



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

Zone Change 2004Z-090G-12
None
None
32 – Coleman
2 – Blue
Civil Site Design Group, applicant, for Martha S. Wisener, owner
Deferred from the July 8, 2004, meeting

Deferral

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

Rezone 26 acres from agricultural/residential (AR2a) to residential single-family (RS10) district on a portion of property at 5748 Pettus Road, on the west side of Preston Road.

Existing Zoning
AR2a district

Agricultural/residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. The AR2a district allows approximately 13 dwelling units currently.

Proposed Zoning
RS10 district

RS10 requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. The RS10 district would allow for approximately 96 single-family homes.

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.

Natural Conservation (NCO)

NCO is intended for mostly undeveloped areas characterized by the widespread presence of steeply sloping terrain, unstable soils, floodplains or other environmental features that are constraints to development at urban or suburban intensities. NCO areas are intended



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Policy Conflict

to be rural in character, with very low intensity development.

The proposed zoning district (RS10) is consistent with the Subarea 12 Plan's RLM policy, which is intended for residential development at two to four dwelling units per acre. It is also consistent with the surrounding zoning pattern in the area.

This property is located within a major infrastructure deficiency area defined by the recently adopted Southeastern Community Plan. The Plan states: "Approval of any zone change requests in the areas identified as having transportation and/or school deficiencies should give strong consideration to the presence or timing of improvements to alleviate the deficient infrastructure." Although transportation infrastructure is deficient in this area, this zone change application was received in May 2004, well before the updated Southeastern Community Plan was adopted. Because arterial and minor local street connections are required in the area of this zone change, these connections will be considered during the platting stage.

The area that is located within floodplain should follow the guidelines of Section 17.28.040 of the Zoning Ordinance relating to floodplain development standards.

RECENT REZONINGS

Parcels to the north (001, 002, and 052) were rezoned from AR2a to RS10 and RM15 in December 2002. The Planning Commission recommended approval with conditions in August 2002. The conditions dealt with road improvements to Cane Ridge Road and Preston Road. A school site dedication was also a condition.

TRAFFIC

With the submittal of Final Development Plans 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: 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 ()	26	0.5	13	125	10	14



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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 (0)	26	3.7	96	919	72	97

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
			+83	+794	+62	+83

METRO SCHOOL BOARD REPORT

Projected student generation Schools Over/Under Capacity

19 Elementary 13 Middle 11 High

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 a high school at an adjacent cluster (McGavock, Maplewood, Whites Creek, and Stratford). There are no middle schools with capacity in the Antioch cluster. 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 \$169,000 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

Land was purchased on Pettus Road in FY 03-04 in the Antioch cluster for a new middle school and a new elementary school. The School Board's proposed capital budget for FY 04-05 includes money to construct the middle and elementary schools and to purchase land for a new high school.



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

Zone Change 2004Z-093U-14
None
None
14 – White
4 – Nevill
Ross Starnes and Vanessa Saenz, owners
Deferred from the July 8, 2004, meeting

Staff Reviewer
Staff Recommendation

Harris
Disapprove

APPLICANT REQUEST

Rezone .55 acres from residential single-family (RS10) to office limited (OL) district at 2874 Elm Hill 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.

Proposed Zoning
OL district

Office Limited is intended for moderate intensity office uses.

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

Yes. The proposed OL district is not consistent with the Subarea 14 Plan’s RLM policy in this area intended for residential development within a density range of two to four dwelling units per acre. The OL district would allow for office uses within an existing residential neighborhood. Therefore, it would set a precedent and would allow for further expansion of these uses along Elm Hill Pike.

RECENT REZONINGS

Parcel 063 was rezoned in May 2004, by Council. The Planning Commission recommended approval in March 2004. The Planning Commission recommended disapproval of the rezoning next door on Map 96, Parcel 13, in September 2000. However, the Metro Council subsequently approved the rezoning in December 2000.



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TRAFFIC

A Traffic Impact Study may be required at development stage.

Typical Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (0)	0.55	3.7	2	20	2	3

Typical Uses in Proposed Zoning District: OL

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.55	0.056	1,341	48	6	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
--	--			+28	+4	-1

Maximum Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.55	3.7	2	20	2	3

Maximum Uses in Proposed Zoning District: OL

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Walk In Bank (911)	0.55	0.198	4,744	NA	102	200

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

Land Use (ITE Code)	Acres	--	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				NA	+100	+197



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

Subdivision 2004S-206G-02
Bell Grimes Subdivision
None
3- Hughes
3- Pam Garrett
Nadine Cummings, owner, Dale and Associates, surveyor.
This item was deferred at the July 22, 2004, MPC meeting at the request of the applicant.

Staff Reviewer
Staff Recommendation

Leeman
Approve with conditions

APPLICANT REQUEST
Preliminary Plat

Subdivide 21 acres into 39 single-family lots along north side of Bell Grimes Lane and the east side of Brick Church Pike.

ZONING
RS20 District

RS20 district, requiring a minimum lot size of 20,000 square feet and intended for single-family dwellings at an overall density of 1.85 dwelling units per acre.

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 RS20 (minimum 20,000 sq. ft. lots) to RS10 size lots (minimum 10,000 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 plan proposes 8.4 acres of open space (40%), which complies with this provision.

SUBDIVISION DETAILS

The project proposes the only access for the subdivision to be on Bell Grimes Lane, with two stub-streets to adjacent properties to the north and south. There is no access proposed to Brick Church Pike since that would require crossing a stream and because there are serious sight distance problems along this portion of Brick Church Pike.

TRAFFIC
PUBLIC WORKS
RECOMMENDATION

No Exception taken.

1. Note Subdivision Regulations call for 100 foot min. between reverse curves.



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2. Subject to construction plans [with final].
3. Due to connectivity and undeveloped adjacent land, submit access study prior to review.

CONDITIONS

1. An access study must be submitted prior to final plat approval. If access is found to be inadequate, then further conditions may be required prior to final plat approval.



Project No.	Zone Change 2004Z-096G-14
Associated Case	2004UD-002G-14
Council Bill	BL2004-324
Council District	14 - White
School Board District	4 - Nevill
Requested By	Land Design, Inc., applicant, for Chris C. Pardue, owner.
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve the requested RM9 and MUN, but disapprove of the CS portion</i>

APPLICANT REQUEST

Rezone 214.9 acres from residential (RS15) to residential (RM9), and 3.9 acres from residential (RS15) to mixed-use (MUN), and approximately 1 acre from residential (RS15) to commercial (CS) as part of a requested new Urban Design Overlay. The property is located along the south side of Hoggett Ford Road, west of Dodson Chapel Road, and north of Interstate 40.

Existing Zoning
RS15 district

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

Proposed Zoning
RM9 district

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

MUN district

Mixed Use Neighborhood is intended for a low intensity mixture of residential, retail, and office uses.

CS district

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

SUBAREA 14 PLAN
Residential Medium (RM)

RM policy is designed to accommodate residential development within a density range of about 4 to 9 dwelling units per acre. Although the current Subarea 14 plan calls for adherence to the standard RM policies, the plan specifically mentions the Stones River Greenway and how emphasis should be given to linking this area with the nearby recreational areas around J. Percy Priest Lake.



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Policy Conflict

The associated Urban Design Overlay plan proposes to develop the site at an overall density of approximately 9.2 units per acre. Although this density slightly exceeds the RM policy, the plan limits the total number of units to a specified number. That number cannot be changed without returning to the Metro Council for re-approval to add units to the plan.

The proposed CS zoning and billboard use are not consistent with the Subarea 14 Plan's Residential Medium Policy calling for predominantly residential neighborhoods, with small-scale neighborhood commercial uses in certain instances. The CS district is more intense than what the RM policy calls for in this area, and is not consistent with the overall design objectives of this Urban Design Overlay district.

The MUN district is appropriate as part of the Urban Design Overlay district in this area. The RM policy along Dodson Chapel Road is classified within the Neighborhood Area section of the Land Use Policy Application (LUPA) document that was adopted by the Planning Commission on May 27, 2004. The LUPA document states: "Neighborhood areas...are predominantly residential in character. Unlike suburban areas, they tend to contain more of a mixture of housing types. Small scale commercial uses [like MUN] are also present within and at the edges of neighborhoods." (Page 37, LUPA). LUPA also states: "Areas designated RM should be convenient to neighborhood or community scale commercial centers and other community services." (page 40, LUPA).

Regarding specific notation of the Stones River Greenway in the Subarea 14 Plan, the applicant has, as part of the proposed plan, agreed to dedicate the required greenway easement and will construct the greenway trail as part of the site development.

