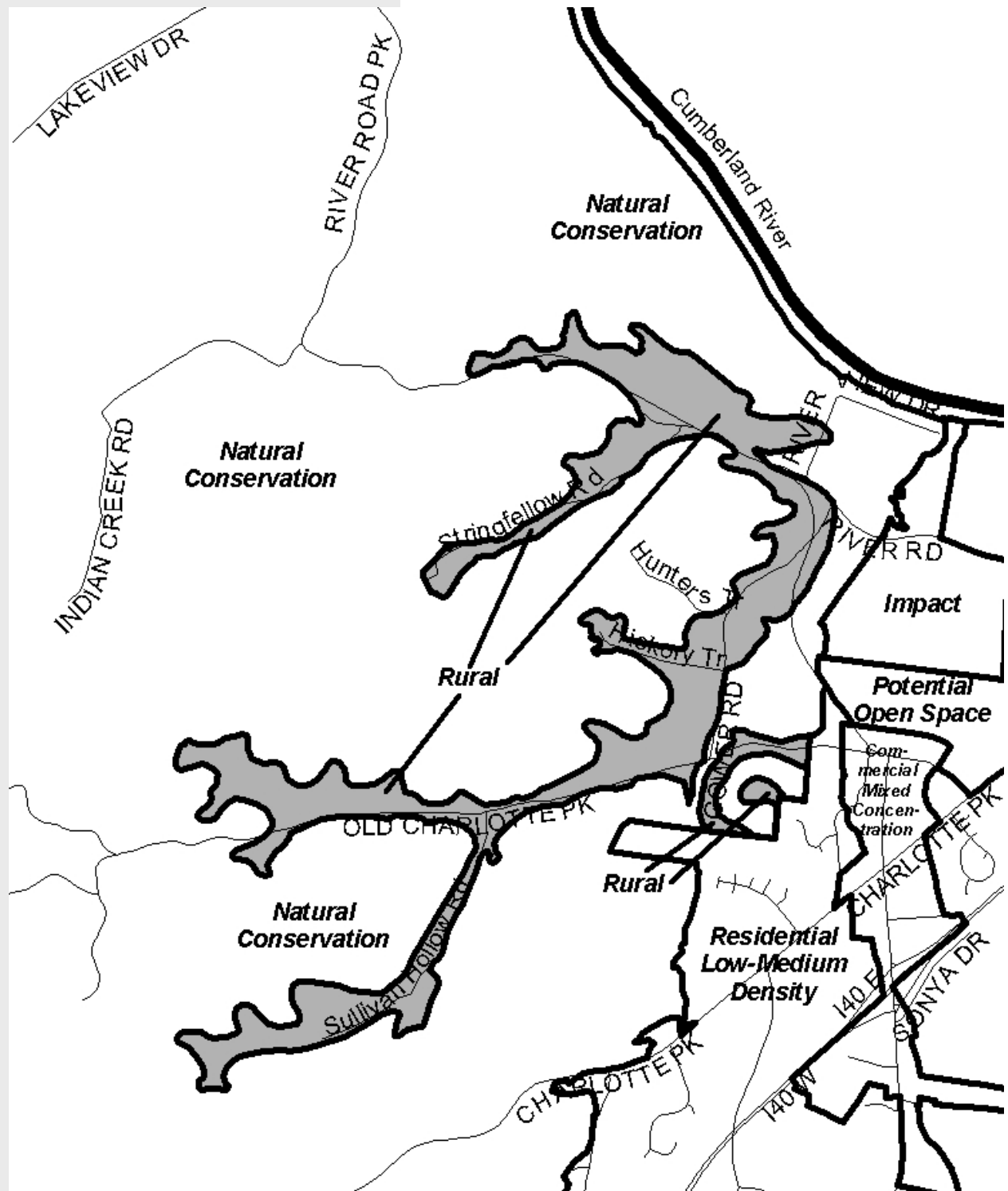
FIGURE 1
Land Use Policies Before Amendment





Metro Planning Commission Meeting of 4/8/04

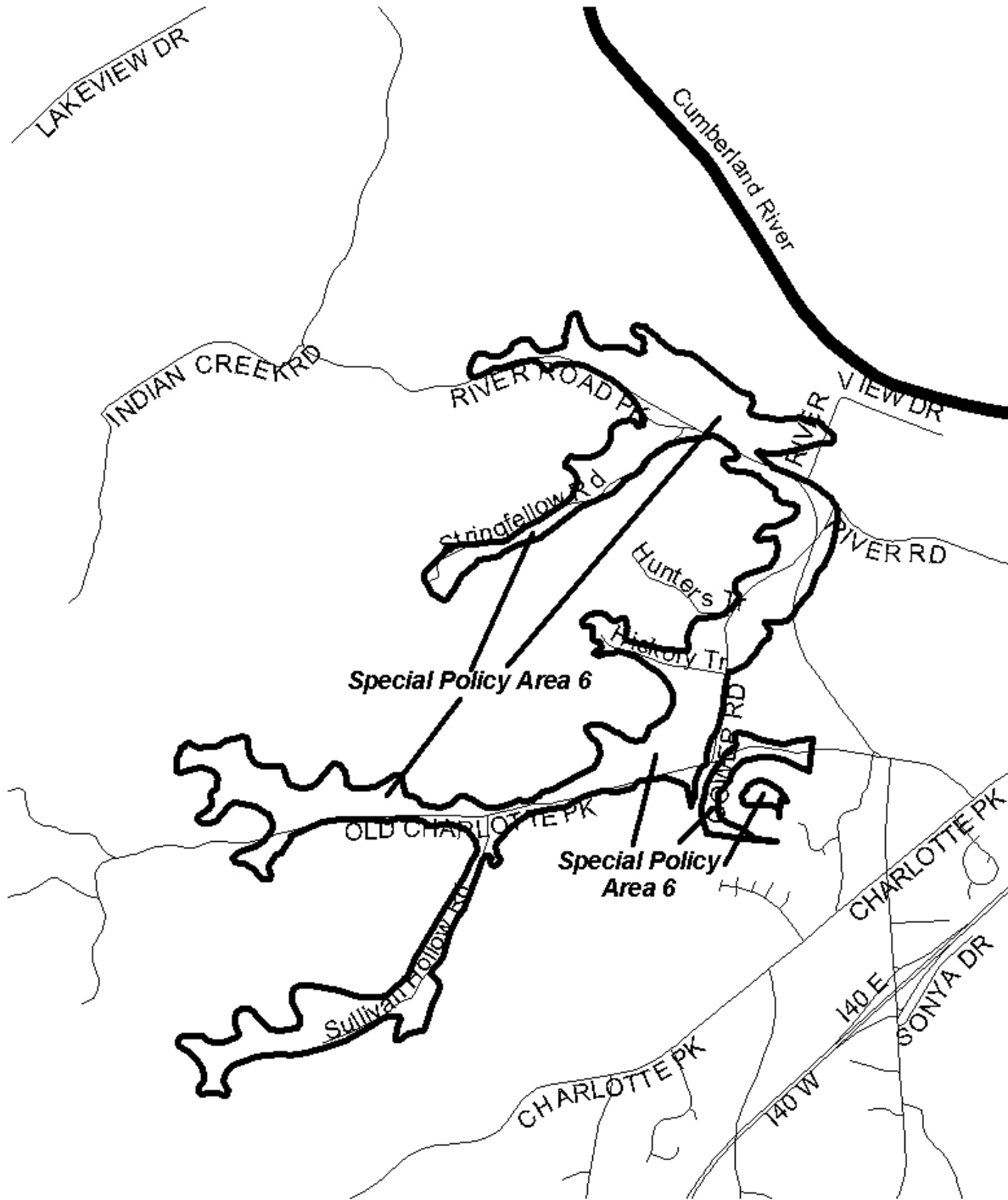
Land Use Policies After Amendment





Metro Planning Commission Meeting of 4/8/04

FIGURE 2





Metro Planning Commission Meeting of 4/8/04

ATTACHMENT A

APPENDIX C

The following material is hereby added to Appendix C after the material on Natural Conservation policy on page C-2 and the remaining headings and pages are renumbered accordingly:

B. R – Rural

1. General Characteristics and Intent

- R is a category designed for areas that are generally physically suitable for urban or suburban development but for which the community has chosen that they remain predominantly rural in character.

