



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-100U-12
None
None
Bond

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 3.76 acres from residential multi-family (RM4) to residential multi-family (RM6) district property at 5606 Cloverland Dr., Old Hickory Blvd. (unnumbered) and 675 Old Hickory Blvd.

Existing Zoning
RM4 district

RM4 is intended for single-family, duplex, and multi-family dwellings at a density of 4 dwelling units per acre.

Proposed Zoning
RM6 district

RM6 is intended for single-family, duplex, and multi-family dwellings at a density of 6 dwelling units per acre

SUBAREA 12 PLAN POLICY

Residential Medium
(RM)

RM policy is generally 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.

Area 4F

“This RM policy area is located south of Old Hickory Boulevard between Oakes Drive on the west and the Townhomes of Fredericksburg on the east. This area contains approximately 20 acres. The density of developments within this area is to be limited to six dwelling units per acre.”

Policy Conflict

No. The proposed zoning district (RM6) is consistent with the RM policy and the Area 4F guideline adopted by the Planning Commission on August 31, 2000. The Subarea 12 Plan indicates that no more than 6 units per acre should be permitted in this area. This application is consistent with the policy guidelines and the surrounding development pattern.



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RECENT REZONINGS

Yes. The Commission approved a zone change on this property from R40 to RM4 in December 2001. The Commission also approved a zone change from R40 to RM4 in October 2001 for property across Cloverland Drive.

TRAFFIC

Based on the trip generation numbers for residential multi-family (RM6), this proposal will generate 132 daily trips. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works' Recommendation

Trip generations will possibly be comparable, but can not be determined without final development plan. Therefore, Public Works recommendation is:
"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."

SCHOOLS

2 Elementary 1 Middle 1 High

Schools Over/Under Capacity

Students would attend Granbery Elementary, Oliver Middle School* and Overton High School. Granbery and Overton have been identified as being overcrowded by the Metro School Board. This information is based upon 2003-04 data from the school board.

*Oliver Middle School is in design. This school will open in 2004.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-104U-14
None
None
Bond

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Rezone 3.31 acres from residential (R10) to commercial service (CS) district property at the end of Upshaw Drive.

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. R10 would allow 12 lots with 25% of those lots used for duplexes (15 total units).

Proposed Zoning
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 POLICY

Commercial Mixed
Concentration
(CMC)

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

Area 12D

“The portion of this area on the west side of Donelson Pike is in the 1993 airport noise-related contours and will be just outside of the forecasted 2015 contours. It is also a former residential area that has slowly been undergoing transition to commercial use. Unless a consolidated redevelopment effort becomes feasible, gradual piecemeal transition of this area is expected to continue.”

Policy Conflict

No. The proposed zoning district (CS) is consistent with the CMC policy. It is also consistent with the development pattern of the area.



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RECENT REZONINGS

Yes. The adjacent property was rezoned from R10 to CL in 1998 with the overall zoning update for the county. The Planning Commission also recommended approval of several other requests for CS along Claridge Drive in 1998 and 1999.

TRAFFIC

Upshaw Drive is currently a residential street and should not have access to this property until this area is predominantly commercial. In addition, access is from Claridge Drive on the east side. No connection to the west portion of Claridge Drive should be made because that road leads to existing residential.

Based on the trip generation numbers for commercial services (CS), this proposal will generate between 389 to 6,233 trips for commercial uses ranging from a park-and-ride lot with bus service to a shopping center (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works' Recommendation

No Exceptions Taken

CONDITIONS

1. There should be no access to Upshaw Drive until the street has predominantly transitioned to commercial. Currently, Upshaw Drive is a residential street. This condition should be included in any Council Bill filed to enact the requested zone change.



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2002S-255G-04
Fillmore Place
None
Fuller

Staff Recommendation

Approve with conditions, with a recommendation to disapprove a request for a sidewalk variance.

APPLICANT REQUEST

Final Plat

Subdivide 2.77 acres into a 6-lot subdivision, located on the north margin of Nesbitt Lane, approximately 215 east of Grayland Drive.

ZONING
R10 District

R10 district allows duplex and single-family lots and requires a minimum lot size of 10,000 square feet. This plat proposes no duplex lots.

