



Project No.

[Request to amend the Antioch-Priest Lake Community Plan: 2003 Update](#)

**Associated Case
Staff Reviewer**

Zone Change 2003Z-135U-13
Wood

Staff Recommendation

Approve, but retain Natural Conservation policy along Mill Creek Floodplain.

REQUEST

Amend the Antioch-Priest Lake Community Plan: 2003 Update.

Background

Staff has received a request to amend the Antioch-Priest Lake Community Plan: 2003 Update. The property in question is a 40.18 acre parcel located on the south side of Franklin Limestone Road adjacent to Mill Creek. The applicant is Joe McConnell of MEC, Inc. This property is also the subject of a zone change request, 2003Z-135U-13, which is on this agenda. The request is to change the property's land use policies from Natural Conservation (NCO), Industrial (IN), and Residential Low-Medium Density (RLM) to Residential Medium Density (RM).

Natural Conservation policy allows for very low density residential development and agricultural and open space uses. Industrial policy allows for industrial, warehousing and distribution uses. Residential Low-Medium Density policy allows for residential development at densities between 2 and 4 dwelling units per acre. Residential Medium Density policy allows for residential development at densities between 4 and 9 dwelling units per acre.

Staff believes that the request to change to Residential Medium Density policy is warranted, but that the Natural Conservation policy should be retained along the floodplain of Mill Creek in order to protect it. With reference to the property's suitability for Residential Medium Density policy, it adjoins Residential Low-Medium Density policy to the south and east and would thus be a continuation of surrounding residential development. The property has direct access to a collector street, which is a good level of access for RM policy.



Metro Planning Commission Meeting of 12/11/03

To date, staff has not been contacted by anyone from the public who has expressed either support for or opposition to this proposal.

To view a graphic showing the property recommended to be changed to Residential Medium Density and Natural Conservation policies, please click [HERE](#).



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

Zone Change 2003Z-111G-14 and
Planned Unit Development 8-86-P-14
BL2003-88 and BL2003-89
12 - Gotto
Thomas H. Pierce, applicant, for Charles Smith owner
Deferred from November 13, 2003, Commission
Meeting

Staff Reviewer
Staff Recommendation

Bond
*Disapprove, no Traffic Impact Study was submitted,
and CS is more intense than what the Subarea Plan
calls for in this area.*

*Disapprove the PUD cancellation since the approved
PUD is consistent with the Subarea 14 policy.*

APPLICANT REQUEST

Cancel PUD

Cancel the Andrew Jackson Parkway residential PUD,
located at 4060 Andrew Jackson Parkway, abutting the
north margin of Andrew Jackson Parkway and the south
margin of Nashville & Eastern Railroad.

History

This PUD was conditionally approved in 1986 for the
development of a 39 unit residential complex. This
complex was never built and is currently vacant land.

Zone Change

Rezone 8.13 acres from residential single-family
(RS15) to commercial service (CS).

Existing Zoning
RS15 district

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

Proposed Zoning
CS district

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

SUBAREA 14 PLAN POLICY
Commercial Arterial Existing
(CAE)

CAE policy is intended to recognize existing areas of
“strip commercial” which is characterized by



Metro Planning Commission Meeting of 12/11/03

East Corridor Commuter
Rail Project

Policy Conflict

commercial uses that are situated in a linear pattern along arterial streets between major intersections. The predominant uses are retail and office activities such as eating establishments, automobile sales, rental, and service, hotels and motels, and consumer services. The intent of this policy is to stabilize the current condition, prevent additional expansion along the arterial, and ultimately redevelop these areas to a nodal pattern.

There is a commuter rail station proposed to the north and the existing rail line will be used for the commuter rail. The East Corridor is 32 miles long with service operating on a single track. The Chandler Station is proposed at Chandler Road and Andrew Jackson Parkway. This station will provide approximately 282 parking spaces with future plans expanding parking to approximately 400 spaces. It is recommended that commercial and/or residential uses be supportive to the proposed Chandler station and rail line and the residential development in the area.

Yes. The proposed zoning district (CS) is not consistent with the policy for this area. Expansion of the policy is appropriate only to maintain the viability of existing businesses. The proposed zoning increases the intensity of commercial uses and does not stabilize the current condition or prevent additional strip commercial expansion along Andrew Jackson Parkway.

RECENT REZONINGS

None.

TRAFFIC

Based on the trip generation numbers for commercial services (CS), this proposal will generate approximately 827 to 8642 daily trips ranging from warehouse and specialty retail center uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works' Recommendation

“A Traffic Impact Study will be required to determine the additional traffic generated by the development and required mitigations.”

The applicant was informed that a TIS is required, and one has not been submitted.



Metro Planning Commission Meeting of 12/11/03

Planned Roadway Capital Improvements:

Location	Project	Funding	Projected Date
Andrew Jackson Parkway	Intersection Improvements (Old Lebanon Dirt Road)	Proposed G.O. Bonds	FY05-06
Andrew Jackson Pkwy	Intersection Improvements (Old Lebanon Dirt Road)	Federal Funds	FY05-06



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

[Zone Change 2003Z-126G-06](#)
None
BL2003-66
35 - Tygard
Richard D. Jones, applicant, Betty French, owner
Deferred from November 13, 2003, Commission Meeting

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions. Metro Public Works is still in review, will have recommendation prior to the Commission meeting.