2. Application

- R policy should be applied to rural areas that are generally physically suited for development but for which the choice has been made that they should remain rural in character. Because of the need to accommodate population growth in the county over time, these areas will be few in number, and should be areas where population increases are expected to be limited. Another reason that they will remain few in number is that the choice of a permanent rural environment is also provided in the NCO policy areas, which cover a substantial portion of the county's land area.
- Areas designated R should be remote from services necessary to support urbanization, especially sewers, that would be costly to provide and operate.
- Minimal accessibility is necessary to serve development in R areas.

3. Appropriate Land Uses

- The predominant type of development in R areas is low density residential that is rural in character. Agricultural uses and low intensity community facility uses are also found in R areas.
- To preserve rural character and avoid the creation of expensive sprawl, residential densities should be one dwelling unit per two acres or lower. Slightly higher gross densities may be warranted when the development is clustered and a substantial portion of the site is preserved as open space.

4. Design Principles

- Development in R areas should be clustered on a site to preserve the open nature of the rural environment and important features such as woodlands, hillsides, prime farmland, and viewsheds. Ideally, development will take the form of a rural hamlet or somewhat larger rural village.



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

Zone Change 2004Z-029G-14

None
A bill has been filed.
14 – White
4 – Kathy Nevill
John D. McCormick, applicant, Milton C. Wright,
owner
Deferred from the February 26, 2004, Commission
meeting

Deferral

Staff Reviewer
Staff Recommendation

Harris
Disapprove as contrary to the General Plan

APPLICANT REQUEST

Rezone 1.28 acres from residential single-family (RS10) to mixed use limited (MUL) district property at 3746 Central Pike.

Existing Zoning
RS10 district

RS10 requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. The RS10 district would permit 5 single-family lots on this property.

Proposed Zoning
MUL district

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

SUBAREA 14 PLAN POLICY

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.

Policy Conflict

Yes. The proposed MUL zoning district is not consistent with the RM policy calling for residential development at a density of four to nine dwelling units per acre. This area has seen some new development in recent years with a new police station and library across from the site. Central Pike is expected to be widened to five lanes in the future. The Subarea 14 Plan Update is underway, but there is no completion date set at this time.



Metro Planning Commission Meeting of 4/8/04

RECENT REZONINGS

Parcels 138 and 139 to the south are on this agenda for a request from RS10 to CS.

TRAFFIC

With submittal of Final Development Plan and review by the Traffic Engineer, a Traffic Impact Study may be required to determine the additional traffic generated by the proposed level of development and required mitigations.

Typical Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	Units per acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family detached (210)	1.28	3.7	5	65	13	8

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.28	0.198	11,040	245	33	20

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
--	--	--	--	+180	+20	+12

Maximum Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	Units per acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family detached (210)	1.28	3.7	5	65	13	8

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Convenience Market (851)	1.28	0.6	33,454	24689	2188	1798

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
--	--	--	---	+24270	+2132	+1765



Metro Planning Commission Meeting of 4/8/04

Planned Roadway Capital Improvements:

Location	Project	Funding	Projected Date
CENTRAL PIKE— COMBINED IMPROVEMENTS	CENTRAL PIKE LEBANON PIKE (STATE ROUTE 24) TO INTERSTATE 40 CONNECTOR, ENGINEERING, RIGHT-OF-WAY, RECONSTRUCT AND WIDEN, INCLUDES BRIDGE OVER STONER CREEK	FEDERAL FUNDS, PROPOSED AND APPROVED G.O. BONDS, AND MISCELLANEOUS FUNDS	FY03-04 TO FY 05-06
CENTRAL PIKE	CENTRAL PIKE - SR 45 TO WILSON COUNTY LINE (SR 265)	STATE AND FEDERAL FUNDS	FY06-07 TO FY08-09

METRO SCHOOL BOARD REPORT

Projected student generation*

6 Elementary 4 Middle 3 High

Schools Over/Under Capacity

Students would attend Tulip Grove Elementary School, Dupont-Tyler Middle School, or McGavock High School. Dupont-Tyler has been identified as being over capacity by the Metro School Board. There is capacity at another middle school in this cluster. This information is based upon data from the school board last updated January 16, 2004.

*The numbers for MUL zoning are based upon students that would be generated if the MUL zoning were to develop as residential instead of office. This also assumes each multi-family unit has 1,000 sq. ft. of floor area.



Metro Planning Commission Meeting of 4/8/04

Planned School Capital Improvements

Location	Project	Projected Date
Dupont-Tyler Middle School	Renovation	FY08-09
Tulip Grove Elementary School	Renovation	FY07-08



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

[Zone Change 2004Z-036G-14](#)
None
None
14 – White
4 – Nevill
Jeff Smith, applicant, Odell Binkley, owner
Deferred from the March 11, 2004, Commission meeting

Staff Reviewer
Staff Recommendation

Harris
Disapprove as contrary to the General Plan and because no Traffic Impact Study has been submitted.

APPLICANT REQUEST

Rezone 2.96 acres from residential single-family (RS10) to commercial services (CS) district properties at Route 1 and 3786 Central Pike, at the southwest corner of Dodson Chapel Road and Central Pike intersection.

Existing Zoning
RS10 district

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

Proposed Zoning
CS district

Commercial Service is intended for a variety of commercial uses, including retail trade, consumer services, financial institutions, general and fast food restaurants, auto-repair, auto sales, self-storage, and light-manufacturing, small warehouse uses.

SUBAREA 14 PLAN POLICY

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.

Policy Conflict

Yes. The proposed CS zoning district is not consistent with the RM policy calling for residential development within a density range of four to nine dwelling units per acre. Although Central Pike is expected to be widened to five lanes, CS would be too intense and inconsistent



Metro Planning Commission Meeting of 4/8/04

with the existing residential uses surrounding the property. If Central Pike is widened, mixed-use development may be appropriate. The Subarea 14 Plan Update is underway, but there is no completion date set at this time.

RECENT REZONINGS

Parcel 143 to the north is also on this agenda for a request from RS10 to MUL.

TRAFFIC

A Traffic Impact Study has been requested by Metro Public Works. The applicant has had a scoping meeting, however a TIS has not been submitted.