SUBDIVISION DETAILS

A preliminary plat was approved for this project on March 20, 1997. That approval expired two years later. Since no new street is being proposed, a preliminary plat is not required. The proposed lots pass comparability for lot area and frontage.

SIDEWALK

Variance Request

The applicant has requested a sidewalk variance. The request notes that there are no sidewalks in this area of Nesbitt Lane and that the construction of curb, gutter and drainage for this small section would be cost prohibitive. Sidewalks were not required in 1997 when the original preliminary plat was approved.

Constructability Report

Pavement widening is not required to construct sidewalks in this location. Curb, gutter and driveway ramps are required to accommodate the ST-210 standard sidewalk. One drainage culvert would likely be required to accommodate the sidewalk. Sidewalks are buildable at this site.

Planning Staff Recommendation

In making a recommendation to the Planning Commission, staff reviews the criteria outlined in the Metro Subdivision Regulations. Staff found that:

- The conditions upon which the request for this variance is based are *not* unique to the subject property.



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STORMWATER

- Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, staff does not believe that a particular hardship to the owner would result, as distinguished from a mere inconvenience.

A stormwater appeal was granted to waive the requirements for grading and drainage plans with the condition that the graded/disturbed area of each lot not exceed 5,000 square feet. The remainder of each lot must be kept undisturbed or a grading plan must be approved prior to construction.

CONDITIONS

1. Prior to recording sewer construction plans must receive final approval and a bond must be posted. The plat will need revision to include the soon to be approved sanitary alignment.
2. A 20' Public Utility and Drainage Easement shall be shown across the rear of this property instead of 10'.
3. NES approval shall be submitted prior to recording.
4. The Stormwater Appeal note needs to reference the case number, 2003-38.
5. The shaded areas of the lots need to be labeled as "areas to be graded" so that they are not mistaken for building envelopes.
6. Sidewalk construction plans must be reviewed and approved by Public Works prior to final plat recordation. A sidewalk bond must be posted prior to final plat approval. The sidewalk must also be shown on the final plat to be recorded.



Project No.	Planned Unit Development 126-74-G-01
Project Name	Joelton Post Office Commercial PUD
Council Bill	None
Associated Case	None
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Cancel PUD

Cancel a portion of the Joelton Post Office commercial PUD, located along the east side of Whites Creek Pike, north of Old Clarksville Pike.

DETAILS OF REQUEST

History

The approved preliminary PUD plan allowed for the development of a larger post office on the southern portion of parcel 27 and all of parcel 25 and additional commercial retail on the northern portion of parcel 27.

The larger portion of the PUD along Whites Creek Pike was never developed and has remained vacant. The post office that was constructed was smaller than originally planned and was able to fit entirely on parcel 25 along Union Hill Road.

Proposed Plan

The current applicant is seeking this PUD cancellation because of a requested resubdivision of parcel 27 along Whites Creek Pike. The current zoning district of CL supports limited commercial uses, and the applicant wants to subdivide the property into three developable commercial lots with frontage on Whites Creek Pike.

The developed portion of the PUD, the Joelton Post Office, will remain within the PUD, which will be limited only to parcel 25 along Union Hill Road.

Recommendation

Staff recommends approval of the PUD cancellation since there has been no attempt to develop the PUD in the last 19 years. The future subdivision of the commercial property provides greater opportunity for development for the property owner.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 95P-019G-13
Provincetown PUD
None
None
Mitchell

Staff Recommendation

Approve with conditions

APPLICANT REQUEST
Revision to Preliminary/Final PUD

This is a request to revise the Phase 1 portion of the preliminary plan and for final PUD approval for Phase 1 and Phase 2 of the Provincetown PUD, which will allow for the development of 76 townhouse units per phase, for a total of 152 units, on a total of 18.48 acres. Phase 1 extends east of Old Franklin Road north of the railroad tracks while Phase 2 ties directly into Cedar Ash Crossing to the north. Both phases will be joined via the proposed roundabout that is centrally located within the PUD.

TRAFFIC

The Metro Traffic Engineer submitted a number of comments – most of which have been successfully met or addressed during the plan review process. A couple of the highlighted conditions are as follows:

- A signage plan needs to be submitted for the traffic circle operation.
- Roads must be denoted as public or private.