APPLICANT REQUEST

Rezone 3.22 acres from residential single-family (RS40) to office limited (OL) district property at Highway 100 (unnumbered), approximately 150 feet south of Old Harding Pike.

Existing Zoning
RS40 district

RS40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre.

Proposed Zoning
OL district

Office Limited is intended for moderate intensity office uses.

BELLEVUE COMMUNITY PLAN POLICY

Natural Conservation Overlay

NCO policy is intended for undeveloped areas with the presence of steep terrain, unstable soils, and floodway/floodplain. In areas where development is appropriate some very low intensity commercial, community facility developments, and residential densities consistent with RLM policy may be appropriate.

Office Transition

OT policy is intended for small offices intended to serve as a transition between lower and higher intensity uses where there are no suitable natural features that can be used as buffers. Generally, transitional offices are used between residential and commercial areas. The predominant land use in OT areas is low-rise, low intensity offices.



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Policy Conflict

No. The proposed zoning is consistent with the policy for the area. An amendment to the Bellevue Community Plan was adopted by the Planning Commission on August 14, 2003, to allow limited commercial and office development on the east side of the Highway 100 and Old Harding Pike triangle area.

RECENT REZONINGS

Yes. Property to the north was approved by the Planning Commission on October 23, 2003, for a zone change from RS40 to CL (2003Z-112G-06) and an amendment to the PUD to replace an undeveloped bank with a fuel pumping station (97P-019G-06).

TRAFFIC

Based on the trip generation numbers for office limited (OL), this proposal will generate approximately 349 daily trips. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works' Recommendations

Request zone change from RS40 to OL

Current zoning

RS40, Peak Hour Adj. Street Traffic (Code 210)
AM trips = 3 PM trips = 3

Proposed zoning

OL, Peak Hour Adj. Street Traffic (Code 710)
AM trips = 164 PM tips = 197

The number of trips increases significantly with this zone change. To ensure the maintenance of an acceptable Level of Service and to retain safe and efficient traffic flow, a TIS should be required to determine any problem areas that may occur due to this change and steps that will be taken to correct those problems.

“A Traffic Impact Study (TIS) will be required to determine the additional traffic generated by the development and the required mitigations.”

A revised TIS has been submitted since the November 13, 2003 Planning Commission meeting and Metro Public Works is reviewing it. Public Works will have a recommendation prior to the Planning Commission meeting.



Metro Planning Commission Meeting of 12/11/03

Planned Roadway Capital Improvements:

Location	Project	Funding	Projected Date
Hwy 100/Temple Rd.	Widen and intersection improvements	State Funds	FY03-04

CONDITIONS

1. No access from Moss Road or Chaffin Drive.
2. Compliance with Public Works conditions.



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

[Zone Change 2003Z-127G-06](#)
None
BL2003-67
35 - Tygard
Richard D. Jones, applicant, Mary Johnson, owner
Deferred from November 13, 2003, Commission Meeting

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions. Metro Public Works is still in review, will have recommendation prior to MPC meeting.

APPLICANT REQUEST

Rezone one parcel from RS40 to CL (5.0 acres) and OL (3.42 acres) at Highway 100 (unnumbered), located on the east margin of Highway 100, approximately 150 feet south from Old Harding Pike (8.42 total acres).

Existing Zoning
RS40 district

RS40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre.

Proposed Zoning
CL district

Commercial Limited is intended for a limited range of commercial uses primarily concerned with retail trade and consumer services, general and fast food restaurants, financial institutions, administrative and consulting offices.

OL district

Office Limited is intended for moderate intensity office uses.

BELLEVUE COMMUNITY PLAN POLICY

Community Center

CC is intended for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods.



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Office Transition

OT policy is intended for small offices intended to serve as a transition between lower and higher intensity uses where there are no suitable natural features that can be used as buffers. Generally, transitional offices are used between residential and commercial areas. The predominant land use in OT areas is low-rise, low intensity offices.

Policy Conflict

No. The proposed zoning is consistent with the policy for the area. An amendment to the Bellevue Community Plan was adopted by the Planning Commission on August 14, 2003 to allow limited commercial and office development on the east side of Highway 100 and Old Harding Pike triangle area.

RECENT REZONINGS

Yes. The adjacent property was rezoned from RS40 to CL in July 2003. The property to the north was approved by the Planning Commission on October 23, 2003 for a zone change from RS40 to CL (2003Z-112G-06) with an amendment to the Commercial PUD for a fuel pumping station to replace an undeveloped bank (97P-019G-06).

TRAFFIC

Based on the trip generation numbers for 5.0 acres of commercial limited (CL), this proposal will generate approximately 5315 daily trips for a specialty retail center. Based on the trip generation numbers for 3.42 acres of office limited (OL), this proposal will generate approximately 1230 daily trips for a general office building (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works' Recommendations

Request zone change from RS40 to CL and OL.