Typical Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	2.96	3.7	11	--	18	5

Typical Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	2.96	0.198	375	5	2	2

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

Land Use (ITE Code)	Acres	--	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	--	--	--	--	-16	-13

Maximum Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	2.96	3.7	11	--	18	15

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Convenience Market/Retail (852)	2.96	0.6	77,362		2399	2674

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
--	--	--	--	--	+2381	+2659



Metro Planning Commission Meeting of 4/8/04

Planned Roadway Capital Improvements:

Location	Project	Funding	Projected Date
CENTRAL PIKE— COMBINED PROJECTS	CENTRAL PIKE LEBANON PIKE (STATE ROUTE 24) TO INTERSTATE 40 CONNECTOR, ENGINEERING, RIGHT-OF-WAY, RECONSTRUCT AND WIDEN, INCLUDES BRIDGE OVER STONER CREEK	PROPOSED G.O. BONDS, FEDERAL FUNDS, APPROVED G.O. BONDS	FY03-04 TO FY05-06
CENTRAL PIKE	CENTRAL PIKE - SR 45 TO WILSON COUNTY LINE (SR 265)	STATE AND FEDERAL FUNDS	FY06-07 TO FY08-09



Project No.
Project Name
Associated Cases
Council District
School District
Requested By

[Subdivision 2004S-074U-14](#)

Pennington Bend Chase

None

15 - Loring

4 - Nevill

Dave Shearon, owner, and Dale & Associates, Engineer.

Deferral

Deferred from the March 25, 2004, Commission meeting in order for the applicant to submit additional information. As of this writing, that information has not been submitted.

Staff Reviewer
Staff Recommendation

Fuller

Staff recommends indefinite deferral in order to obtain approval from Public Works, and to revise the plan to provide stub-street connections as required in Condition #4. The applicant has not provided site distance profiles to verify that there is adequate sight distance at the project entrance. If the site-distance profiles are submitted and the connection to the existing stub street is made, staff recommends conditional approval. Otherwise, staff recommends disapproval.

APPLICANT REQUEST

Preliminary Plat

Subdivide 5.6 acres into 14 single-family lots along the east side of Pennington Bend Road.

ZONING

R15 District

R15 district, requiring a minimum lot size of 15,000 square feet and intended for single and two-family dwellings at an overall density of 2.47 dwelling units per acre, or 3.09 units per acre with 25% duplex lots. No duplex lots are proposed.

There was a similar plat approved by the Planning Commission in May of 2000. That approval expired after two years - prior to any site work beginning.

CLUSTER LOT OPTION

The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification of R15 (minimum 15,000 sq. ft. lots) to R8 (minimum 8,000 sq. ft. lots).

Pursuant to Section 17.12.080(D) of the Metro Zoning Ordinance, cluster lot subdivisions require a minimum of 15% open space per phase. The applicant complies with this requirement by proposing a total of 1.4 acres



Metro Planning Commission Meeting of 4/8/04

SUBDIVISION DETAILS

Required Stub-Streets

(26.9%) of open space, which exceeds the minimum open space acreage required.

This subdivision proposal is located in an area of Pennington Bend previously developed as large-lot single family homes developed adjacent to the street. The lots range from 1 to 4 acres. This will be the first redevelopment in the area and will set the pattern for future re-development of the large lots.

The applicant has provided a “reservation of right-of way” for a stub street that will eventually connect to Alvinwood Drive and serve as a connection for the Sutherland Hills Subdivision to the east. This connection is important to provide better street connectivity to the area and will, likely, not happen unless this developer is required to construct the stub street, including the off-site connection. Staff recommends this connection be constructed with the development of the Pennington Bend Chase Subdivision.

Additionally, a stub street to the north of this subdivision is necessary for tying in the properties to the north if they are to redevelop. If the stub streets are not required, the only option will be numerous cul-de-sacs off Pennington Bend Road with no connectivity. More connectivity will serve to limit the number of roads and driveways on Pennington Bend Road.

TRAFFIC ENGINEER'S FINDINGS

- 1) “Demonstrate adequate site distance on Pennington Bend Road prior to proceeding with further development at this site. The applicant noted on the plat revision that there is 400+ feet of visibility in both directions. Since Public Works staff has been to the site, they cannot accept this note to be correct without the applicant providing a profile.”
- 2) “If the stub street is required, then it should be constructed and dedicated.”

CONDITIONS

If this plat is approved the following conditions need to be met:

1. If existing vegetation is to be used to satisfy the required landscape buffer yard requirements of the Zoning Code, landscape plans must be reviewed



Metro Planning Commission Meeting of 4/8/04

and approved by the Urban Forester prior to grading plan approval.

2. Prior to final plat approval, lot lines must be shifted to increase the 2 lots that are 7,500 square feet to 8,000 square feet.
3. The existing sewer line running through this property will need to be relocated and abandoned prior to recordation of the final plat.
4. Construct the future connection to Alvinwood Drive and provide a stub street to the north.



Project No.
Council Bill
Associated Cases
Council District
School District
Requested by

[Zone Change 2004Z-006T](#)

None
None
None
None
Planning Department Staff

Staff Reviewer
Staff Recommendation

Fawcett
Approval. This amendment will address several shortcomings in the existing criteria for determining appropriate setbacks. While the proposed changes will shift more of the burden of compliance review from the Codes Department to the Planning Department, it will result in a more accurate response to actual site context conditions and enable a much better rate of success in carrying out the purposes of the contextual street setback provisions of the UZO.

APPLICANT REQUEST

This request was initiated by Planning Department staff based on evaluation of variances and permits that have been granted that are inconsistent with the intent of the UZO contextual setback provisions.

ANALYSIS

Existing Law:

Two purposes stated in the council bill that created the UZO gave rise to the contextual setback provisions. First is the purpose of protecting existing development patterns that predate the mid-1950's and ensuring the compatibility of new development. Second is the purpose of ensuring the rebirth of older neighborhoods and commercial districts. The current UZO language pertaining to contextual setback provisions falls short in adequately supporting these purposes.

In determining the context to be used for establishing street setbacks for new construction, existing buildings are included that are newer than the mid-1950's and that have street setbacks very different from the pattern of setbacks of other existing pre-1950's buildings in the immediate area. The provisions also do not take into account the role that the existing base zoning may have in intentionally changing the character of development through redevelopment of the area. Finally, the criteria for determining contextual setbacks are prescriptive in



Metro Planning Commission Meeting of 4/8/04

Proposed Text Change:

nature and have been found to be inadequate to address the wide variety of contextual conditions that exist.

The proposed text amendment eliminates the prescriptive criteria for determining contextual setbacks and substitutes criteria that are applied using the professional judgment of the Planning Department executive director and the zoning administrator. This ensures a case-by-case determination of appropriate setbacks based upon the criteria and the contextual conditions specific to the case. Buildings constructed in 1950 or later are not allowed to be used in determining the contextual setback.

Finally, a provision has been included in the criteria that makes the contextual setback provisions inapplicable if the zoning that is applied to the area will clearly change the development character. An example of this is West End Avenue beyond I-440 where the development character was established by large single family homes but the zoning is high density residential (RM40). Clearly, the intent is to replace the homes with densely developed multi-family structures that fundamentally change the development character.



Project No.	<u>Zone Change 2004Z-044U-14</u>
Associated Case	None
Council Bill	One has been requested.
Council District	15 – Loring
School District	4 – Nevill
Requested by	John Hobbs, for Hobbs and Sons, L.P., owner
Staff Reviewer	Harris
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Rezone 4.78 acres from commercial attraction (CA) to mixed use general (MUG) district property at 2471 Pennington Bend Road and Pennington Bend Road (unnumbered).

Existing Zoning
CA district

Commercial Attraction is intended for a wide range of amusement and recreational uses in association with overnight accommodations and a variety of retail and support services typically affiliated with the tourist industry.

Proposed Zoning
MUG district

Mixed Use General is intended for a moderately high intensity mixture of residential, retail, and office uses.