RECENT REZONINGS

2001

In March of 2001, a request was brought before the Metro Planning Commission and Metro Council to rezone the property from RS15 to RM9 as part of a Planned Unit Development (2001P-002G-14). That request was approved by the Planning Commission but subsequently withdrawn by the Metro Council, on August 7, 2001, prior to third and final reading (BL2001-665).



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2002/2003

In November of 2002, another request was brought before the Planning Commission and Metro Council for the same request to rezone from RS15 to RM9 as part of an overall PUD (2002P-006G-14). This request was disapproved by the Planning Commission and ultimately withdrawn by the Metro Council at second reading after the public hearing (BL2002-1269).

TRAFFIC

METRO PUBLIC WORKS'

RECOMMENDATION:

1. Dedicate right-of-way adjacent to UDO property on Dodson Chapel and Hoggett Ford Road consistent with the Major Street Plan.
2. Provide required off-street parking for the recreational facilities and the mixed-use areas as per metro zoning code 17.20.030, or alternate provisions as allowed by the UDO process in section 17.36.320.
3. At any site location where on-street parking is used to meet required parking, handicap spaces meeting the ADA requirements shall be provided.
4. No parking will be allowed within 30 feet of a crosswalk or intersection as per Metro T&P Code 12.40.040.
5. Parking will be prohibited on the Main Entry roadway due to narrow width.
6. Parking may be prohibited on one side of the Local and Minor Local streets.
7. Parking will be prohibited on the north side of Hoggett Ford Blvd.
8. Parking will be prohibited on one side of the One-Way streets.
9. Parking is prohibited in all alleys per T&P code 12.40.060.
10. The trails shall be located to eliminate mid-block pedestrian crossings.
11. Driveway profiles to be designed at 10 percent or less as per Subdivision Regulations Appendix C.

Dodson Chapel

12. Construct Dodson Chapel Road along the frontage of the property consistent with the requirement of the Major Street Plan per section 2-7.1 A. of the Subdivision Regulations.

Central & Dodson Chapel

13. Construct northbound left turn lane on Dodson Chapel at Central Pike with 200 ft of storage length and transition per AASHTO standards.
14. Construct southbound left turn lane on Dodson Chapel with 200 ft of storage and transition per AASHTO standards.
15. Construct an eastbound left turn lane with 75 ft of storage and transition per AASHTO standards.
16. Reconstruct intersection to provide adequate lane alignment.

Dodson Chapel & Hoggett Ford Road

17. Construct Hoggett Ford Road with left and right turn lanes with 100 ft of storage length at Dodson Chapel Road. Any on street parking will be prohibited 30 ft to crosswalks. Cross section in UDO plan will need to be revised at intersection with Dodson Chapel Rd.



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18. Construct northbound left turn lane with 100ft of storage on Dodson Chapel Road at Hoggett Ford Road and associated tapers.
19. Conduct traffic counts and signal warrant analysis at each 250 combined dwelling units and/or beds and submit to Traffic & Parking Division of Public Works. If a signal is determined to be appropriate by the Transportation Manager and the Traffic and Parking Commission, submit signal plans for approval and install a traffic signal using mast arms. The counts and analysis at Dodson Chapel and Hoggett Ford Road will start after improvements are made to Hoggett Ford Road.

Dodson Chapel & Main Project Access

20. Construct main project access road with left and right turn lanes with 100 ft of storage length at Dodson Chapel Road. No on street parking will be allowed. Cross section in UDO plan will need to be revised at intersection with Dodson Chapel Road.
21. Construct northbound left turn lane with 100 ft of storage on Dodson Chapel Road at main project access road.
22. Construct a southbound right turn lane with 150 ft on Dodson Chapel at main project access road.
23. Conduct traffic counts and signal warrant analysis at each 250 combined dwelling units and/or beds and submit to Traffic & Parking Division of Public Works. If a signal is determined to be appropriate by the Transportation Manager and the Traffic and Parking Commission, submit signal plans for approval and install a traffic signal using mast arms.

Hoggett Ford Road

24. Reconstruct the road pavement northeast of the proposed median to provide a minimum roadway width of 15' and provide adequate transition to existing Hoggett Ford Rd. pavement past property frontage.

Dodson Chapel & Bell Road

25. Conduct traffic counts and signal warrant analysis at each 250 combined dwelling units and/or beds and submit to Traffic & Parking Division of Public Works. If a signal is determined to be appropriate by the Transportation Manager and the Traffic and Parking Commission, install a traffic signal using mast arms. Note this work will require a permit from the Corps of Engineers.

Dodson Chapel

26. Provide 400 feet of sight distance at all project driveways and intersections located on Dodson Chapel Road.

Typical Uses in Existing Zoning District: RS15

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family detached (210)	219.80	2.47	543	4918	390	492



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Typical Uses in Proposed Zoning District: RM9, MUN, and CS with UDO

Land Use (ITE Code)	Acres	Total S. F. commercial	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single family 210			411	3,828	298	384
Townhomes 230			291	1,588	124	145
Apartments 220			500	3,156	249	293
Assisted living 254			2,328 beds	1,653	326	513
Commercial Shopping center 820		45,000		4,024	97	369
TOTAL Single-family detached, Res. Condo, townhouse, Assisted Living & apartment ()	219.80	45,000	1,978	14,249	2,188	1,704

* The UDO includes: 411 single-family dwellings, 291 townhomes, 500 multi-family and 776 assisted-living units; it also includes 45,000 sq. ft. of commercial

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
				+9,331	1,798	1,212

METRO SCHOOL BOARD REPORT

Projected student generation

154 Elementary 100 Middle 77 High

Schools Over/Under Capacity

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

School Site Dedication

Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students. This land dedication requirement is proportional to the development's student generation potential. Such site shall



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be in accordance with the locational criteria of the Metropolitan Board of Education and shall be within the McGavock High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site will be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement.

Capital Improvements

The following capital improvements are scheduled for the listed school within the elementary zone.

DUPONT-TYLER MIDDLE SCHOOL RENOVATION	DUPONT-TYLER MIDDLE SCHOOL - RENOVATE FACILITY	FY 2008- 2009
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Project No.	Urban Design Overlay 2004UD-002G-14
Project Name	Villages of Riverwood
Associated Case	2004Z-096G-14
Council Bill	BL2004-325
Council District	14 - White
School Board District	4 - Nevill
Requested By	Land Design, Inc., applicant, for Chris C. Pardue, owner.
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Preliminary UDO

Request to adopt a preliminary Urban Design Overlay (UDO) to allow for the development of 1,978 residential units, 45,000 square feet of mixed-use commercial, and two type ‘B’ billboards on 219.8 acres. The site is located along the south side of Hoggett Ford Road, west of Dodson Chapel Road, and north of Interstate 40.

ZONING & LAND USE POLICY
RS15

This request for preliminary UDO approval is associated with a zone change request to change from RS15 to RM9, MUN, and CS zone districts to allow for the development of the project as planned.

Subarea 14
RM Land Use Policy

The Urban Design Overlay plan proposes to develop the site at an overall density of approximately 9.2 units per acre. Although this density slightly exceeds the RM policy, the plan provides for an appropriate mixture of housing and interconnected network of streets. The plan also limits the total number of units to a specified number. That number cannot be changed without returning to the Metro Council for re-approval to add units to the plan.

PLAN DETAILS
Overall Site Plan

The site is located in the pocket of Interstate 40, Dodson Chapel Road, and Hoggett Ford Road. The plan proposes single-family detached units on lot widths that vary between 30 and 50 feet, as well as townhomes, in the northeast corner of the site along Dodson Chapel Road and Hoggett Ford Road. In the center of the site, where the majority of steep hillsides are located, the plan provides larger single-family lots that are located along curvilinear



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Building Types

spine roads that avoid the more un-buildable areas of topography. Directly abutting the interstate and the southern portion of Dodson Chapel Road are the 500 apartment units that will be constructed as flats in several clusters of apartment buildings. Lastly, the southernmost portion of the site, adjacent to the Stones River, will contain the 776-unit assisted living facility.

The following building types are proposed as part of the UDO plan:

- Type 1: Assisted Living Facility
- Type 2: Neighborhood Mixed-Use with balconies, store-fronts, and architectural appurtenances
- Type 3: Recreational Facility / Community Center
- Type 4: 60-foot wide Single-family Detached (Front / Street Access)
- Type 5: 50-foot wide Single-family Detached (Front / Street Access)
- Type 6: 50-foot wide Single-family Detached (Rear / Alley Access)
- Type 7: 40-foot wide Single-family Detached (Rear / Alley Access)
- Type 8: 30-foot wide Single-family Detached (Rear / Alley Access)
- Type 9: Townhomes (Rear / Alley Access)
- Type 10: Multi-family Apartment Building

Staff expressed concern over the development of the Assisted Living Facility portion of the site with regards to building coverage. With this in mind, staff is adding a condition that will place a building coverage maximum of 20% within the Assisted Living Facility Building Standards portion of the UDO document.