Current zoning

RS40, Peak Hour Adj. Street Traffic (Code 210)
AM trips = 6 PM trips = 8

Proposed zoning

50% planned to be CL, 50% planned to be OL
CL, Peak Hour Adj. Street Traffic (Code 832)
AM trips = 1020 PM trips = 1195
OL, Peak Hour Traffic (Code 710)
AM trips = 85 PM trips = 110

Total trips
AM trips = 1105 PM trips = 1305



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The number of trips increases significantly with this zone change. To ensure the maintenance of an acceptable Level of Service and to retain safe and efficient traffic flow, a TIS should be required to determine any problem areas that may occur due to this change and steps that will be taken to correct those problems.

“A Traffic Impact Study (TIS) will be required to determine the additional traffic generate by the development traffic and the required mitigations.”

A TIS was requested for a proposed Zone change for this property. The Engineer did not schedule a scoping meeting prior to conducting this study and several items were not addressed in this TIS with sufficient analysis. We are unable to approve the zone change without further analysis.

A revised TIS was submitted following the November 13, 2003, Commission Meeting and Metro Public Works is reviewing it. Public Works will have a recommendation prior to the December 11 Planning Commission meeting.

Planned Roadway Capital Improvements:

Location	Project	Funding	Projected Date
Hwy 100/Temple Rd.	Widen and intersection improvements	State Funds	FY03-04

CONDITIONS

1. No access from Moss Road or Chaffin Drive.
2. Compliance with Public Works conditions.



Project No.
Associated Case
Council Bill
Council District
Requested by

[Zone Change 2003Z-135U-13](#)
None
None
28 – Alexander
Joe McConnell MEC inc., for Gold Star Development, Inc., owner
Deferred from November 13, 2003, Commission Meeting

Deferral

Staff Reviewer
Staff Recommendation

Harris
Approve, subject to approval of the Antioch-Priest Lake Community Plan Amendment.

APPLICANT REQUEST

Rezone 40.18 acres from agricultural residential (AR2a) to residential multi-family (RM6) district property at Franklin Limestone (unnumbered).

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 is intended to implement the natural conservation or interim nonurban land use policies of the general plan.

Proposed Zoning
RM6 district

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

**ANTIOCH-PRIEST LAKE
COMMUNITY PLAN POLICY**

Residential Medium (RM)

SUBAREA PLAN AMENDMENT

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

Policy Conflict

The proposed zoning district is consistent with the Antioch-Priest Lake Community Plan Amendment. This zoning district would serve as a transition between the industrial and residential zoning along Franklin-Limestone Road. The west portion of the property is



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consumed by floodway and floodplain. Development of this site should follow the floodway and floodplain guidelines in Section 17.28.040 (A) (see below).

RECENT REZONINGS

Yes. The adjacent property to the east was rezoned from R8 to RS7.5 in May 2001.

TRAFFIC

Based on the trip generation numbers for residential multi-family (RM6), this proposal will generate approximately 1598 daily trips for apartment uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

Request zone change from AR2a to RM6

Current Zoning

AR2a, Peak Adj. Street Traffic (Code 210, single family home)

AM trips = 15 PM trips = 21

Proposed Zoning

RM6, Peak Adj. Street Traffic (Code 210, single family home)

AM trips = 181 PM trips = 244

Or if multi-family (Code 22, apartments)

AM trips = 123 PM trips = 149

Public Works' Recommendation

“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.”

Planned Roadway Capital Improvements:

Location	Project	Funding	Projected Date
Franklin Limestone Road	Franklin Limestone Road and related Mill Creek to Murfreesboro Pike to Mullins Rd. Phase 1	Proposed G.O. Bonds	FY05-06



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SCHOOLS

17 Elementary 12 Middle 10 High

Schools Over/Under Capacity

Students would attend Una Elementary, Apollo Middle School and Antioch High School. All three schools have been identified as being overcrowded by the Metro School Board. This information is based upon data from the school board last updated May 2003.

Planned School Capital Improvements:

Location	Project	Projected Date
Apollo Middle School	Renovation	FY05-06
Antioch Cluster	CONSTRUCT A NEW MIDDLE SCHOOL FOR 800 STUDENTS ON A NEW SITE IN SOUTHEAST DAVIDSON COUNTY	FY03-04

FUTURE DEVELOPMENT

The Planning Department recommendation for this rezoning addresses only the questions of compliance with adopted land use policy and adequacy of infrastructure, given entitlements associated with the requested zoning district. Any future subdivision requested for this property must meet all of the specific requirements of the Metropolitan Zoning Code and the additional requirements of the Subdivision Regulations. Given that significant portions of the property contain steep slopes [slopes 20% or greater] and/or areas encompassed by the official floodplain maps, the following subdivision standards may materially affect the development yield and the form of development on the site.