SUBAREA 14 PLAN POLICY

Commercial Mixed Concentration (CMC)

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

Policy Conflict

The proposed MUG zoning district is consistent with the CMC policy. This property was rezoned from R15 to CA in September 1998. The Commission recommended disapproval citing that the “residential properties along the Cumberland River should not transition to commercial uses until other commercial opportunities within this CMC area have been developed.” There is commercial development in the area along Music Valley Drive used as a campground site, however there has not been any other recent commercial development. Pennington Bend Road is a



Metro Planning Commission Meeting of 4/8/04

substandard road and would require significant road improvements. If approved, the subarea plan states that the Music Valley Area Design Plan should be consulted for further guidance as it relates to traffic circulation and improvements, and landscaping and buffering issues. Staff recommends approval because the property is now zoned commercial attraction and the proposed zoning would allow for residential, as well as, commercial uses.

RECENT REZONINGS

None.

TRAFFIC

Metro Public Works Recommendation

A Traffic Impact Study will be required to determine if mitigations are necessary due to the additional traffic generated by the proposed level of development. A TIS has not been submitted.

2004Z-044U-14: Pennington Bend Road at Music Valley Drive

Typical Uses in Existing Zoning District: CA

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	4.78	0.20	41,643	459	65	62

Typical Uses in Proposed Zoning District: MUG

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	4.78	0.32	66,629	734	104	100

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

Land Use (ITE Code)	Acres	--	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	--	--	+24,986	+275	+39	+38

Maximum Uses in Existing Zoning District: CA

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	4.78	0.6	124,930	1375	195	186

Maximum Uses in Proposed Zoning District: MUG

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
---------------------	-------	-----	------------------	-----------------------	--------------	--------------



Metro Planning Commission Meeting of 4/8/04

General Office (710)	4.78	2.0*	416,433	4585	650	621
-------------------------	------	------	---------	------	-----	-----

* FAR adjusted to reflect the size of this site and a realistic maximum potential buildout with this use.

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
--	--	--	291,503	+3210	+455	+435

METRO SCHOOL BOARD REPORT

Projected student generation*

23 Elementary 15 Middle 11 High

Schools Over/Under Capacity

Students would attend Pennington Elementary School, Two Rivers Middle School, or McGavock High School. None of these schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated January 16, 2004.

*The numbers for MUG zoning are based upon students that would be generated if the MUG zoning were to develop as residential instead of office. This also assumes each multi-family unit has 1,000 sq. ft. of floor area.

Planned School Capital Improvements

Location	Project	Projected Date
Pennington Elementary School	Renovation	FY07-08
Two Rivers Middle School	Renovation	FY07-08

CONDITIONS

1. A traffic impact study must be submitted with any application for development to determine if mitigations are necessary due to the additional traffic generated by the proposed level of development.



Project No.	<u>Zone Change 2004Z-045G-12</u>
Associated Case	None
Council Bill	A bill has been filed.
Council District	32 – Coleman
School District	4 – Blue
Requested by	McKinney Engineering for Janice Rose Jones, owner.
Staff Reviewer	Harris
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Rezone 34.08 acres from agricultural/residential (AR2a) to residential single-family (RS10) district property at Route 1 Old Hickory Boulevard (unnumbered), north of Whittemore Lane and south of Legacy Drive.

Existing Zoning
AR2a district

Agricultural/residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. This zoning would allow for approximately 17 dwelling units.

Proposed Zoning
RS10 district

RS10 requires a minimum 10,000 square foot lots and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. This zoning would allow for approximately 126 dwelling units.

SUBAREA 14 PLAN POLICY

Residential Low Medium (RLM)

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

Policy Conflict

The proposed RS10 zoning district is consistent with the RLM policy. It is also consistent with the surrounding zoning districts in the area. These parcels are located off of Old Hickory Boulevard, which is a substandard collector road. This proposal is near the Old Hickory Hills subdivision, for which the Commission recommended conditional approval based



Metro Planning Commission Meeting of 4/8/04

on dedication of ROW for road realignment and realignment of the road to correct the severe curve at this section of Old Hickory Boulevard. At the development stage, right-of-way dedication may be required to further the alignment of Old Hickory Boulevard. Access may also be required only through the Old Hickory Hills subdivision of the property at the development stage.

RECENT REZONINGS

The Commission recommended approval of a zone change request on a portion of parcel 27 on March 25, 2004. Another portion of parcel 27 was rezoned in August 2003 and the Commission recommended approval in April 2003.

TRAFFIC

With the submittal of Final Development Plans and review by the Traffic Engineer, an Access Study will be required to determine the additional traffic generated by the proposed level of development and required mitigations.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached ()	34.08	0.5	17	--	22	22

Typical Uses in Proposed Zoning District: RS10

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached ()	34.08	3.7	126	--	98	133

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

Land Use (ITE Code)	Acres	--	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	--	--	+109	--	+76	+111



Metro Planning Commission Meeting of 4/8/04

METRO SCHOOL BOARD REPORT

Projected student generation

24 Elementary 18 Middle 14 High

Schools Over/Under Capacity

Students would attend Maxwell Elementary School, Antioch Middle School, or Antioch High School. All three schools have been identified as being over capacity by the Metro School Board. There is capacity at an elementary school within the cluster and capacity at the high school in an adjacent cluster. There are no middle schools with capacity in the Antioch cluster, however, this information is based upon data from the school board last updated January 16, 2004.

Fiscal Liability

The Metro School Board reports that due to the overcrowded condition of the school(s) impacted by this proposed rezoning and the lack of capacity of other middle schools within the cluster, approval of the rezoning and the development permitted by the rezoning will generate a capital need liability of approximately \$234,000 for additional school capacity in this cluster. A new middle school is presently programmed in the 10 year school capital plan. This estimate is based on maintaining current school zone boundaries.

Planned School Capital Improvements

Location	Project	Projected Date
Antioch Cluster (New middle school)	Purchase land and construct	FY03-04
Antioch High School	District Wide ADA Compliance	FY03-04

CONDITIONS

1. Prior to the approval of any preliminary plat on this property, an access study must be submitted to the Planning Department and the Public Works Department for review and approval.



Project No.

[Subdivision 2004S-096G-12](#)

Project Name

Addition to Barnes Cove

Associated Cases

None

Council District

31 – Toler

School Board District

2 - Blue

Requested By

Greystone Properties, owner/developer, Anderson-Delk & Associates, engineer

Staff Reviewer

Leeman

Staff Recommendation

Approve with conditions including a sidewalk variance along Barnes Road with a condition that a sidewalk be constructed within a 5-foot wide public pedestrian easement, as previously approved along Barnes Road.

APPLICANT REQUEST

Preliminary Plat

This request is to revise the preliminary plan to add 5.3 acres and 26 single-family lots to the previously approved plan that included 105 single-family lots.

ZONING

RS10 District

RS10 district, requiring a minimum lot size of 10,000 square feet. The proposal is for 131 lots on 49.89 acres at a proposed density of 2.63 dwelling units per acre. The maximum number of lots allowed by the RS10 zoning is 185 single-family lots.

CLUSTER LOT OPTION

Under the proposed cluster lot option, lot sizes can be reduced up to two zoning districts (5,000 square feet) with the installation of landscape buffer yards along the perimeter of the site where the proposed lots are less than 10,000 square feet.

The plan proposes lots that range in size from 5,700 square feet to 12,000 square feet.