Access

Access to the development is proposed as follows:

From Dodson Chapel Road:

- One divided main entry (70-foot ROW)

From Hoggett Ford Road:

- One divided main entry (70-foot ROW)
- Two (2) Local streets (51-foot ROW)
- One divided Minor Local street (72-foot ROW)



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The multi-family apartment units will be accessed via the divided main entry road from Dodson Chapel Road. The minimized access to the apartments is due to the private driveways that will be constructed throughout the apartment complex. Since the assisted living facility is located in the southernmost portion of the site, and will be a private facility, access to that site will be via two public streets leading to a main gate or entrance point.

The remaining areas of development, which will contain the single-family homes and townhomes, are provided with a good “network of interconnected streets and alleys that will assist in dispersing the traffic and providing multiple entrances and access points for residents and emergency vehicles.” (UDO document) The advantage of multiple access points and intersections in a traditional neighborhood design, such as this, is the immediate reduction in actual vehicle speed and the ability to provide reduced curb radii so that reduced setbacks can be utilized without creating hindrances to vehicular movements and/or sight visibility.

Environmental / Greenway

Although this site is encumbered by hillside that slopes from the northeast corner downward to the river, the majority of the slopes do not exceed 15%. There are areas, however, where the slope does exceed 15%. These areas have, for the most part, been avoided through design and creation of open spaces. Through the review process, staff did not find any areas that exceeded 25% slope.

This tract is located along a portion of the Stones River where a greenway trail and associated conservation easement are planned. As part of the proposed UDO, the applicant has agreed to help implement the Stones River Greenway system by dedicating the necessary greenway easements and constructing the trail and required trailheads / parking areas. The size of the proposed Greenway / Conservation Easement does not meet the Subdivision Regulation requirements that all of the floodway, plus the 50 foot floodway buffer and an additional 25 feet beyond the 50-foot floodway buffer be provided for the conservation easement and trail location. Staff has included as a condition to the UDO that the Greenway / Conservation Easement must include the floodway plus 75 feet or some other distance / amount as approved by the Greenways Commission prior to any final UDO approvals.



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Uses

Proposed uses within the specific zone districts are as follows:

Within the RM9:

- Single-family homes
- Townhomes
- Multi-family apartments
- Assisted Living Facility
- Parks / Greenway

Staff received confirmation from the Tennessee Board of Health, Division of Health Care Facilities, that the state had no specific objections to the proposed accessory uses within the assisted living facility. Some of those uses within the facility, which would not exceed a combined square footage of 20,000 square feet, would be a coffee shop, dry cleaning drop off, medicine shop, adult day care, etc. The Metro Zoning Ordinance allows accessory uses such as these within the assisted-living facility, as long as they are not advertised or marketed to people outside of the facility.

Within the MUN:

- Single-family homes
- Townhomes
- Live-Work Townhomes
- Neighborhood Office / Retail uses as allowed in the MUN zone district

Within the CS:

- Billboard type 'B'

The proposed CS zoning and billboard use are not consistent with the Subarea 14 Plan's RM policy, nor are the consistent with this Urban Design Overlay district. The proposed CS zoning and billboard use are not consistent with the Subarea 14 Plan's Residential Medium Policy calling predominantly residential neighborhoods, with small-scale neighborhood commercial uses in certain instances. The CS district is more intense than what the RM policy calls for in this area, and is not consistent with the overall design objectives of this Urban Design Overlay district.



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TRAFFIC METRO PUBLIC WORKS' RECOMMENDATION

1. Dedicate right-of-way adjacent to UDO property on Dodson Chapel and Hoggett Ford Road consistent with the Major Street Plan.
2. Provide required off-street parking for the recreational facilities and the mixed-use areas as per metro zoning code 17.20.030, or alternate provisions as allowed by the UDO process in section 17.36.320.
3. At any site location where on-street parking is used to meet required parking, handicap spaces meeting the ADA requirements shall be provided.
4. No parking will be allowed within 30 feet of a crosswalk or intersection as per Metro T&P Code 12.40.040.
5. Parking will be prohibited on the Main Entry roadway due to narrow width.
6. Parking may be prohibited on one side of the Local and Minor Local streets.
7. Parking will be prohibited on the north side of Hoggett Ford Blvd.
8. Parking will be prohibited on one side of the One-Way streets.
9. Parking is prohibited in all alleys per T&P code 12.40.060.
10. The trails shall be located to eliminate mid-block pedestrian crossings.
11. Driveway profiles to be designed at 10 percent or less as per Subdivision Regulations Appendix C.

Dodson Chapel

12. Construct Dodson Chapel Road along the frontage of the property consistent with the requirement of the Major Street Plan per section 2-7.1 A. of the Subdivision Regulations.

Central & Dodson Chapel

13. Construct northbound left turn lane on Dodson Chapel at Central Pike with 200 ft of storage length and transition per AASHTO standards.
14. Construct southbound left turn lane on Dodson Chapel with 200 ft of storage and transition per AASHTO standards.
15. Construct an eastbound left turn lane with 75 ft of storage and transition per AASHTO standards.
16. Reconstruct intersection to provide adequate lane alignment.

Dodson Chapel & Hoggett Ford Road

17. Construct Hoggett Ford Road with left and right turn lanes with 100 ft of storage length at Dodson Chapel Road. Any on street parking will be prohibited 30 ft to crosswalks. Cross section in UDO plan will need to be revised at intersection with Dodson Chapel Rd.
18. Construct northbound left turn lane with 100ft of storage on Dodson Chapel Road at Hoggett Ford Road and associated tapers.
19. Conduct traffic counts and signal warrant analysis at each 250 combined dwelling units and/or beds and submit to Traffic & Parking Division of Public Works. If a signal is determined to be appropriate by the Transportation Manager and the Traffic and Parking Commission, submit signal plans for approval and install a traffic signal using mast arms.



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The counts and analysis at Dodson Chapel and Hoggett Ford Road will start after improvements are made to Hoggett Ford Road.

Dodson Chapel & Main Project Access

20. Construct main project access road with left and right turn lanes with 100 ft of storage length at Dodson Chapel Road. No on street parking will be allowed. Cross section in UDO plan will need to be revised at intersection with Dodson Chapel Road.
21. Construct northbound left turn lane with 100 ft of storage on Dodson Chapel Road at main project access road.
22. Construct a southbound right turn lane with 150 ft on Dodson Chapel at main project access road.
23. Conduct traffic counts and signal warrant analysis at each 250 combined dwelling units and/or beds and submit to Traffic & Parking Division of Public Works. If a signal is determined to be appropriate by the Transportation Manager and the Traffic and Parking Commission, submit signal plans for approval and install a traffic signal using mast arms.

Hoggett Ford Road

24. Reconstruct the road pavement northeast of the proposed median to provide a minimum roadway width of 15' and provide adequate transition to existing Hoggett Ford Rd. pavement past property frontage.

Dodson Chapel & Bell Road

25. Conduct traffic counts and signal warrant analysis at each 250 combined dwelling units and/or beds and submit to Traffic & Parking Division of Public Works. If a signal is determined to be appropriate by the Transportation Manager and the Traffic and Parking Commission, install a traffic signal using mast arms. Note this work will require a permit from the Corps of Engineers.

Dodson Chapel

26. Provide 400 feet of sight distance at all project driveways and intersections located on Dodson Chapel Road.

CONDITIONS

1. The Dedicated Conservation Greenway Public Access Trail Easement Area shall be dedicated and shall include all of the floodway plus 75 feet (50-foot floodway buffer plus 25-foot greenway/conservation easement) or some other distance / amount as approved by the Greenways Commission prior to the first final UDO approval by the Planning Commission.
2. There shall be no outside advertising or marketing for the accessory uses that are provided within the assisted-living facility.
3. A Tree Preservation / Removal and Grading Boundary Plan (24x36) shall be submitted prior to, or in conjunction with, the submittal of the Final UDO application.
4. Staff recommends that the Commission condition its approval on the removal of the CS zoning and billboard uses from the proposed UDO



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5. This preliminary plan is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.
6. Dedicate right-of-way adjacent to UDO property on Dodson Chapel and Hoggett Ford Road consistent with the Major Street Plan.
7. Provide required off-street parking for the recreational facilities and the mixed-use areas as per metro zoning code 17.20.030, or alternate provisions as allowed by the UDO process in section 17.36.320.
8. At any site location where on-street parking is used to meet required parking, handicap spaces meeting the ADA requirements shall be provided.
9. No parking will be allowed within 30 feet of a crosswalk or intersection as per Metro T&P Code 12.40.040.
10. Parking will be prohibited on the Main Entry roadway due to narrow width.
11. Parking may be prohibited on one side of the Local and Minor Local streets.
12. Parking will be prohibited on the north side of Hoggett Ford Blvd.
13. Parking will be prohibited on one side of the One-Way streets.
14. Parking is prohibited in all alleys per T&P code 12.40.060.
15. The trails shall be located to eliminate mid-block pedestrian crossings.
16. Driveway profiles to be designed at 10 percent or less as per Subdivision Regulations Appendix C.