- Zoning Ordinance Section 17.28.030 - Hillside development standards
- Zoning Ordinance Section 17.28.040 - Floodplain/floodway Development Standards
- Subdivision Regulation 2-3 - Suitability of the land
- Subdivision Regulation 2-7.5 - Open Space Conservation Easements
- Subdivision Regulation, Appendix C - Critical Lots (Plans and Procedures)

Included among those provisions are the following requirements:

- “The development of residentially zoned property shall minimize changes in grade, cleared area, and volume of cut or fill on those hillside portions of the property with twenty percent or greater natural slopes.” 17-28-030(A) (emphasis added).
- “For lots less than one acre, any natural slopes equal to or greater than twenty-five percent shall be platted outside of the building envelope and preserved to the greatest



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extent possible in a natural state.” i.e., grading of lots with twenty-five percent slopes to create a buildable lot is not permitted. 17.28.030(A) (1) (emphasis added).

- In areas with slopes of twenty percent or greater, subdivisions are encouraged to use the cluster lot option of 17.12.080. “In general, lots so created shall be clustered on those portions of the site that have natural slopes of less than twenty percent . . . Large contiguous areas containing natural slopes in excess of twenty-five percent should be recorded as common open space and permanently maintained in a natural state.” 17.28.030(A) (2) (emphasis added).
- “All development proposed on property that is not developed, as defined herein, encumbered by natural floodplain or floodway, . . . shall leave a minimum of fifty percent of the natural floodplain area, including all of the floodway area, or all of the floodway plus fifty feet on each side of the waterway, whichever is greater, undisturbed and in its original, natural state.” 17.28.040(A) (emphasis added).



Project No.

[Preliminary Subdivision 2002S-229G-14](#)
[Final Subdivision 2002S-340G-14](#)

Project Name

Windstar Estates, Preliminary and Section 1 Final

Associated Cases

None

Council District

11 - Brown

Requested By

Charlie Rhoten, owner/developer, Mike Burns, surveyor

Deferred

Deferred by the Planning Commission at the October 23, 2003 Meeting in order to allow verification of information.

Staff Reviewer

Scott

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Revised Preliminary & Final Plat

Revise a preliminary plat to subdivide 77.07 acres into an 84-lot cluster lot subdivision and for final plat of Section One to subdivide 38.71 acres into 47 single-family lots and open space, located abutting the northwest corner at Warren Drive and Keeton Avenue.

DEFERRAL DETAILS

The Planning Commission deferred this subdivision in order to allow time to verify information on the plat. Specifically, spot check some elevations and verify the corrected area of the plat.

The property boundary along the river was verified with the U. S. Army Corps of Engineers. According to their records, there is a flowage easement across the land below the 400.8-foot contour elevation and no ownership by the Corps of this land. This boundary along the river was then more specifically mapped (not common practice along rivers) by the applicant and a change in the overall acreage was submitted. The acreage for the Windstar Estates plat is now shown as 77.07 acres, a reduction of 0.77 acres from the revised discussed at the October 23, 2003, Planning Commission Meeting.

Planning staff contacted the Stormwater Division of the Water Services Department to request verification of the elevations for Windstar Estates, as directed by the Planning Commission. The Stormwater Division



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compared the applicant's elevations to the most current two-foot contour elevations the Division has (spring 2003). The Division staff determined that the 400-foot contour line (The Cumberland River low water mark) was very close to the same location on the applicant's submission and the Metro maps.

Staff also worked with the Planning Department's Mapping Division to compare elevations to Metro data and confirm the area of the plat. The applicant submitted an electronic copy of the property boundary which was overlaid on Metro aerials. The plat boundary appears to be consistent with the aerials. The adjusted acreage submitted by the applicant was also verified. Based on the boundary submitted by the applicant, the Planning Department's staff calculated the area to have 77.081 acres as compared to the 77.07 acres submitted by the applicant.

Based upon the investigation described above, staff believes the submitted plat for Windstar Estates technically meets the Subdivision Regulations and floodplain development standards of the Zoning Code.

ZONING R10 District

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

R15 District

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

SUBDIVISION DETAILS

PRELIMINARY PLAT REVISION

The revised preliminary plat differs only in the borrow pit area, undisturbed open space area and the total area for the site. The overall design, including street layout, lot size and location, and open space location, is the same as the approved preliminary plat.

After designing and submitting grading plans for the entire site, it was determined that a larger borrow pit



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FINAL PLAT

was required in order to have proper sheet flow of water. The grading plans also indicated some areas of the undisturbed open spaces would require substantial grading. This revision includes the expanded borrow pit area. It also includes an expanded undisturbed open space area to compensate for the additional disturbed land in the floodplain. Finally, the total area for the site is 77.07 acres, and not 73.03 acres.

A condition of the approved preliminary plat requires at least one-half of the natural floodplain to be designated as common open space and maintained in a natural state and does not allow excepting the streets and utilities area. These revisions are necessary for this subdivision to comply with the previously approved conditions.

The final plat for Section One includes 47 lots, a 4.24 acre borrow pit and 24.15 acres of open space. Section 17.12.080(D) of the Metro Zoning Ordinance requires a minimum of 15% open space per phase for cluster lot subdivisions. The applicant meets and exceeds this requirement by providing 62% open space.

The majority of this property lies within the floodplain of the Cumberland River. As mentioned above, a condition of the preliminary plat approval requires at least one-half of the natural floodplain to be designated as common open space and maintained in a natural state. The applicant is providing 57.5% undisturbed floodplain for this phase.