Pursuant to Section 17.12.080 (D) of the Zoning Code, cluster lot subdivisions require a minimum of 15% open space per phase. This development proposes 38.20% (19.04 acres) of open space.

SUBDIVISION DETAILS

This proposed subdivision has five stub-streets to adjacent properties, and two of them are associated with a collector road, which has 60 feet of right-of-way. A local road with fifty feet of right-of-way is also being proposed within this subdivision that will connect Barnes Road to the collector road within the Sugar



Metro Planning Commission Meeting of 4/8/04

Variance

Valley/Barnes Cove Subdivisions in the future. This will provide a third access to Barnes Road from this subdivision as well as the Barnes Cove subdivision.

Although the applicant is requesting a sidewalk variance for approximately 210 feet along the frontage of Barnes Road, the plan does propose a 5-foot wide pedestrian easement for a 5-foot wide sidewalk to be constructed by the developer outside of the public right-of-way. The Planning Commission approved an identical arrangement to the east on Barnes Road in July 2003, for the Cottage Grove preliminary subdivision.

TRAFFIC

Public Works Recommendation

“Traffic has reviewed the TIS dated Feb. 2004 “Addition to Barnes Cove” and will approve this additional development with the following conditions:

1. The developer shall install a 12-foot wide westbound left turn lane on Barnes Road at the access road A of the new addition as shown on the site plan dated Feb. 23, 2004. The turn lane shall have 75 feet of storage and transition per AASHTO standards.
2. The access road shall be located as determined in the TIS to provide adequate sight distance.”

HISTORY

The Planning Commission approved a request to extend, for one year, the preliminary approval of the original plat for 105 single-family lots on January 8, 2004.

STORMWATER

Since this preliminary approval was granted in January of 2002, the Stormwater Management staff has started a policy of requiring that appeals for stream crossings be obtained prior to Planning Commission approval. They also desire a State of Tennessee determination of whether the possible detention pond located within Open Space “E” is a wet weather conveyance and all necessary approvals to use this pond for detention and water quality. The applicant understands that they do not have an approval from the Stormwater Management Staff and that these items must be addressed prior to grading plan approval and the determination of these items may affect the final design of the subdivision.



Metro Planning Commission Meeting of 4/8/04

Removal of Existing Structures

An existing home is currently located on parcel 133. A demolition bond for its removal will be required prior to any final plat recordation.

CONDITIONS

1. Metro Stormwater Appeal Committee must approve the blue-line stream crossing prior to final plat approval for the area in Phase 4 that crosses a blue-line stream. Final plats shall be submitted in sections to avoid platting the area affected by the stream prior to Stormwater Committee Approval.
2. The developer shall install a 12-foot wide westbound left turn lane on Barnes Road at the access road A of the new addition as shown on the site plan dated Feb. 23, 2004. The turn lane shall have 75 feet of storage and transition per AASHTO standards.
3. The access road shall be located as determined in the TIS to provide adequate sight distance.
4. Right-of-way dedication along the frontage of Barnes Road must be provided to meet collector street standards minus five feet so that a five-foot public pedestrian easement can be dedicated for the construction of a five-foot sidewalk.

[VIEW SKETCH](#)



Project No.
Project Name

[Subdivision 2004S-092A-07](#)
**West Meade Farms, Resub of Lot 12,
revision to lot 2**

Associated Cases
Council District
School District
Requested By

None
23 - Whitson
9 - Harkey
Brad Bolton, owner,

Staff Reviewer
Staff Recommendation

Fuller
Approve

APPLICANT REQUEST
Final Plat Amendment

Change the platted setback at 223 Brook Hollow Road from 225 feet to 125 feet.

ZONING
RS80 District

The RS80 district requires a minimum 80,000 square foot lot and is intended for single-family dwellings at a density of 0.46 dwelling units per acre.

APPLICATION DETAILS

The proposed lot was created in 1998, and the subdivision plat was approved with the condition that the lot have a 225 foot setback on Brook Hollow Road. Staff was unable to locate discussion of this condition in the minutes or the staff report from the meeting, but it is assumed that this setback was required because it would put the house at the same setback as the house next door to the north (6301 Jocelyn Hollow Road).

The applicant also owns 6301 Jocelyn Hollow Road and intends to demolish the existing home and build a new home fronting Jocelyn Hollow Road, creating a side yard of 150 feet on Brook Hollow Road. The applicant requests this amendment to allow the setback on the lot in question to be similar to the side lot set back for the new house to be built at 6301 Jocelyn Hollow. The applicant has indicated he would accept 150-foot setback if the Planning Commission felt that was more appropriate, but would ultimately prefer a 125 foot setback.

The house to the south of the subject property is set back 290 feet from Brook Hollow Road. The setbacks on the rest of Brook Hollow Road are not uniform and range from around 90 feet up to 400 feet.



Metro Planning Commission Meeting of 4/8/04

Street Setbacks (Zoning Ordinance 17.12.030.)

In residential areas with an established development pattern, the required setback is the average of the lots immediately adjacent or the value specified in Table 12.12.030A, whichever is greater. However, if the average setback is greater than the standard required by the table, the setback shall not be more than twice that required by the table.

The average setback of the adjacent houses is 257 feet. The setback required by Table 17.12.030A is 40 feet. Therefore, the Code provides that the required setback shall not be more than twice the value specified in the table, or 80 feet. The applicant's request to amend the setback is clearly within allowable limits set out in the Zoning Code.



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

[Planned Unit Development 177-80-U-12](#)
Bell Crest Residential PUD
None
32 - Coleman
2 - Blue
None
Adept Consulting Technology Group, applicant, for Metropolitan Government of Nashville / Davidson County (Fire Department), owner.

Staff Reviewer
Staff Recommendation

Mitchell
Approve

APPLICANT REQUEST
Revise Preliminary & Final PUD

Request to revise the preliminary Planned Unit Development and for final PUD approval to allow for the construction of an 80-foot tower with an accompanying antenna at an elevation of 77 feet. The property is located at 5410 Hickory Park Drive, approximately 1/3 of a mile south of Bell Road and east of Blue Hole Road.

ZONING
RM9 District/Residential PUD

The Zoning Administrator has classified this use as an accessory to "Safety Services". The existing Metro Fire Department facility within the PUD is a "Safety Services" use.

PLAN REVIEW DETAILS

Section 17.16.080 B.2. of the Metro Code requires notification to the District Councilmember when a radio/TV/satellite tower has been applied for as a "Special Exception" use. The Zoning Administrator has determined that no Special Exception is required for this tower because it qualifies as an accessory to the Safety Service classification. Part of the determination was based on the definition of "safety service" and "telephone service" as defined in the Zoning Code. All setbacks and other bulk standards will be required to be met.

METRO PUBLIC WORKS' FINDINGS

No Exceptions Taken



Metro Planning Commission Meeting of 4/8/04

RECOMMENDATION

Staff recommends approval of the request to erect an 80-foot communication tower within the existing PUD since it will be utilized by the Metro Fire Department and other emergency agencies to further expand E-911 emergency facilities and services.



Project No.	<u>Planned Unit Development 71-86-P-14</u>
Project Name	Stewartwood Annex Commercial PUD
Associated Case	None
Council Bill	None
Council District	14 - White
Requested By	Batson & Associates, applicant, for Bobby Shoffner, owner
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Final PUD

Request final approval for a portion of the Commercial PUD to allow for the development of 7,700 square foot retail building. The property is located along the north side of Stewarts Ferry Pike, north of Interstate 40.