Dodson Chapel

17. Construct Dodson Chapel Road along the frontage of the property consistent with the requirement of the Major Street Plan per section 2-7.1 A. of the Subdivision Regulations.

Central & Dodson Chapel

18. Construct northbound left turn lane on Dodson Chapel at Central Pike with 200 ft of storage length and transition per AASHTO standards.
19. Construct southbound left turn lane on Dodson Chapel with 200 ft of storage and transition per AASHTO standards.
20. Construct an eastbound left turn lane with 75 ft of storage and transition per AASHTO standards.
21. Reconstruct intersection to provide adequate lane alignment.

Dodson Chapel & Hoggett Ford Road



Metro Planning Commission Meeting of 8/12/04

22. Construct Hoggett Ford Road with left and right turn lanes with 100 ft of storage length at Dodson Chapel Road. Any on street parking will be prohibited 30 ft to crosswalks. Cross section in UDO plan will need to be revised at intersection with Dodson Chapel Rd.
23. Construct northbound left turn lane with 100ft of storage on Dodson Chapel Road at Hoggett Ford Road and associated tapers.
24. Conduct traffic counts and signal warrant analysis at each 250 combined dwelling units and/or beds and submit to Traffic & Parking Division of Public Works. If a signal is determined to be appropriate by the Transportation Manager and the Traffic and Parking Commission, submit signal plans for approval and install a traffic signal using mast arms. The counts and analysis at Dodson Chapel and Hoggett Ford Road will start after improvements are made to Hoggett Ford Road.

Dodson Chapel & Main Project Access

25. Construct main project access road with left and right turn lanes with 100 ft of storage length at Dodson Chapel Road. No on street parking will be allowed. Cross section in UDO plan will need to be revised at intersection with Dodson Chapel Road.
26. Construct northbound left turn lane with 100 ft of storage on Dodson Chapel Road at main project access road.
27. Construct a southbound right turn lane with 150 ft on Dodson Chapel at main project access road.
28. Conduct traffic counts and signal warrant analysis at each 250 combined dwelling units and/or beds and submit to Traffic & Parking Division of Public Works. If a signal is determined to be appropriate by the Transportation Manager and the Traffic and Parking Commission, submit signal plans for approval and install a traffic signal using mast arms.

Hoggett Ford Road

29. Reconstruct the road pavement northeast of the proposed median to provide a minimum roadway width of 15' and provide adequate transition to existing Hoggett Ford Rd. pavement past property frontage.

Dodson Chapel & Bell Road

30. Conduct traffic counts and signal warrant analysis at each 250 combined dwelling units and/or beds and submit to Traffic & Parking Division of Public Works. If a signal is determined to be appropriate by the Transportation Manager and the Traffic and Parking Commission, install a traffic signal using mast arms. Note this work will require a permit from the Corps of Engineers.

Dodson Chapel

31. Provide 400 feet of sight distance at all project driveways and intersections located on Dodson Chapel Road.



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

Zone Change 2004Z-097G-14
None
None
12 – Gotto
4 – Nevill
Paul Weatherford, Weatherford & Associates, applicant for David Carter, Quality Plus Homes, Inc., owner.

Staff Reviewer
Staff Recommendation

Harris
Disapprove

APPLICANT REQUEST

Rezone 1.16 acres from residential (R10) to commercial services (CS) district at Tulip Grove Road (unnumbered).

Existing Zoning
R10 district

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

Proposed Zoning
CS district

Commercial Service is intended for 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 and small warehouse uses.

SUBAREA 14 PLAN POLICY

Commercial Arterial
Existing (CAE)

CAE policy is intended to stabilize the current condition, prevent additional expansion along the arterial, and ultimately redevelop into pedestrian-friendly community center areas. The predominant uses include retail and office activities such as eating establishments, automobile sales, rental, and service, hotels and motels, and consumer services.

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.



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Policy Conflict

The proposed CS district is not consistent with the RLM policy that is intended for residential development at a density of two to four dwelling units per acre. There is a stream that runs through the property that separates two policy areas of RLM and CAE. All of the CAE policy area is within floodway and floodplain and may not be developable. This rezoning would set a precedent and would expand the commercial uses along Tulip Grove Road into a residential neighborhood. If this property were rezoned, it may lead to a negative trend of commercial rezoning south of this property.

RECENT REZONINGS

Parcel 082 to the east of the property was approved by the Planning Commission on July 22, 2004, for a rezoning from RS10 to RM6 and also for approval of a preliminary PUD for 90 townhomes and 90 single-family lots.

TRAFFIC

With the submittal of final development plans, a TIS may be required to determine any mitigations.

Typical Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family detached ()	1.16	3.7	4	39	3	5

Typical Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Square feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office ()	1.16	0.198	10,005	111	16	15

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
--	--			+72	+13	+10

Maximum Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-family detached ()	1.16	3.7	4	39	3	5



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Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Convenience Market ()	1.16	0.2*	10,105	7380	671	525

*Adjusted as per use

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

Land Use (ITE Code)	Acres	--	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				+7341	+668	+520



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

Staff Reviewer
Staff Recommendation

Zone Change 2004Z-100G-13
None
None
33 - Bradley
6 - Awipi
Leslie Cappama, owner.

Leeman
Approve

APPLICANT REQUEST

Rezone 5.12 acres from agricultural/residential (AR2a) to residential single-family (RS20) district property at 2521 Hobson Pike, between South Hampton Boulevard and Ole Nottingham Drive.

Existing Zoning
AR2a district

Agricultural/residential requires a minimum lot size of 2 acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. The AR2a district allows approximately 3 dwelling units currently.

Proposed Zoning
RS20 district

RS20 requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. The RS20 district would allow approximately 9 single-family homes.

**ANTIOCH-PRIEST LAKE
PLAN POLICY**

Corridor Edge Policy

Corridor Edge is the Structure plan classification for rural, open areas that extend along segments of a major scenic street such as Hobson Pike. The character of an area designated as CE is generally one that exhibits a sense of preserved open space along the edge of the corridor. CE areas are intended to contain primarily low-intensity residential development or civic open space activities. Examples might include large lot, single-family estate houses; accessory structures for farming activities, or linear parks. CE areas may act as a transition to more intensely developed areas further from the corridor, as well as allowing for appropriate development along major streets that are scenic in character.



Metro Planning Commission Meeting of 8/12/04

Policy Conflict

No. The proposed RS20 zoning district is consistent with the Antioch Priest Lake’s Corridor Edge Policy, calling for large lots that will serve as a transition to the higher intensity development farther from the corridor. The back portion of this property contains a TVA easement where buildings will not be permitted.

RECENT REZONINGS

None.

TRAFFIC

PUBLIC WORKS

RECOMMENDATION

No Exception Taken

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family detached (0)	5.12	0.5	3	29	3	4

Typical Uses in Proposed Zoning District: RS20

Land Use (ITE Code)	Acres	Units Per Acre	Total number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (0)	5.12	1.85	9	106	9	12

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	--			+77	+6	+8

METRO SCHOOL BOARD REPORT

Projected student generation Schools Over/Under Capacity

2 Elementary 1 Middle 1 High

Students would attend a new elementary school, Kennedy Middle School, and Antioch High School. **Since the new elementary school figures are not yet available, these school generation numbers were determined using the Maxwell Elementary school figures. The Maxwell Elementary School zone is on the other side of Hobson Pike.** 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 a high school at an adjacent cluster (McGavock, Maplewood, Whites Creek, and Stratford). There are no middle schools with



Metro Planning Commission Meeting of 8/12/04

Fiscal Liability

capacity in the Antioch cluster. This information is based upon data from the school board last updated January 16, 2004.

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 \$13,000 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

Land was purchased on Pettus Road in FY 03-04 in the Antioch cluster for a new middle school and a new elementary school. The School Board's proposed capital budget for FY 04-05 includes money to construct the middle and elementary schools and to purchase land for a new high school.



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

Zone Change 2004Z-101U-13
2004P-022U-13
None
33 - Bradley
8 - Harkey
Wamble & Associates, PLLC, applicant, for H.L. Harden, owner.