Section One of Windstar Estates is consistent with the preliminary plat. A condition of the preliminary plat approval requires approved grading plans for the entire property. The applicant received this approval from the Stormwater Department on September 2, 2003.

TRAFFIC ENGINEER'S FINDINGS

No exception taken.

CONDITIONS

Staff recommends conditional approval of this preliminary plat, subject to the following conditions:

1. Performance bonds must be posted to secure the satisfactory construction, installation, and dedication of all required public improvements prior to final plat recordation.



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2. Grading plans must be revised with the Metro Stormwater Department to include temporary cul-de-sac at the west terminus of Warren Drive.
3. No clearing, grubbing, grading, or other Metro permits will be issued until final plat approval.
4. All grading and engineering plans relating to site development will be approved by the Stormwater Division based on care taken to minimize environmental disturbance and to prevent increased stormwater runoff onto adjacent properties.
5. The final plat shall demonstrate that at least one-half of the natural floodplain is designated as common open space and maintained in a natural state.
6. Warren Drive and Keeton Avenue along the property's frontage must be bonded for or upgraded to Public Work's standards for a local street containing 50 feet of right-of-way prior to final plat recordation.
7. Any deviation from the preliminary plat will require the filing of a new preliminary plat.

[View Plat](#)



Project No.
Project Name
Council Bill
Council District
Requested By
Deferral

Mandatory Referral 2003M-093U-12
Close Portion of Trousdale Drive
None
31 – Toler
Lyman H. Hines
Deferred from the October 23, 2003 Planning Commission meeting by request of the applicant.

Staff Reviewer
Staff Recommendation

Scott
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

Planning

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. A completed collector system would reduce cut-through traffic. This right-of-way should be retained so Metro or a developer will be able to complete this right-of-way in the future. The Planning Department supports retaining this right-of-way for future development.

Public Works

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 and should be completed. The lack of a



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completed collector system forces motorists to use local residential roadways.

This closure request was heard by the Traffic and Parking Commission October 12, 2003. Staff recommended disapproval of the request since this road is part of a long-range road plan and received a recommendation of disapprove from the Commission.

CONDITIONS

If the Commission recommends approval of this road closure and renaming, then the following condition from the Nashville Electric Service should be included:

1. NES must retain 20' easement behind right-of-way.



Project No.

[Mandatory Referral 2003M-109U-03](#)

Project Name

Close Unnumbered Alley

Council Bill

None

Council District

2 - Isabel

Requested By

Gene and Teresa George, owners

Deferral

Deferred from October 9 and 23, 2003, Commission Meeting

Staff Reviewer

Scott

Staff Recommendation

Approve

APPLICANT REQUEST

A request to close an unnumbered alley, located between North Avondale Circle and Avondale Circle, requested by the adjacent property owners, Gene and Teresa George.

APPLICATION REQUIREMENTS

Application properly completed and signed?

Yes

Abutting property owners' sign application?

Yes

DEPARTMENT AND AGENCY COMMENTS

The right-of-way for the unnumbered alley runs between North Avondale Circle and Avondale Circle.

Public Works recommends approval of this request.

Planning staff recommends approval of this request. Staff further recommends that alley #1059, located in the center of the block between North Avondale Circle and Avondale Circle, be closed, however, this is not a condition of approval. This alley runs east-west and between alley #1061 and the unnumbered alley this action seeks to close. Closing the alley would eliminate a dead end alley right-of-way.



Project No.

[Zone Change 2003Z-110U-13](#)

Associated Case
Council Bill
Council District
Requested by

None
None
28 - Alexander
Kevin Estes, appellant for AHR Development inc.,
owner

Staff Reviewer
Staff Recommendation

Harris
Disapprove

APPLICANT REQUEST

Rezone 16.87 acres from residential single-family (RS7.5) with conditions to residential single-family (RS7.5) without conditions, district property at Franklin Limestone Road (unnumbered), south of Billingsgate Road.

Existing 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.

Proposed Zoning
RS7.5 district without conditions

The Planning Commission first heard this zone change request in May 2000. The Commission disapproved the zone change from AR2a to RM4 because Franklin Limestone Road did not have the capacity to support new residential development at that time. The zoning request was referred back to the Planning Commission by the Metro Council in 2001, with an amendment changing the proposed zoning of RM4 to RS7.5. Planning Commission conditionally approved this application provided that there would be no access to Franklin Limestone Road. The zoning ordinance ultimately adapted by the Metro Council included the condition that as access be permitted to Franklin Limestone Road.

SUBAREA13 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



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Policy Conflict

and other forms of attached housing may be appropriate.

The proposed zoning district (RS7.5) is consistent with surrounding development in this area. The existing development in this area use Richards Road as their east-west collector road. Franklin Limestone Road is a substandard collector road, which could also be used as an east-west collector road for the existing development and new development, but should be improved before this property is developed. A connection to Franklin Limestone Road should be made through the adjoining property to the west, unless Franklin Limestone Road is upgraded.