PLAN DETAILS

The plan is part of a previously approved PUD that includes two buildings: one 7,700 square feet and the other 10,500 square feet, with access to the site via the private drive / parking area of the adjacent strip commercial center. The strip center has two points of ingress and egress onto Stewarts Ferry Pike. Both Planning staff and Metro Public Works recommend approval of using the parking area as an access point.

METRO PUBLIC WORKS' COMMENTS

Comments regarding the proposed sidewalk along Stewarts Ferry Pike were submitted to the applicant. These comments were satisfactorily addressed.

CONDITIONS

1. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.



Metro Planning Commission Meeting of 4/8/04

2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met before the issuance of any building permits.
3. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
4. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.

[VIEW SKETCH](#)



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

[Planned Unit Development 90P-018U-12](#)
Nipper’s Corner Commercial PUD
None
27 - Foster
2 - Blue
None
Adept Consulting Technology Group, applicant, for Metropolitan Government of Nashville / Davidson County (Fire Department), owner.

Staff Reviewer
Staff Recommendation

Mitchell
Approve

APPLICANT REQUEST
Revise Preliminary & Final PUD

Request to revise the preliminary Planned Unit Development and for final PUD approval to allow for the construction of a 65-foot tower with an accompanying antenna at an elevation of 67 feet. The property is located in the Nipper’s Corner PUD at 15530 Old Hickory Boulevard, approximately 860 feet east of Edmondson Pike.

ZONING
SCC District

The proposed tower is classified as an accessory use to a “Safety Service” use. Safety service uses are permitted by right in the SCC district.

PLAN REVIEW DETAILS

Section 17.16.080 B.2. of the Metro Code requires notification to the District Councilmember when a radio/TV/satellite tower has been applied for as a “Special Exception” use. The Zoning Administrator has determined that no Special Exception is required for this tower because it qualifies as an accessory to the Safety Service classification. Part of the determination was based on the definition of “safety service” and “telephone service” as defined in the Zoning Code. All setbacks and other bulk standards will be required to be met.

METRO PUBLIC WORKS’ FINDINGS

No Exceptions Taken

RECOMMENDATION



Metro Planning Commission Meeting of 4/8/04

Staff recommends approval of the request to erect a 65-foot communication tower within the existing PUD since it will be utilized by the Metro Fire Department and other emergency agencies to further expand E-911 emergency facilities and services.

[VIEW SKETCH](#)



Project No.	<u>Planned Unit Development 2003P-019U-05</u>
Project Name	McKennie Neighborhood Market PUD
Associated Case	None
Council Bill	BL2003-82
Council District	5 – Murray
School Board District	5 – Hunt
Requested By	Gresham Smith & Partners, applicant, for Wal-Mart Stores, Inc., optionee
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Final PUD

Request for final Planned Unit Development approval to permit the development of 42,842 square feet of retail/office/restaurant development, where 39,910 square feet is slated for a new grocery store and the remaining 2,932 square feet is slated for retail, office, or restaurant. The Property is located along the west margin of Gallatin Avenue, 190 feet south of Douglas Avenue.

HISTORY & PROPOSED PLAN
Preliminary PUD Plan

The Metro Council approved the preliminary PUD plan on January 21, 2004. Because this PUD is located within the Urban Zoning Overlay (UZO) district, the Metro Zoning Code establishes contextual street setbacks for properties located within the UZO. At the November 13, 2003, Planning Commission meeting, staff recommended disapproval of the variance requests to the contextual street setbacks for the proposed grocery. The MPC acted to approve the PUD with conditions, but recommended disapproval of the variance requests to the Board of Zoning Appeals (BZA).

The Ordinance approving the preliminary PUD (BL2003-82) states the following with regards to the contextual street setbacks within the UZO: *“Section 4. Be it further enacted, that prior to final PUD approval by the Planning Commission, either the Board of Zoning Appeals shall approve the variance for building setbacks within the UZO, or revised plans must be submitted to the Planning Commission that comply with the UZO setback requirements. If the Board of Zoning Appeals grants a variance to the UZO setback*



Metro Planning Commission Meeting of 4/8/04

Proposed Final PUD Plan:

requirements, the applicant must work with Planning Department staff to establish design standards to create a “hard edge” along the property frontage on Gallatin Road.”

The applicant has revise the preliminary PUD plan in lieu of requesting a hearing before the BZA for variances to the UZO street setbacks. Planning staff has discussed design changes with the applicant that, if incorporated into the PUD plan, would bring it into compliance with the Metro Zoning Code – and specifically the Urban Zoning Overlay.

The applicant is continuing to incorporate the changes into the plan. Staff is recommending approval of the final PUD plan subject to approval by staff before the Commission meeting of design changes that will bring the plan into compliance with the UZO.

PLAN DETAILS

The proposed plan delineates a 39,910-square foot building, to be used as a neighborhood market / grocery. The applicant is proposing to keep the existing fire hall, located at the northern corner of the property. Proposed uses for the fire hall could include retail, a restaurant, or offices. A covered MTA shelter is provided along Gallatin Avenue, just south of McKennie Avenue. There are two entrances into the project: One directly across from McKennie Avenue with a new traffic signal, and another un-signalized entrance is located in the south portion of the property.

METRO PUBLIC WORKS’ COMMENTS

All comments were satisfactorily addressed by the applicant.

CONDITIONS

1. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.



Metro Planning Commission Meeting of 4/8/04

2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met before the issuance of any building permits.
3. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
4. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.

[VIEW SKETCH](#)



Project No.
Project Name

[Planned Unit Development 2004P-008U-05](#)
The Pizza Restaurant PUD
(Beer License Distance Exemption PUD)

Council Bill
Council District
School District
Associated Case
Requested By

None
6 - Jameson
5 - Hunt
None
Paul Koumanelis, applicant and lessee, for March Egerton, owner and lessor.

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Preliminary PUD

Request for preliminary PUD approval that is intended to allow for a distance exemption from the beer licensure requirements for an existing facility, proposed for a pizza restaurant, which is located at 203 North 11th Street. The property is located in the northeast corner of Forrest Avenue and North 11th Street, one block east of Gallatin Avenue.

Reason for Request

Per Metro Ordinance BL2003-1353, restaurants / bars that have obtained a license from the Tennessee Alcoholic Beverage Commission permitting the sale of alcoholic beverages for on-premises consumption will be exempt from the minimum distance requirements for the issuance of beer permits if a commercial PUD is established over the subject property.

EXISTING ZONING
MUL district

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

A full-service restaurant is a permitted use by right within the MUL district.

PLAN DETAILS

The plan shows an existing building that fronts North 11th Street, with all associated parking located to the rear of the site and accessed via an existing north-south alley that runs behind those lots fronting North 11th Street.

[VIEW SKETCH](#)



Metro Planning Commission Meeting of 4/8/04

METRO PUBLIC WORKS' RECOMMENDATION

No Exceptions Taken

STAFF RECOMMENDATION

Staff recommends conditional approval of the request to establish a PUD on the property currently zoned MUL district. This property is located within Subarea 5 and is located along a split between Residential Medium (RM) and Commercial Arterial Existing (CAE) land use policies. The Subarea Plan recognizes that there are existing nodes of neighborhood commercial activity, as well as some scattered individual corner parcels with commercial uses. The plan calls for guiding neighborhood commercial nodes in accordance with the standard policies for neighborhood commercial nodes and detailed in the Land Use Policy Application handbook.