Staff Reviewer
Staff Recommendation

Mitchell
Approve

APPLICANT REQUEST

Rezone 6 acres from agriculture / residential (AR2a) to residential (RS7.5) as part of a requested new Planned Unit Development. The property is located along the south side of Hamilton Church Road, approximately 1/3 mile east of Murfreesboro Pike.

Existing Zoning
AR2a district

AR2a 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 AR2a zoning would currently allow 3 dwelling units.

Proposed Zoning
RS7.5 district

RS7.5 requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. The proposed RS7.5 zoning would allow 29 dwelling units.

ANTIOCH – PRIEST LAKE PLAN
Neighborhood General (NG)

NG is intended to apply to existing areas that are, and are envisioned to remain, predominantly residential in character, and to emerging and future areas that are planned to be predominantly residential. The right mix of density is the key to the success of a NG area.

Regarding design, a random development pattern is inappropriate. Ideally, residents in NG areas are within a 5 to 10 minutes walk of a Neighborhood Center area or Corridor Center area.

Policy Conflict

No. The associated PUD plan proposes to develop a 27-lot subdivision where the proposed lots average 5,000 square feet. The proposed density for the subdivision is 4.5 lots per acre. Although the NG does not mandate a specific



Metro Planning Commission Meeting of 8/12/04

density range as many older land use policies did, the 4.5 density is consistent with the intent of the NG policy regarding the location of the property in relation to the adjoining Community Center policy. The size of the lots and the proposed connectivity of the plan to surrounding undeveloped areas support the intent of the NG policy objectives. A PUD has been filed with this zone change request that will ensure proper street connectivity and layout of streets and open space.

RECENT REZONINGS

No

TRAFFIC

Metro Public Works

Recommendation:

No exception taken.

Typical Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family detached (210)	6.0	0.5	3	29	3	4

Typical Uses in Proposed Zoning District: RS7.5/PUD

Land Use (ITE Code)	Acres	Units Per Acre	Total number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	6.0	4.94	27*	259	21	28

*Lots proposed in PUD

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
--	--			+230	+18	+24



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

Planned Unit Development 2004P-022U-13
Harden Subdivision
2004Z-101U-13
None
33 - Bradley
8 - Harkey
Wamble & Associates, PLLC, applicant, for H.L. Harden, owner.

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions, and disapproval of sidewalk variance request along Hamilton Church Road.

APPLICANT REQUEST
Preliminary PUD

Request to adopt a preliminary Planned Unit Development to allow for 27 single-family lots on 6 acres within Davidson County. The site is located along the south side of Hamilton Church Road, approximately 1/3 mile east of Murfreesboro Pike.

PLAN DETAILS
Site Design

The plan proposes 27 single-family lots to be located along 3 separate roadways within the subdivision. There is a 125-foot TVA / Nashville Gas easement that cuts through the property along the Hamilton Church Road frontage. The area of the easement will remain undeveloped except for the spine roadway accessing the site off Hamilton Church Road.

Access

Access to the subdivision development will be via a new 50-foot wide roadway on the south side of Hamilton Church Road. Within the subdivision, the applicant has provided 3 points of access to areas of future development. Two of those stub streets access property to the east, with the last stub street accessing undeveloped property to the south.

Environmental

There are no environmental concerns related to this site. There are no floodplain issues and no hillside / topography issues. The proposed detention facility will be located in the northwest corner of the site adjacent to the TVA / Gas easement.



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ZONING & LAND USE POLICY

AR2a to RS7.5

*Antioch – Priest Lake Plan
NG Land Use Policy*

This request for preliminary PUD approval is associated with a zone change request to change from AR2a to RS7.5 to allow for the development of the single-family lots.

The proposed density for the subdivision is 4.5 lots per acre. Although the NG does not mandate a specific density range as older land use policies may have done, the 4.5 density is consistent with the intent of the NG policy regarding the location of the property in relation to the adjoining Community Center policy. The size of the lots and the proposed connectivity of the plan to surrounding undeveloped areas support the intent of the NG policy objectives.

SUBDIVISION DETAILS

*Sidewalks
Sec. 2-6.1*

Public Works' Assessment

Staff Analysis

Sidewalks are required along all public streets as part of any new development. The applicant has requested a sidewalk variance from the requirement construct sidewalks along Hamilton Church Road. Their stated hardship for construction is that "HCR is an old rural road with a side drainage ditch and no curb. To construct this sidewalk, it will require a significant effort to improve the roadway due to drainage."

Public Works was unable to provide a Constructability Report in time for the report since the variance application was not submitted on time. Staff expects Metro Public Works to provide their analysis prior to submittal of any request for final PUD approval.

Staff recommends disapproval of this request because residential growth is occurring along Hamilton Church Road, which will support sidewalk construction in this area. There is a proposal for new residential development a few hundred yards to the east. Also, this 6-acre tract is located within walking distance of the intersection of Hamilton Church Road and Murfreesboro Pike, which is a community center area as called for in the Antioch – Priest Lake Plan.

METRO PUBLIC WORKS' RECOMMENDATION

Detailed comments were provided by Metro Public Works and adequately addressed by the applicant's representative.



Metro Planning Commission Meeting of 8/12/04

CONDITIONS

1. Public Road 'B' and 'C' must be revised on the preliminary PUD plan to show 46 feet of ROW prior to 3rd reading at Metro Council.
2. A Tree Preservation / Removal and Grading Boundary Plan (24x36) shall be submitted prior to, or in conjunction with, the submittal of the Final PUD application.
3. This preliminary plan is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.
4. Sidewalks must be shown along Hamilton Church Road along the property frontage prior to submittal of final PUD approval.



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

Subdivision 2004S-227U-07
Cherokee Crossing
None
24 - Summers
9 - Christina Norris
Aline Brown and Geny's Supply, Inc., owners, Alldredge Associates, developer, Hawkins Partners, Landscape Architects, and Wamble and Associates, engineer/surveyor.

Staff Reviewer
Staff Recommendation

Leeman
Approve with conditions

APPLICANT REQUEST
Preliminary Plat

Subdivide 6.68 acres into 31 lots (26 single-family lots and 5 duplex lots for a total of 36 units), located along the south side of Westlawn Drive, east of Sloan Road.

ZONING
R6 District

R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.72 dwelling units per acre including 25% duplex lots. The maximum number of lots allowed on this property would be 48 lots with 12 of the lots having duplexes, or 60 total units.

SUBDIVISION DETAILS

The proposed plat is not a cluster lot subdivision since each lot has a minimum of 6,000 square feet; therefore, there is no requirement to provide open space in this subdivision. The plat proposes one open space area, however, at the southwest corner of the site to accommodate the stormwater detention and water quality treatment dry pond, required by the Metro Stormwater Regulations.

The proposed plat includes a new public road with access from Westlawn Drive. The new road provides an internal loop. There are no stub-street connections proposed due to the surrounding parcels being developed, or used as part of the McCabe Golf Course. The plan proposes access in the rear of each lot through joint access easements. Staff supports this design since it will allow the homes along Westlawn to face the existing street and maintain the existing character along that road. Staff recommends that approval of this plat be conditioned on the continuing orientation of these homes to Westlawn Drive.



Metro Planning Commission Meeting of 8/12/04

TRAFFIC PUBLIC WORKS RECOMMENDATION

1. Label driveways and alleys as private, or build them to current Metro standards.
2. Demonstrate adequacy of turning movements per Metro traffic engineer in the form of turning movement template.
3. Subject to Public Works review and approval of construction plans.
4. The entrance design is inadequate to accommodate bus turning movements.
5. Garages should be located to provide a minimum of 24 feet for backing maneuver.

CONDITIONS

1. All lots with street frontage on Westlawn Drive shall include homes with the front façade facing Westlawn Drive.



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

Subdivision 2004S-232U-05
Seals Subdivision
None
8 - Hart
5- Lisa Hunt
Curtis Seals, owner, and Dale and Associates, surveyor.

Staff Reviewer
Staff Recommendation

Leeman
Approve

APPLICANT REQUEST
Preliminary Plat

Subdivide 13.51 acres into 40 single-family lots at the terminus of Bethwood Drive, Allenwood Drive, Bullock Avenue, Slaydon Drive, and along the west side of Ellington Parkway.

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 maximum number of lots that permitted on this property with RS10 zoning is 49 lots.

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 RS10 (minimum 10,000 sq. ft. lots) to RS5 size lots (minimum 5,000 sq. ft. lots). The proposed lots range in size from 5,300 to 9,900 square feet.

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 plan proposes 3.8 acres of open space (28%), which complies with this provision.

SUBDIVISION DETAILS

The project proposes to connect to the four existing stub streets (Bethwood Drive, Allenwood Drive, Bullock Avenue, Slaydon Drive), providing a through-connection from Allenwood Drive to Bethwood Drive, and providing an extension of Slaydon Drive as a cul-de-sac.