RECENT REZONINGS

Yes. This RS7.5 zoning district adjacent to this property was rezoned from R8 to RS7.5 in 1998 with the overall zoning update for the county. The adjacent property to the west is on this agenda to rezone from AR2a to RM6.

TRAFFIC

Based on the trip generation numbers for residential single-family (RS7.5), this proposal will generate approximately 797 daily trips. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works' Recommendations

“A Traffic Impact Study will be required to determine the additional traffic generated by the development and required mitigations.”

Per the scoping meeting notes, the consultant was asked to analyze the horizontal and vertical curvature and associated sight distance restrictions on Franklin Limestone Rd.

The TIS reported that “in the vicinity of the project site, horizontal curves on Franklin Limestone Rd. limit sight distance and reduce efficiency with which vehicles are able to travel on this facility.”

The TIS did not address the sight distance problems impacting the project's access with Franklin Limestone Rd.

Therefore, due to insufficient analysis, we [Public Works] recommend denial of this zone change.



Metro Planning Commission Meeting of 12/11/03

If the zone change is passed, the following conditions shall be required.

1. No access shall be allowed to Franklin Limestone Rd.

Planned Roadway Capital Improvements:

Location	Project	Funding	Projected Date
Franklin Limestone Road	Franklin Limestone Road and related Mill Creek to Murfreesboro Pike to Mullins Rd. Phase 1	Proposed G.O. Bonds	FY05-06

SCHOOLS

16 Elementary 12 Middle 9 High

Schools Over/Under Capacity

Students would attend Una Elementary, Apollo Middle School and Antioch High School. All three have been identified as being overcrowded by the Metro School Board. This information is based upon data from the school board last updated May 2003.

Planned School Capital Improvements:

Location	Project	Projected Date
Apollo Middle School	Renovation	FY05-06
Antioch Cluster	CONSTRUCT A NEW MIDDLE SCHOOL FOR 800 STUDENTS ON A NEW SITE IN SOUTHEAST DAVIDSON COUNTY	FY03-04



Project No.
Associated Case
Council Bill
Council District
Requested by

[Zone Change 2003Z-140U-13](#)
None
BL2003-110
28 – Alexander
Don Thornberry, Crye-Leike Realtors, applicant, for
Ted Price, Don Thornberry and Joyce Marshall owners

Staff Reviewer
Staff Recommendation

Bond
Disapprove

APPLICANT REQUEST

Rezone 13.02 acres from agricultural/residential (AR2a) to residential single-family (RS7.5) district property at 2544, 2558, and 2572 Una Antioch Pike, 1000 feet northeast of Moss 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.

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. This would total 64 lots on this site.

**ANTIOCH-PRIEST LAKE
COMMUNITY PLAN POLICY**

Neighborhood General (NG)

NG is intended to apply to existing areas that are, and are envisioned to remain, predominantly residential in character, and the emerging and future areas that are planned to be predominantly residential. NG areas include single family residential and public benefit activities. Residential development other than single family is also appropriate provided the location and the particular type of residential development proposed are supported by a detailed neighborhood design plan or, for areas lacking a design plan, a special policy.

Policy Conflict

The proposed zoning district is not consistent with the NG policy in that it allows for a higher density residential use than what the emerging zoning pattern allows. There are RS7.5 zoning districts surrounding the property, however, they were rezoned during the



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overall county zoning update in 1998. A rezoning was approved by the Planning Commission and Metro Council in June 2003, for RS10 on the adjacent property to the east. The Planning Commission also approved RS10 zoning on the subject property in June 2003, but no ordinance was approved by the Metro Council. The RS10 zoning district is more consistent with the emerging zoning pattern and the NG parcels 003 policy.

RECENT REZONINGS

Yes. Property to the east was rezoned from AR2a to RS10 in February 2003. The Planning Commission recommended approval.

TRAFFIC

Based on the trip generation numbers for residential single-family (RS7.5), this proposal is expected to generate approximately 612 vehicular trips per day. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendation

Current zoning

Request zone change from AR2a to RS7.5
AR2a, Peak Adj. Street Traffic (Code 210)
AM trips = 14 PM trips = 10

Proposed zoning

RS7.5, Peak Adj. Street Traffic (Code 210)
AM trips = 55 PM trips = 72

The additional trips are insufficient to warrant a Traffic Impact Study. "No Exceptions Taken."

Planned Roadway Capital Improvements:

Location	Project	Funding	Projected Date
Una-Antioch Pike, Murfreesboro Pike to 800 ft. east of Hickory Hollow Parkway reconstruct and widen	Una-Antioch Pike Phase III	Proposed G.O. Bonds	Beyond FY08-09

SCHOOLS

12 Elementary 9 Middle 7 High

Schools Over/Under Capacity

Students would attend J.E. Moss Elementary, Apollo Middle School and Antioch High School. All three have been identified as being overcrowded by the



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Metro School Board. This information is based upon data from the school board last updated May 2003.