Staff recommends conditional approval of the proposed plan since the plan, recognized as an existing facility, meets the majority of the bulk standards as required by the PUD standards of the Metro Zoning Code. The plan does not provide the required landscape buffer between separate zoning districts. A type C buffer is required by the Zoning Code on this property where it abuts the R6 zone district. The existing building prevents the installation of an ordinary C buffer, however. Staff recommends that the applicant be required to install a buffer where the property abuts the R6 zone district that is acceptable to the Urban Forrester.

CONDITIONS

1. Prior to final PUD approval by the Planning Commission, the plan shall be revised to provide a landscape buffer along the north property line that is acceptable to the Urban Forrester.
2. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.



Project No.

**Urban Design Overlay 2001UD-001G-12
Lenox Village, Phase 5**

**Council Bill
Council District
School District
Requested By**

None
31 - Toler
2 - Blue
Anderson – Delk & Associates, Inc., applicant, for
McGowan Family Limited Partnership, owner

**Staff Reviewer
Staff Recommendation**

Fawcett / Mitchell
Approve Phase 5 with conditions, including the establishment of a traffic-improvement phasing plan with the approval of the final plat for this phase. The current traffic recommendations are the maximum amount of improvements that may be needed for this project. Negotiations are continuing and the final traffic recommendations will be presented either at the Commission meeting or prior to final plat approval.

APPLICANT REQUEST

Approval of final UDO plan for Phase 5 in order to permit development of 22 townhouses, 10 single-family rear access homes, 9 single-family street access homes, 17 live/work or townhouses, and 4 live/work or single-family rear access homes, on a total of 17.47 acres.

Existing Zoning
RM9 zoning with a UDO

Mixed housing type residential development in accordance with a design concept plan and design guidelines.

MUL zoning with a UDO

Moderate intensity mixture of residential, retail, restaurant, and office uses in accordance with a design concept plan and design guidelines.

SUBAREA 12 PLAN

Policy
Residential Low Medium (RLM)

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

Policy Conflict

No. The UDO determines the density and design of development on this land.



Metro Planning Commission Meeting of 4/8/04

TRAFFIC

Traffic Study Submitted

Yes – an amended TIS was required as part of the July 2003 Council-approved amendment to the UDO. The approved condition required that an amended TIS be submitted and approved prior to the submission of any future requests for a final UDO.

Metro Traffic Engineer's Findings

Approved the TIS with conditions. Those conditions are attached to the Town Center final UDO staff report on this same agenda.

Recommendation

Staff recommends approval, subject to the conditions recommended by Public Works arising out of the Traffic Impact Study.



Project No.

**Urban Design Overlay 2001UD-001G-12
Lenox Village, Town Center**

**Council Bill
Council District
School District
Requested By**

None
31 - Toler
2 - Blue
Batson & Associates Engineering, applicant, for Lenox Village III, LLC, owner

**Staff Reviewers
Staff Recommendation**

Fawcett / Mitchell
Approve with conditions, including the establishment of a traffic-improvement phasing plan with the approval of the first final plat for the Town Center portion of the plan. The current traffic recommendations are the maximum amount of improvements that may be needed for this project. Negotiations are continuing and the final traffic recommendations will be presented either at the Commission meeting or prior to final plat approval.

APPLICANT REQUEST

Approval of final UDO plan for the Town Center in order to permit development of 87,858 square feet of retail development; 31,983 square feet of live / work space; and 7,050 square feet of restaurant / medical - financial, on a total of 8.15 acres.

Existing Zoning
MUL zoning with a UDO

Moderate intensity mixture of residential, retail, restaurant, and office uses in accordance with a design concept plan and design guidelines.

SUBAREA 12 PLAN

Policy
Mixed-Use Policy (MU)

MU policy is intended to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Predominant uses include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential densities are comparable to medium, medium-high, or high density.



Metro Planning Commission Meeting of 4/8/04

Policy Conflict

No. The final UDO is consistent with the Council-approved preliminary UDO, which determined the density and design of development on this land.

TRAFFIC

Traffic Study Submitted

Yes. An amended TIS was required as part of the July, 2003, Council-approved amendment to the UDO. The approved condition required that an amended TIS be submitted and approved prior to the submission of any future requests for a final UDO.

Metro Traffic Engineer's Findings

Approved the TIS and recommends the following conditions:

Old Hickory Blvd/ Nolensville Road Intersection:

For the intersection of Old Hickory Blvd., the TIS suggested that only a grade separation design mitigation will improve this intersection to the level of service D.

Existing PM peak hour LOS is E, with an intersection delay of 58 seconds, background traffic conditions result in AM peak hour LOS E and PM peak hour is LOS F, with an intersection delay of 95 seconds. With the addition of total project build out the LOS remains at LOS E and LOS F, with the average delay increasing to 122 seconds. There are no recommended mitigations for this intersection.

Barnes Road / Nolensville Road Intersection:

At the intersection of Barnes/Celebration Way and Nolensville Road, a signalized intersection, the existing LOS is acceptable. With background traffic, the LOS remains acceptable. With the addition of the total project build out, this intersection will operate at LOS F in the am and pm peak hours. A review of the Nolensville ROW information Indicates that there is approximately 70 ft of Right of way on Nolensville at this location.

The developer shall install the following mitigations.

- 1. Modify existing signal**
- 2. Install a 12 ft wide north bound lane for a minimum distance of 400 ft in advance of Barnes Rd and 250 ft past intersection with transition per AASHTO standards.**
- 3. Install a 12 ft wide south bound through lane for a minimum distance of 600 ft in advance of Celebration Way and 250 ft past intersection with transition per AASHTO standards. Construction plans shall be submitted to locate optimum beginning and ending of this road widening.**

Holt Road / Nolensville Road Intersection:

This is a stop controlled intersection with Holt stopping for Nolensville Road. The Eastbound turn lanes operate at LOS F with a 69 second average delay. Under background traffic conditions the delay increases to 234 sec/veh. With the project, the



Metro Planning Commission Meeting of 4/8/04

delay increases to 6979. With the installation of a NB left turn lane and signalization, the LOS is F, with delay of 104 sec/veh.

- 1. Install NB left turn lane on Nolensville Rd with 75 ft storage and transition per AASHTO standards.**
- 2. Install signal with optimum signal timing. Submit signal plan to Metro engineer for approval.**

Along Lenox Village property frontage on Nolensville Road:

- 1. Install 2-way left turn lane from Lord's Chapel to access #5 with transition per AASHTO standards.**
- 2. Reserve 1/2 ROW for Nolensville Road U6 classification. (1/2 of 132 ft)**

Lord's Chapel Way, northernmost access point (access #1):

The northernmost access point (access 1) to Lenox Village has already been constructed.

- 1. The pavement shall be striped to provide WB left turn lane and WB right turn lane.**
- 2. No on-street parking shall be allowed for 300 feet from intersection on the north side of access 1 in order to allow adequate storage.**
- 3. Install 12-foot wide southbound (SB) left turn lane on Nolensville Rd with 75 feet of storage length.**

Bradford Hills / Lenox Village Drive and Nolensville Road intersection (access #2):

The Bradford Hills / Lenox Village Drive and Nolensville Road intersection is currently signalized.