TRAFFIC
PUBLIC WORKS
RECOMMENDATION

No Exception Taken.



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

Subdivision 2004S-235U-10
Overton Hills
None
25 - Shulman
8 – Kathleen Egerton Harkey
William Owen, owner and John Kohl and Company, surveyor.

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions, including a sidewalk variance

APPLICANT REQUEST
Preliminary Plat

Request to create 2 lots from an existing 0.8 acre parcel, located on the south side of Castleman Drive, approximately 200 feet west of Hood Avenue.

ZONING
R15 District

R15 district, requiring a minimum lot size of 15,000 square feet for single -family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25% duplex lots.

SUBDIVISION DETAILS

A lot comparability test yielded a minimum allowable lot size of 17,714 square feet and a minimum allowable frontage of 94.5 feet.

Proposed Lot 8 passes both tests, while Lot 7 fails them both with 16,444 square feet of area and 83.10 feet of frontage. However, the proposed lots qualify for a waiver from the regulations. The lots are located within a one-half mile radius of the Green Hills Regional Activity Center (RAC) policy and they are consistent with adopted Residential Low Medium (RLM) land use policy of 2-4 dwelling units per acre.

SIDEWALK VARIANCE REQUEST

A sidewalk variance has been requested along Castleman Drive. The existing pavement is approximately 21 feet wide. Drainage is handled through roadside ditches. The addition of a sidewalk, curb and gutter would also require 2 additional feet of roadway.

Staff recommends approval of the sidewalk variance. This section of sidewalk, approximately 177 feet in length will require moderate reconstruction of the roadway with curb and gutter for a relatively short section of sidewalk in a mid-block location, which is inconsistent with good planning and design.



Metro Planning Commission Meeting of 8/12/04

PUBLIC WORKS RECOMMENDATION

No exception taken.

CONDITIONS

A revised plat needs to be submitted by 8/26/2004 showing the following:

1. A note that the property is located on FEMA Community Panel #470040 0327 F, Dated 4/20/01.
2. A purpose note.
3. The standard excavation note (78-840).
4. The standard Stormwater Management preliminary plat note.
5. Existing topographic information.
6. Dimension the right-of-way.
7. Adjusted new property line showing a minimum 10-foot side setback from the existing home.
8. Note stating: "Existing driveway to be relocated"
9. The revised plat need to either relocate the new property line so that the existing porch does not cross over the new property line or encroach into the setback, or a note needs to be added to the plat stating: "The existing porch is to be relocated/moved so as not to touch the new property line or encroach into the side setback line."



Project No.	Subdivision 2004S-237G-03
Project Name	Davis Commercial Subdivision
Associated Cases	None
Council District	10 - Ryman
School District	3- Pam Garrett
Requested By	Troy Davis, owner, and Dale and Associates, surveyor.
Staff Reviewer	Leeman
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST	
Preliminary Plat	Subdivide 4.2 acres into 4 commercial lots along the west side of Myatt Drive, approximately 800 feet north of Plum Street.

ZONING	
CS District	<u>Commercial Service</u> is intended for retail, consumer service, financial, restaurant, office, auto-repair, auto sales, self-storage, light manufacturing and small warehouse uses.

SUBDIVISION DETAILS	The project proposes a new public road, Log Cabin Court, with access to Myatt Drive. This road will serve the four (4) new lots being created from one parcel. This road does not stub into the industrial property to the rear since that site is already developed with industrial uses. The plan proposes no variances and is consistent with the Subdivision Regulations.
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TRAFFIC PUBLIC WORKS RECOMMENDATION	<ol style="list-style-type: none">1. Dimension right-of-way along Myatt Drive.2. Show the ROW radius of the turnaround.3. Detail incorrectly shows sidewalk on one side.4. An Access Study shall be required in order to determine any necessary mitigations.5. Preliminary comments include: Myatt Drive is classified as a U4—84ft ROW and has substandard pavement width. Construct standard pavement cross section along Myatt Drive Frontage.
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Metro Planning Commission Meeting of 8/12/04

6. Identify driveways which are opposite this property.

CONDITIONS

Prior to final plat recordation, the Public Works comments must be addressed as follows:

1. An access study must be submitted prior to final plat approval. If access is found to be inadequate, then further conditions may be required prior to final plat approval.



Project No.
Project Name

Subdivision 2004S-171U-05
H.M. Doaks Subdivision, Resubdivision of part of lot 6

Associated Cases
Council District
School District
Requested By

None
6 - Jameson
5 – Rev. Lisa Hunt
Ed Meek, owner and John Kohl and Company surveyor.

Staff Reviewer
Staff Recommendation

Fuller
Approve

APPLICANT REQUEST
Preliminary Plat

Request to create 2 lots from an existing 0.37 acre lot, located on the southwest corner of the intersection of Chapel Avenue and McKennie Avenue.

ZONING
R6 District

R6 district, requiring a minimum lot size of 6,000 square feet allowing single-family dwellings and duplexes at an overall density of 5.41 dwelling units per acre including 25% duplex lots.

SUBAREA 5 PLAN
Residential Medium

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.

SUBDIVISION DETAILS

A lot comparability test yielded a minimum lot size of 6,347.31 square feet and a minimum lot frontage of 52.02 feet. Both lots passed the comparability test.

PUBLIC WORKS
RECOMMENDATION

No exception taken.



Project No.
Project Name

Subdivision 2004S-219U-10
Henry Sperry Subdivision, Second Resub. of lot 1

Associated Cases
Council District
School District
Requested By

None
25 - Shulman
8 – Harkey
Mike Nixon, owner and John Kohl and Compnay surveyor.

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions

APPLICANT REQUEST
Preliminary Plat

Request to create 2 lots from an existing 1.11 acre lot, located on the northeast corner of the intersection of Lynnbrook Road and Woodmont Boulevard Avenue.

ZONING
R20 District

R20 district, requiring a minimum lot size of 20,000 square feet and allowing single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25% duplex lots.

SUBAREA 10 PLAN
Residential Low Policy

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

SUBDIVISION DETAILS

A lot comparability test yielded a minimum lot size of 25,591 square feet and a minimum lot frontage of 108 feet. Lot 2 failed the area test, with 20,100 square feet. Staff recommends approval, with a lot comparability waiver, because it is consistent with the adopted Residential Low policy calling for a maximum of 2 dwelling units per acre. The Subdivision Regulations allow the Planning Commission to grant a waiver to the lot comparability standards when the proposed subdivision is consistent with the adopted Land Use Policy for the area. A note must be added to the plat, however, allowing only single family homes on each new lot. If two-family structures were built, then the RL policy would be exceeded.

Sidewalks are not required in the R20 zone district for lots of 20,000 square feet or larger.

TRAFFIC



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PUBLIC WORKS RECOMMENDATION

No new driveway access allowed on Woodmont Boulevard.

CONDITIONS

1. The garage must be removed or a demolition bond posted prior to the recording of the final plat.
2. A note must be added to the plat that no new driveway access to Woodmont Boulevard will be permitted.
3. A note must be added to the plat stating that only single-family homes will be allowed on each new lot
4. The new parcel number for Lot 2 is 177 and must be added to the plat prior to recordation.
5. The private sewer service line may need to shift outside of the 10' Public Utility and Drainage Easement. The applicant will confirm with Water Services prior to recording.
6. Add the private easement note to the plat as follows:
The owners of Lot 2 are responsible for the installations, operation and maintenance of their private sanitary sewer service line which is located in a 10' private sanitary sewer service line easement crossing a portion of Lot 1 as shown on this plat.



Project No.
Project Name

Planned Unit Development 58-85-P-12
Rucker Landing
(formerly known as Brentwood Midlands)

Associated Case
Council Bill
Council District
School Board District
Requested By

None
None
27 - Foster
2 - Blue
Sandhu Consultants, Inc., applicant, for Zachary Rucker, owner.

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Revise PUD

Request to revise the Council-approved Planned Unit Development to allow for the development of a 102-unit townhouse project in place of 124 apartment units within several multi-story buildings. The 16-acre site is located along the east side of Edmondson Pike, approximately 2,100 feet north of Old Hickory Boulevard.

ZONING & LAND USE POLICY
R10 district

Although this site is currently zoned R10, which calls for single-family and duplex lots on 10,000-square foot lots, the PUD of the zoning code provisions prior to 1998 allowed for a PUD to be adopted on property regardless of the base zone. The base zone is only required to be changed to be made consistent with the proposed development if the PUD plan must be heard as an amendment by the Metro Council. This request may be considered by the Planning Commission as a revision, so neither consideration by the Council of an amendment nor a change of the base zone district will be required

RM (Res. Medium) Land Use Policy

The RM policy calls for 4 to 9 dwelling units per acre. The 1985 plan allowed for a maximum density of 8 units per acre, and the proposed plan (with fewer units) proposes a density of 6.3 units per acre.