Metro Public Works and the Planning Department met with the applicant during the review process to discuss the proposed roadway cross-sections. The final PUD plans, as submitted, did not match the Council-approved preliminary plan that provided for formal on-street parking and narrower lane widths. During the review, Public Works and Planning have agreed that the preliminary-approved cross sections would be provided so long as certain vehicles, including a 60-passenger school bus and a fire truck, could negotiate the corner radii.

PLAN DETAILS
Phase 1

The plan for Phase 1 has been revised slightly to meet the Metro Stormwater Management requirements. However, the plan for Phase 1 is still consistent with the concept approved by the Metro Council. The



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Phase 2

council approved an amended plan in January of 2003. The plan proposes 76 townhouse units that mostly front a boulevard with on-street parking and a landscaped median. There are stub streets emanating from the boulevard that will provide interconnected access to future development outside the PUD or additional phases within the PUD. The boulevard extends east of Old Franklin Road and joins a roundabout that directs traffic in four directions. The northern end of the roundabout will connect to Cedar Ash Crossing, which is phase 2 of the PUD.

This final PUD plan matches the new preliminary PUD plan as well. This plan proposes 76 townhouse units as well – all of which front one of four new roadways proposed for phase 2. This phase extends Cedar Ash Crossing from the roundabout north into the existing Cedar Ash Crossing local road. In addition, three new roads, perpendicular to Cedar Ash Crossing, will help create the grid system of blocks. As with phase 1, all the roadways within phase 2 propose on-street parking in addition to the parking located to the rear of all townhouse units.

CONDITIONS

1. Phase 1 of the Provincetown PUD shall be developed in accordance with the revised preliminary PUD plan, as prepared by Wamble & Associates, PLLC, Job No. 336-0102. Phase 2 of this PUD shall be developed in accordance with the approved preliminary PUD plan, dated October 28, 2002, as prepared by Wamble & Associates, PLLC, Job No. 336-0102, and approved by the Metro Council on January 22, 2003.
2. Prior to the issuance of any grading or building permits, Metro Water Services shall approve all permanent retention areas. Retention areas shall generally remain wet and be designed in such a way as to minimize stagnation of the water so as to prevent insect infestations.
3. Active tot lot facilities were proposed on the approved preliminary plan. Since pocket parks with lakes are proposed in phase 1 instead of the tot lot, active tot lot facilities shall be provided in conjunction with the future child care site. In phase 2, active tot lot facilities shall be provided



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at the northwest corner of Cedar Ash Crossing and Isabelle Lane adjacent to the proposed detention facility. If it is found that there is not adequate room for the tot lot facilities, some other form of active use open space amenity shall be provided.

4. Since landscaping is proposed within the median of Monroe Crossing, curbing shall be provided so as to minimize erosion and damage to the median from vehicles.
5. No grading, excavating, stripping, filling, clearing, or other disturbance of the natural ground cover shall take place prior to approval of an erosion control plan.
6. 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.
7. 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.
8. 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.
9. 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.
10. A final plat must to be recorded before the issuance of any building permits.
11. Prior to the issuance of the final Use and Occupancy permit for each phase, the applicant must execute the Metro Landscape Maintenance Agreement as required by Metro Public Works.



Project No.
Project Name

95P-026U-14
Pennington Villas
(formerly Brookwood Meadows)

Council Bill
Associated Case
Staff Reviewer

None
None
Leeman

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Revise Preliminary and Final

A request to revise the preliminary plan of the Residential PUD district to permit 42 condominium units in 9 buildings, replacing a 19 unit assisted-living facility, 21 townhomes, and 1 single-family lot.

Proposed Zoning
R15/Res. PUD

This is a “grandfathered” PUD with a base zoning of R15. The plan was approved under the prior Zoning Code that did not require the base zoning to be consistent with the uses proposed on the plan. The Metro Council adopted a PUD overlay in 1995, with 42 townhomes and 1 single-family lot. The PUD was revised by the Planning Commission in 1999 to allow 19 assisted-living units and 21 townhomes. The current revision returns the plan to what the Council originally approved.