- 1. Re-stripe WB Lenox Village Dr for left/thru lane and a WB right lane.**
- 2. Install NB right turn lane.**
- 3. Install 150 ft SB left turn lane in 2-way left turn lane.**
- 4. Provide no parking on north side of access road for 200 ft from intersection**

Project access #3, private drive for Commercial :

- 1. Install separate 11 ft wide WB left turn and right turn lanes and 11 ft wide entering lane for access #3**
- 2. Install 12 ft wide SB left turn on Nolensville RD with 75 ft of storage length in 2-way left turn lane**
- 3. Install NB right turn lane**

Project access #4:

- 1. Install separate 11 ft wide WB left turn and right turn lanes and 11 ft wide entering lane for access #4 road**
- 2. Install 12 ft wide SB left turn on Nolensville RD with 75 ft of storage length in 2-way left turn lane**
- 3. Install NB right turn lane**
- 4. No on street parking shall be provided for 75 ft from intersection**
- 5. Provide adequate sight distance**



Metro Planning Commission Meeting of 4/8/04

Project access #5:

1. Install separate 11 ft wide WB left turn and right turn lanes and 11 ft wide entering lane for access #5 road
2. Install 12 ft wide SB left turn on Nolensville RD with 75 ft of storage length in 2-way left turn lane
3. Install NB right turn lane
4. Install signal when warranted. Traffic counts and warrant analysis shall be conducted annually and submitted to Metro traffic Engineer for signal approval. Signal plan shall include pedestrian signal and associated ADA standard facilities. Access 5 shall be located opposite school drive
5. Provide adequate sight distance

Recommendation

Staff recommends approval subject to the conditions recommended by Public works arising out of the Traffic Impact Study.



Project No.
Project Name
Council Bill
Council District
Requested By

Mandatory Referral 2004M-023U-09
Aerial encroachment: Pirhana's Bar/awning
None
6 - Jameson
Piranha Bar and Grill

Staff Reviewer
Staff Recommendation

Reed
Approve

APPLICANT REQUEST

A request for an aerial encroachment in the public right of way at 113 2nd Avenue North for awnings over an existing sidewalk requested by Piranha Bar and Grill, applicant.

This request is for a total of four awnings protruding no farther than 3 feet from the existing face of the building.

DEPARTMENT AND AGENCY COMMENTS

No responding departments or agencies take exception.

RECOMMENDATION

The following departments or agencies have reviewed this request and taken no exception: Metro Water Services, Parks and Recreation, Emergency Communications Center, and NES.



Project No.
Project Name

[Mandatory Referral 2004M-024U-09](#)
**Aerial encroachment: James Robertson
Apartments/awning**

Council Bill
Council District
Requested By

None
19 - Wallace
James Robertson Apartments

Staff Reviewer
Staff Recommendation

Reed
Disapprove. The Metro Historic Commission has recommended disapproval because the proposed awning conceals the historic building which is listed on the National Register of Historic Places. The Historic Commission would like to work with the applicant to find an affordable alternative that does not conceal the building.

APPLICANT REQUEST

A request for an aerial encroachment in the public right of way at 118 Seventh Avenue North for construction of an awning over an existing canopy above an existing sidewalk requested by James Robertson Apartments, applicant.

This is a request to make improvements to the existing awning. The awning will be 13 feet wide and protrude no more than 7 feet from the existing face of the building.

Completed in 1929 as the James Robertson Hotel, the building is on the National Register of Historic Places but not within any redevelopment district.

DEPARTMENT AND AGENCY COMMENTS

The Metro Historical Commission staff recommended disapproval of this request because “The James Robertson Hotel is listed in the National Register of Historic Places for its architectural significance. The Metro Historical Commission has reservations about the awning design as it has been presented because it will conceal historic fabric. Although the metal awning currently in place probably dates to mid-century, it reflects the historic use and construction of the building as a hotel. Our staff would like to work with the applicant to find an affordable alternative means of rehabilitating the awning that does not conceal part of the building’s historic fabric.”



Metro Planning Commission Meeting of 4/8/04

RECOMMENDATION

The following departments or agencies have reviewed this request and taken no exception: Metro Water Services, Public Works, Emergency Communications Center, and NES.



Project No.	<u>Mandatory Referral 2004M-027U-08</u>
Project Name	Alley closure, 20th Ave. N. and Clifton Ave.
Council Bill	None
Council District	21 - Whitmore
Requested By	Applied Orthotic Systems, applicant
Staff Reviewer	Reed
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST

A request to abandon the southern 200 feet of alley # 627, north of Clifton Ave. N., 200 feet west of 20th Avenue N. between Clifton and alley # 623, by Applied Orthotic Systems, applicant.

Applicant owns two of the three properties affected by the proposed closure. Those two properties front Clifton Avenue. The third party, Spruce Street Baptist Church, has frontage on 20th Avenue North and has no objection.

Staff recommends disapproval since the existing alley provides better access and connectivity to all of the lots served by this alley system, and because this area falls within the Subarea 8 Plan's Mixed Housing in Neighborhood Urban Policy. Should these properties redevelop in the future, the existing alley system will allow for fewer curb cuts along Clifton and 20th Avenue North.

DEPARTMENT AND AGENCY COMMENTS

Public Works, at the request of the Planning Department, recommends disapproval since this property falls within the UZO where maintaining alley access is important to implement the UZO. They also recommend disapproval because closing a portion of this alley will impact the overall alley network for the area.

RECOMMENDATION

The following departments or agencies have reviewed this request and taken no exception: Metro Parks and Recreation, Emergency Communications Center, Water Services, and NES.



Project No.
Project Name

[Mandatory Referral 2004M-028U-09](#)
Property acquisition for Hume Fogg Magnet School

Council Bill
Council District
Requested By

None
19 - Wallace
Metro Real Property Services, applicant

Staff Reviewer
Staff Recommendation

Reed
Approve

APPLICANT REQUEST

A request by Metro Government for acquisition of property by negotiation or condemnation at 130 8th Avenue North, 275 feet north of Broadway, relating to the expansion of Hume Fogg Magnet School, by Metro Real Property Services, applicant.

DEPARTMENT AND AGENCY COMMENTS

No responding departments or agencies take exception. NES wishes to advise Metro they have existing underground facilities within the alley between Hume Fogg and the subject acquisition property.

RECOMMENDATION

The following departments or agencies have reviewed this request taken no exception: Metro Parks and Recreation, Water Services, Emergency Communications Center, and NES.



Project No.
Project Name
Council Bill
Council District

[Mandatory Referral 2004M-029G-12](#)
Nolensville Pike Trunk Sewer
None
None - Williamson County

Staff Reviewer

Harris

Staff Recommendation

Approve

APPLICANT REQUEST

A request for a sewer easement acquisition for Metro Water Services Project No. 98-SG-13, located on the west margin of Nolensville Pike, north of the intersection of Burkitt Road, requested by the Metropolitan Department of Water and Sewerage Services.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

The following departments or agencies have reviewed this request and taken no exception: Emergency Communication Center, Nashville Electric Service, and Metro Water Services. Planning staff also supports the request.



Project No.
Project Name

[Mandatory Referral 2004M-031U-05](#)
**Gallatin Pike Sewer Line and Easement
Abandonment**

Council Bill
Council District
Staff Reviewer

None
8 - Hart
Harris

Staff Recommendation

Approve

APPLICANT REQUEST

A request for sewer line and easement abandonment located at 3500 Gallatin Pike, at the northeast corner of Gallatin Pike and Greenfield Avenue (1.40 acres), Metro Water Services Project No. 03-SG-193, requested by Metro Water and Sewerage Services.

APPLICATION REQUIREMENTS

None

**DEPARTMENT AND AGENCY
RECOMMENDATIONS**

The following departments or agencies have reviewed this request and taken no exception: Emergency Communication Center, Nashville Electric Service, and Metro Water Services and Real Property Services. Planning staff also supports the request.