PLAN DETAILS
History:

This residential PUD was originally adopted by the Metro Council in 1985 (Ordinance #85-829) and allowed for the development of 124 multi-family units on the 16-acre tract.



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Access

Access to and from the site will be via one point of ingress / egress off Edmondson Pike. Since this development is proposed as a multi-family townhouse development, the access drives throughout the site will be considered private drives. Typically, connectivity to adjacent sites is not possible with private drives – and often is not recommended.

TRAFFIC METRO PUBLIC WORKS' RECOMMENDATION

Technical comments were provided to the applicant by Metro Public Works. All comments were satisfactorily addressed by the applicant. The following conditions are from the reviewed Traffic Impact Study:

Conditions of approval:

1. Align Rucker Street with the Library driveway and show on the plan.
2. Construct a southbound left turn lane on Edmondson Pike at the intersection of Rucker Street with 75 feet of storage length and transition per AASHTO standards.
3. Dedicate ROW as required for the turn lane.
4. Reserve remaining ROW required for 1/2 of a U4 arterial as indicated on the Major Street Plan.
5. The southbound left turn lane shall be coordinated with the northbound turn lane at the library being designed and constructed by Metro.
6. The southbound left turn lane shall be constructed prior to the issuance of 44 Use and Occupancy Permits.

CONDITIONS

1. A consolidation and PUD boundary plat shall be submitted to the Planning Department for review and approval, and must be recorded with the Register of Deeds prior to the issuance of any building permits.
2. A Tree Preservation / Removal and Grading Boundary Plan (24x36) shall be submitted prior to,



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or in conjunction with, the submittal of the Final PUD application.

3. This revision to the preliminary plan is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.
4. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met before the issuance of any building permits.
6. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
7. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.
8. Align Rucker Street with the Library driveway and show on the plan.
9. Construct a southbound left turn lane on Edmondson Pike at the intersection of Rucker Street with 75 feet of storage length and transition per AASHTO standards.
10. Dedicate ROW as required for the turn lane.
11. Reserve remaining ROW required for 1/2 of a U4 arterial as indicated on the Major Street Plan.



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12. The southbound left turn lane shall be coordinated with the northbound turn lane at the library being designed and constructed by Metro.
13. The southbound left turn lane shall be constructed prior to the issuance of 44 Use and Occupancy Permits.



Project No.	Planned Unit Development 2000P-003G-06
Project Name	Riverwalk PUD, Phase 4
Associated Case	None
Council Bill	None
Council District	35 - Tygard
Council District	9 - Norris
School District	Riverwalk Development Partners Inc., applicant and owner.
Requested By	
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Final PUD

Permit the development of 70 single-family lots (phase 4) on a 28.9-acre portion of the 150-acre section of the Riverwalk Community residential subdivision located north of the CSX railroad tracks and south of the Harpeth River. The entire 150-acre section of this PUD includes phases 2, 3, and 4.

PUD PLAN DETAILS
History

On March 15, 2001, the Planning Commission approved a revision to the preliminary plan and a final PUD plan for phase 1, which is the section of the PUD located south of the CSX railroad tracks and along Newsom Station Road.

On May 8, 2003, Phase 2 received final PUD approval following a January amendment to the PUD, by the Metro Council, which added seven single-family lots to Phase 2. Although the plan was amended to add lots, the overall design did not significantly change. The previous final PUD approval for Phase 2 had been approved by the Metro Planning Commission in October of 2002. On October 13, 2003, phases 3A & 3B received final PUD approval for 47 single-family lots along the main perimeter road of the north side of the PUD.

In 2004, the townhomes portion, adjacent to and north of Newsom Station Road, received final PUD approval as well as a final PUD approval for phases 3C & 3D.

Proposed Plan

The phase 4 plan proposes 70 single-family lots in two separate sections in the northeast corner of the remaining portion of the PUD. Forty of the lots will be located adjacent to the dedicated open space and proposed Greenway Trail – which runs along the riverside perimeter



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of the entire 150-acre northern portion of the PUD and adjacent to the Harpeth River.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No more traffic counts will be required for this project to determine whether a traffic signal is warranted. The developer has agreed to contribute \$35,000 to Metro Public Works in an escrow account to go towards any future traffic signal at the Newsom Station Road/McCroy Lane intersection. With that donation, Public Works agreed that no future traffic counts would be required of the Riverwalk Development.

CONDITIONS

1. Prior to the recording of the final plat for Phase 4, \$35,000 must be placed in an escrow account to be used by Public Works toward any future traffic signal at the Newsom Station Road/McCroy Lane intersection.
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.
3. 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.
4. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
5. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.



Project No.
Project Name
Council Bill
Council District
Requested by

Mandatory Referral 2004M-055U-11
Closure of Alley #688
None
17 - Greer
Morning Star Missionary Baptist Church

Staff Reviewer
Staff Recommendation

Leeman
Approve with conditions

APPLICANT REQUEST

A request to abandon alley No. 688 located south of Hart street along the west side of the unbuilt 1st Street South.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

This item is recommended for approval by the Metro Public Works Department, Water & Sewerage Services Department, Stormwater, and Nashville Electric Service. NES has requested to retain all easements.

Since this is an unbuilt alley between 1st Street South (unbuilt) and Alley # 694, Planning staff also supports the request. This is a non-functioning alley and all adjacent property owners have signed the application.

CONDITIONS

-
1. All easements are to be retained.



Project No.
Project Name
Council Bill
Council District
Requested by

Mandatory Referral 2004M-064G-06
Harpeth Valley Greenway Easement
None
35 – Tygard
Metro Legal Department

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

A request to accept and record an easement agreement to the Metro Government for use in connection with the development of the Harpeth River Greenway at 928 Glenridge Lane, requested by the Metro Legal Department.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

This item is recommended for approval by the Metro Water & Sewerage Services Department, Stormwater, Historical Commission, and Nashville Electric Service. Planning staff also supports the request.



Project No.
Project Name
Council Bill
Council District
Requested by

Mandatory Referral 2004M-065U-10
Dixie Place Easement Abandonment
None
18 – Hausser
Mary Pat Teague, applicant for Vanderbilt University, owner

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

A request to abandon an easement between 21st and 22nd Avenue, requested by Mary Pat Teague, applicant for Vanderbilt University, owner.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

Metro Water & Sewerage Services recommends conditional approval upon the following: Installation of a meter in the abandoned R.O.W. of Dixie Place. Metro Water Services will have no objection with the easement rights being abandoned and the water line converted to a private line.

The Stormwater Division of Metro Water Services recommends conditional approval: Vanderbilt will be responsible for correcting any drainage problems created by closing this area.

Nashville Electric Service recommends approval.

Planning staff also supports this request.



Project No.
Project Name

Mandatory Referral 2004M-066U-10
Wallace Lane Easement
Abandonment/Relocation

Council Bill
Council District
Requested by

None
34 – Williams
Brian Hamilton, Civil Site Design Group

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

A request to abandon and relocate an easement located at Wallace Lane (unnumbered), between Hobbs Road and Sneed Terrace, requested by Brian Hamilton, Civil Site Design Group.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

This item is recommended for approval by the Metro Water & Sewerage Services Department, Stormwater, and Nashville Electric Service. Planning staff also supports the request.



Project No.
Project Name

Mandatory Referral 2004M-067U-05
Sam Levy Easement Abandonment and Relocation

Council Bill
Council District
Requested by

None
5 – Murray
Metro Water & Sewerage Services

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

A request to abandon and relocate water and sewer line easements, Metro Water Services Project No. 04-SL-80 and 04-WL-71, where the new lines will be in the street right of way.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

This item is recommended for approval by the Metro Water & Sewerage Services Department, Stormwater, and Nashville Electric Service. Planning staff also supports the request.



Project No.
Project Name
Council Bill
Council District
Requested by

Mandatory Referral 2004M-068U-10
Granny White Sidewalk Improvements Project
None
17 – Greer
George Fowler, USInfrastructure, Inc.

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

A request to acquire property for Granny White Pike Sidewalk Improvements Project for curb and gutter, grass strip, sidewalk and associated improvements from Kirkwood Avenue to Clayton Avenue, requested by George Fowler, USInfrastructure, Inc.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

This item is recommended for approval by the Metro Water & Sewerage Services Department, Stormwater, Public Works, and Nashville Electric Service. Planning staff also supports the request.



Project Name
Associated Case
Staff Reviewer

Traffic Study Requirements

None
Hammond

Staff Recommendation

Approve

REQUEST

Conduct a public hearing and adopt a resolution endorsing the Traffic Study Requirements for Nashville and Davidson County, which is enclosed with this Staff Report and is also available on the web at <http://www.nashville.gov/mpc/index.htm>.