Planned School Capital Improvements:

Location	Project	Projected Date
Apollo Middle School	Renovation	FY05-06
Antioch Cluster	CONSTRUCT A NEW MIDDLE SCHOOL FOR 800 STUDENTS ON A NEW SITE IN SOUTHEAST DAVIDSON COUNTY	FY03-04



Project No.	<u>Zone Change 2003Z-141U-07</u>
Associated Case	None
Council Bill	None
Council District	20 - Walls
Requested by	John Clinton Lane, applicant/owner
Staff Reviewer	Harris
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST

Rezone 0.65 acres from industrial restrictive (IR) to mixed use intensive (MUI) district property at 618 Vernon Avenue, approximately 140 feet south of Nashua Avenue.

Existing Zoning
IR district

Industrial Restrictive is intended for a wide range of intensive manufacturing and warehousing uses.

Proposed Zoning
MUI district

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

SUBAREA 7 PLAN POLICY

Residential Medium (RM)

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

Policy Conflict

Yes. The proposed zoning district (MUI) is not consistent with the policy for the area. The intent of the Subarea 7 plan for this area is to reclaim it for residential use with the recent residential investment in the area. "To implement the RM policy, rezoning the underutilized industrially zoned areas for residential use is necessary and is recommended" (Subarea 7, Area 5D, p.33-34). Rezoning this property to MUI would likely result in its not being developed for medium density residential uses in the future.

RECENT REZONINGS

None.



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TRAFFIC

Based on the trip generation numbers for mixed use intensive (MUI), this proposal will generate approximately 210 to 8,017 vehicular trips per day ranging from general office to free standing discount store uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

“No exception taken.”

SCHOOLS

5 Elementary 3 Middle 3 High

Schools Over/Under Capacity

Students would attend Cockrill Elementary, Bass Middle School and Pearl-Cohn High School. Cockrill and Bass have been identified as being overcrowded by the Metro School Board. This information is based upon data from the school board last updated May 2003.

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



Project No.

[Zone Change 2003Z-142G-06](#)

Associated Case

None

Council Bill

BL2003-65

Council District

35 - Tygard

Requested by

Mike Anderson, Anderson-Delk & Associates, Inc.,
applicant for Nancy Knox and Mary Hoover

Staff Reviewer

Leeman

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 19.41 acres from agriculture/residential (AR2a) and residential single-family and duplex (R80) to residential single-family (RS10) at Old Charlotte Pike (unnumbered) on the northwest corner of Old Charlotte Pike and Gower Road.

Existing Zoning

AR2a zoning:

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. Six lots would be permitted under the current zoning.

R80 zoning:

R80 requires a minimum 80,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 0.58 dwelling units per acre including 25% duplex lots. Four lots would be permitted under the current zoning.

Proposed Zoning

RS10 zoning:

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. Seventy-two single-family lots would be permitted under the RS10 zoning.

BELLEVUE COMMUNITY PLAN

Residential Low Medium (RLM)

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

Natural Conservation (NCO)

NCO is intended for mostly undeveloped areas characterized by the widespread presence of steeply sloping terrain, unstable soils, floodplains or other



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Policy Conflict

environmental features that are constraints to development at urban or suburban intensities. NCO areas are intended to be rural in character, with very low intensity development. The predominant types of land use anticipated in these areas are very low intensity residential, commercial (convenience scale) and community facility developments. Specific residential densities in NCO areas should be determined by physical site characteristics and the availability of services, particularly sewers. In general, the more environmentally sensitive or remote a site is, the lower the acceptable density.

No. The proposed RS10 district is consistent with the Bellevue Community Plan's RLM policy and NCO policy for this particular site. The NCO policy was applied to small portions of this property due to steep topography on the rear of the site and a small amount of floodplain across the front portion of the site. The ultimate development of this parcel is likely to avoid these areas of NCO policy

FUTURE SUBDIVISION

The Planning Department recommendation for this rezoning addresses only the questions of compliance with adopted land use policy and adequacy of infrastructure, given entitlements associated with the requested zoning district. Any future subdivision requested for this property must meet all of the specific requirements of the Metropolitan Zoning Code and the additional requirements of the Subdivision Regulations. Given that significant portions of the property contain steep slopes [slopes 20% or greater] and/or areas encompassed by the official floodplain maps, the following subdivision standards may materially affect the development yield and the form of development on the site.

- Zoning Ordinance Section 17.28.030 - Hillside development standards
- Zoning Ordinance Section 17.28.040 - Floodplain/floodway Development Standards
- Subdivision Regulation 2-3 - Suitability of the land
- Subdivision Regulation 2-7.5 - Open Space Conservation Easements
- Subdivision Regulation, Appendix C - Critical Lots (Plans and Procedures)



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Included among those provisions are the following requirements:

- “The development of residentially zoned property shall minimize changes in grade, cleared area, and volume of cut or fill on those hillside portions of the property with twenty percent or greater natural slopes.” 17-28-030(A) (emphasis added).
- “For lots less than one acre, any natural slopes equal to or greater than twenty-five percent shall be platted outside of the building envelope and preserved to the greatest extent possible in a natural state.” i.e., grading of lots with twenty-five percent slopes to create a buildable lot is not permitted. 17.28.030(A) (1) (emphasis added).
- In areas with slopes of twenty percent or greater, subdivisions are encouraged to use the cluster lot option of 17.12.080. “In general, lots so created shall be clustered on those portions of the site that have natural slopes of less than twenty percent . . . Large contiguous areas containing natural slopes in excess of twenty-five percent should be recorded as common open space and permanently maintained in a natural state.” 17.28.030(A) (2) (emphasis added).