PLAN DETAILS

The proposed plan includes one driveway onto Pennington Bend Road and one driveway onto Lock Two Road, as was approved by the Metro Council. No off-site road improvements are required.

This proposal also includes an off-site sewer line within an existing easement.

TRAFFIC

The proposed 42 condominium units could generate approximately 246 trips per day (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works’ Recommendation

Revise plan to add ST-314 concrete driveway ramps at both entrances and widen grass strip as necessary within the ROW between sidewalk and curb to avoid meandering the sidewalk along Pennington Bend Road. Sidewalk along Pennington Bend must be built with a uniform width of the grass strip.



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CONDITIONS

1. Prior to the issuance of any building permits, a final plat must be recorded, including any necessary bonds for public improvements.
2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
3. All individual driveways shall include at least 20 feet between the sidewalk and garage door, not counting the sidewalk area.
4. Final plat shall identify the required landscape buffer yards along PUD boundary using the equivalent zone district "RM6" to R15.
5. Revise plan to add ST-314 concrete driveway ramps at both entrances.
6. Widen grass strip as necessary within the ROW between sidewalk and curb to avoid meandering the sidewalk along Pennington Bend Road. Sidewalk along Pennington Bend must be built with a uniform width of the grass strip.



Project No.
Project Name

Mandatory Referral 2003M-090U-10
Green Hills Subdivision Sewer Line
Abandonment & Relocation

Council Bill
Staff Reviewer

None
Bond

Staff Recommendation

Approve

APPLICANT REQUEST

A request, by the Metro Department of Water & Sewerage Services, to abandon and relocate an 8-inch sewer line for Project No. 03-SL-39, located at 1632-1636 Observatory Drive, as requested by Metro Department of Water and Sewerage Services.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

This item is recommended for approval by Nashville Electric Service and Metro Water & Sewerage Services. Planning staff supports the requested abandonment and relocation. The sewer line, requested for abandonment, runs through lot 111. The relocation will conform to the property line of lots 111 and 112.



Project No.
Project Name

Mandatory Referral 2003M-091U-13
McCrorry Creek Road Name Change to
“Couchville Pike”

Council Bill
Staff Reviewer

None
Scott

Staff Recommendation

Approve

APPLICANT REQUEST

A request by the Assistant Director of Public Works to rename a section of McCrorry Creek Road, between Couchville Pike and an unnamed road, to "Couchville Pike". There are currently two separate sections of McCrorry Creek Road. This could cause problems for emergency personnel.

DEPARTMENT AND AGENCY COMMENTS

The Metro Department of Public Works has requested that this section of roadway be officially named “Couchville Pike” since it is currently in two separate sections and could potentially cause problems for emergency personnel. Public Works would like to provide the official name change designation to allow for improved E-911 and emergency service response. The official renaming of this street can only be accomplished through an ordinance adopted by the Metro Council.

Staff supports the requested naming because it is important to clear up any discrepancies in street names that could potentially lead to life-safety problems.

Notices were sent to all property owners that directly abut the affected portion of roadway.



Project No.
Project Name
Council Bill
Staff Reviewer

Mandatory Referral 2003M-093U-12
Close Portion of Trousdale Drive
None
Scott

Staff Recommendation

Disapprove

APPLICANT REQUEST

A request to close the unimproved northern portion of Trousdale Drive, located on the north margin of Hill Road, requested by Lyman H. Hines, property owner.

APPLICATION REQUIREMENTS

Application properly completed and signed?

Yes

Abutting property owners' sign application?

Yes

DEPARTMENT AND AGENCY COMMENTS

This section of Trousdale Drive is designated as a collector road on the Major Street Plan. The unimproved right-of-way for Trousdale Drive runs from Hill Road to Broadwell Drive. This section includes steep topography, up to 19%, and crosses a stream. However, this is an area that needs more street connections and the Planning Department supports retaining this right-of-way for future development.

Public Works has previously stated this connection is needed in connection with a development proposal for parcel 48, which abuts the north boundary of Trousdale right-of-way.

In addition Trousdale Drive is a designated collector roadway should be completed. The lack of a completed collector system forces motorists to use local residential roadways.