BACKGROUND

For some years traffic studies have been required for many of the zone changes, planned unit developments, and subdivisions submitted for review and approval. In the absence of complete, technical specifications for traffic studies, the requirements for such studies have lacked clarity and the information they provided has not been as relevant and useful as should be expected.

In order to improve the traffic study process for the development community and provide decision-makers with better information regarding the traffic impacts of development, the Planning and Public Works Departments jointly began developing a package of clear, consistent, and technically responsible standards for when and how traffic studies should be performed. In March of 2004 a draft document was released for comment, with technical review by private sector traffic engineers taking place during April and May. After incorporating technical recommendations by traffic consultants, a subsequent draft was released for review in June. A meeting for developers was held in June, as was a briefing for the Traffic and Parking Commission and the Planning Commission. In July the Draft Final Document was published.

ANALYSIS

Highlights of the proposed traffic study requirements include a pre-study “scoping” meeting between staff and developer, front-end agreement on methodology and study area, and consistent thresholds for each of four traffic study types.

The four traffic study types are differentiated according to project impact on the system and data to be analyzed.



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- The Rezoning Analysis assesses effects of trip generation and distribution for uses permitted in the requested zoning district.
- The Traffic Access Study assesses the access needs, including turn lane(s), for lower volume trip generating uses where there is a site plan.
- The Traffic Impact Statement assesses impact on nearby intersections as well as the volume, access, and turn lane demands of the project.
- The Traffic Impact Analysis assesses volume, access, intersections and laneage, plus accident history and signalization needs.

In addition, for the first time, alternative modes of transportation and travel demand management support will be considered as mitigation strategies.

By applying written technical requirements, Metro departments and employees will speak with one voice, expectations will be clear at the outset, and conflicting requests for data will be eliminated.

While the developer may experience somewhat higher front-end costs, the predictability of these requirements should ensure faster reviews, consistent recommendations, and more equitable distribution of costs to mitigate traffic impacts.

For decision-makers, the information developed through the traffic study will be more relevant, more complete, and more equitable in its recommendations for mitigation.

RECOMMENDATION

For the reasons stated above, staff recommends that the Commission **endorse** the Traffic Study Requirements as prepared by the Planning Department and Public Works Department.



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METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY

Planning Department
Lindsley Hall
730 Second Avenue South
Nashville, Tennessee 37201

MEMORANDUM

August 12, 2004

To: Metropolitan Planning Commission

From: Richard C. Bernhardt, FAICP, CNU
Executive Director

In Re: Policy for School Site Dedication (rational nexus)

This item has been placed on your agenda for the August 12, 2004, Planning Commission meeting. The purpose is to move towards documenting the Metropolitan Planning Commission's (MPC) policy regarding the use of required school site dedication language when the Commission provides the Metropolitan Council with recommendations on the rezoning of property to increase the residential density.

In many portions of the county, schools are seriously overcrowded. The situation is worsened due to rezoning of property for residential use in areas where additional capacity is not presently programmed or planned. Over the last several years, the MPC has recommended that the Metropolitan Council require, as a condition of a rezoning, the dedication of school sites when a development has the potential to generate significant numbers of new students. This memo outlines the rationale for the dedication recommendation.

The recommendation for dedication of school sites will be made where the potential total students generated from a development is equal to or greater than 20% of a 500-student elementary school (100 students). The use of total students will avoid the more complicated approach of dividing up elementary, middle and high schools. In the calculation of projected students, staff uses the Student Generation Rates by High School Cluster and Residential Type (see Figure 1) developed by the Planning Department and Board of Education staff annually.

The 100 minimum student threshold is based the relationship between students generated and the relative cost land as a proportion of the total construction cost of the school. At the present time, the Board of Education estimates that the total cost of a new 500-student elementary school is \$10,300,000. As seen in Figure 2, the land cost of such a school is budgeted at \$300,000. The land component of a new school is less than 5%. Therefore, staff believes that the 100-student threshold (20% of the desired elementary school capacity) is a conservative number justified to be used to mitigate the impact of the development. This approach has been carried through to middle and high schools where a development has the potential to generate increasing numbers of students.



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In situations where the impact of a rezoning can be projected to generate greater than 100 students, Staff proposes that the MPC policy be to recommend that the Metropolitan Council include as a condition of the rezoning, a requirement that an appropriate site be offered to the Metropolitan Board of Education for its use in the education of the children. The actual size of the site will be based on the 20% student rate for an elementary, middle, or high school and proportionate to the potential students generated by the development. For elementary and middle school sized dedications, the recommendation will be that the dedicated site be within the high school cluster. The potential school site can be within the development itself or elsewhere within the cluster, provided the location meets the site condition and location requirements of the Board of Education. This flexibility allows the Board of Education to adjust attendance zones within the basic parameters and philosophy of the high school cluster system. For high school sized dedications, the MPC will recommend that the dedicated site be anywhere within the county. This also allows the Board of Education flexibility and the opportunity to maintain the cluster concept. The policy includes provisions whereby the Board of Education may decline the dedication when, in its judgment, the Board finds that a site is not needed or desired.

Therefore, based on the student generation rates and the cost of school sites, staff recommends that a rational nexus can be established between the total students generated by a rezoning and that a proportional school site dedication be required based on the following relationship:

1. Where a development generates a total (elementary, middle and high) potential student population of greater than 100 students but less than 160 students, the applicant shall offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students (currently 10 acres).
2. Where a development generates a total (elementary, middle and high) potential student population of greater than 160 students but less than 400 students, the applicant shall offer for dedication a school site in compliance with the standards of Section 17.16.040 for middle schools with a capacity of 800 students (currently 18 acres).
3. Where a development generates a total (elementary, middle and high) potential student population of greater than 400 students, the applicant shall offer for dedication a school site in compliance with the standards of Section 17.16.040 for high schools with a capacity of 2000 students (currently 35 acres).

Staff recommends that the Metropolitan Planning Commission consider formally adopting the following language to recommend in cases where the development creates the potential for 100 or more total (elementary, middle and high) students.

If the rezoning creates the potential for 100-159 total (elementary, middle and high) school students then:

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



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This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the (*APPROPRIATE*) High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement.

If the rezoning creates the potential for 160-399 total (elementary, middle and high) school students then:

School Site Dedication Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for middle schools with a capacity of 800 students.

This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the (*APPROPRIATE*) High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement.

If the rezoning creates the potential for greater than 400 total (elementary, middle and high) school students then:

School Site Dedication Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for high schools with a capacity of 2000 students

This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within Davidson County. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement.



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Figure 1
Student Generation Rates by High School Cluster and Residential Type¹

Single Family	High School Cluster	Elementary	Middle	High
	Antioch	0.1938	0.139	0.1129
	Glenclyff	0.1855	0.139	0.1174
	Hillsboro	0.0779	0.0521	0.047
	Hillwood	0.1289	0.0968	0.0817
	Hunters Lane	0.166	0.1318	0.1023
	Maplewood	0.1904	0.1397	0.1038
	McGavock	0.1644	0.1063	0.0816
	Overton	0.1343	0.0971	0.0837
	Pearl Cohn	0.1963	0.131	0.1094
	Stratford	0.157	0.1174	0.0837
	Whites Creek	0.1681	0.1259	0.1089

Multi- Family	High School Cluster	Elementary	Middle	High
	Antioch	0.0695	0.0486	0.0395
	Glenclyff	0.0812	0.0608	0.0514
	Hillsboro	0.0419	0.028	0.0253
	Hillwood	0.0713	0.0535	0.0452
	Hunters Lane	0.101	0.0802	0.0622
	Maplewood	0.172	0.1262	0.0938
	McGavock	0.109	0.0705	0.054
	Overton	0.0719	0.052	0.0448
	Pearl Cohn	0.2111	0.1409	0.1177
	Stratford	0.1519	0.1136	0.081
	Whites Creek	0.146	0.1094	0.0946

¹ generated by the Metropolitan Planning Department in consultation with the Board of Education



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Figure 2
Basic Budgeted Cost of Typical Public Schools²

School Type	Component	Amount	Percentage
Elementary School (500 students)	Site	\$300,000	4.76%
	Building	\$6,000,000	95.24%
	TOTAL	\$6,300,000	100.00%
Middle School (800 students)	Site	\$540,000	5.12%
	Building	\$10,000,000	94.88%
	TOTAL	\$10,540,000	100.00%
High School (2000 students)	Site	\$1,050,000	1.87%
	Building	\$55,000,000	98.13%
	TOTAL	\$56,050,000	100.00%

² Metropolitan Board of Education, 2004