RECENT REZONINGS

No.

TRAFFIC

Based on trip generation numbers for residential single-family (RS10), this proposal will generate approximately 689 daily. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Findings

“No exception taken”.

Current Zoning

AR2a and R80, Peak hour adjacent street traffic
AM Trips=10 PM Trips=14

Proposed Zoning

RS10, Peak hour adjacent street traffic
AM Trips=60 PM Trips=80

SCHOOLS

9 Elementary 7 Middle 6 High



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Schools over/under capacity

Students would attend Gower Elementary, Hill Middle School, and Hillwood High School. Hill Middle School has been identified as being overcrowded by the Metro School Board. This information is based upon data from the school board last updated May 2003.



Project No.	<u>Zone Change 2003Z-143G-12</u>
Associated Case	None
Council Bill	None
Council District	31 - Toler
Requested by	Mike Anderson, Anderson-Delk & Associates, Inc., applicant, for Greystone Properties, LLC, owner
Staff Reviewer	Harris
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Rezone 5.28 acres from agricultural/residential (AR2a) to residential single-family (RS10) district property at 1089 and 1091 Barnes Road, approximately 1,600 feet east of Barnes Cove Court.

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.

Proposed Zoning
RS10 district

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

SUBAREA 12 PLAN POLICY

Residential Low Medium (RLM)

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

Policy Conflict

No. The proposed zoning district is consistent with the Subarea 12 Plan's Residential Low Medium policy. This rezoning is also consistent with the existing zoning pattern in the area. Staff recommends that development of this property include road connections to the surrounding RS10 zoning districts.

RECENT REZONINGS

Yes. Parcel 101 to the northwest was rezoned from AR2a to RS10 in May 2003. Parcels 059 and 133 adjacent and to the south were rezoned from AR2a to RS10 in 2001. Parcels 054, 60,61 and 74 to the west



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were rezoned from AR2a to RS10 in 1998. The Planning Commission recommended approval of all there zone changes.

TRAFFIC

Based on the trip generation numbers for residential single family (RS10), this proposal is expected to generate approximately 187 daily vehicular trips. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

Current zoning

AR2a, Peak Adj. Street Traffic
AM trips = 12 PM trips = 5

Proposed zoning

RS10, Peak Adj. Street Traffic
AM trips = 24 PM trips = 26

The additional trips is insufficient to warrant a Traffic Impact Study.

“No Exception Taken.”

SCHOOLS

4 Elementary 3 Middle 2 High

Schools Over/Under Capacity

Students would attend Maxwell Elementary, Antioch Middle School and Antioch High School. All three schools have been identified as being overcrowded by the Metro School Board. This information is based upon data from the school board last updated May 2003.

Planned School Capital Improvements:

Location	Project	Projected Date
Antioch Cluster	CONSTRUCT A NEW MIDDLE SCHOOL FOR 800 STUDENTS ON A NEW SITE IN SOUTHEAST DAVIDSON COUNTY	FY03-04



Project No.	<u>Zone Change 2003Z-144U-05</u>
Associated Case	None
Council Bill	None
Council District	8 - Hart
Requested by	Roy Dale, applicant, for Curtis Seals, owner
Staff Reviewer	Harris
Staff Recommendation	<i>Disapprove as contrary to the General Plan</i>

APPLICANT REQUEST

Rezone 13.51 acres from residential single-family (RS10) to industrial restrictive (IR) district property at 2634 Bethwood Drive, on the west margin of Ellington Parkway South.

Existing Zoning
RS10 district

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

Proposed Zoning
IR district

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

SUBAREA 5 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 zoning district (IR) is not consistent with the policy for the area. Industrial uses are not permitted in this area. The Subarea 5 plan calls for conservation of the existing residential character, “to provide stability of densities and comparability of new and existing development, zoning is recommended that reflects existing neighborhood character and limits future residential development to the currently prevailing residential structure type” (Area 4b, p. 77).

RECENT REZONINGS

None.



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TRAFFIC

Based on the trip generation numbers for industrial restrictive (IR), this zoning proposal is expected to generate approximately 529 to 1348 vehicular trips per day ranging from general heavy industrial to manufacturing uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

“No exceptions taken at this time, however a TIS may be required if there is a use other than billboards.”



Project No.	<u>Zone Change 2003Z-145U-03</u>
Associated Case	None
Council Bill	None
Council District	2 - Isabel
Requested by	R.C. Calligan, applicant/owner, for RCC, LLC, owner
Staff Reviewer	Harris
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Rezone 0.87 acres from residential single-family (RS5) to commercial service (CS) district property at 1219, 1221, 1225, and 1231 Bessie Avenue, on the south side of Weakley Avenue.

Existing Zoning
RS5 district

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

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.

BORDEAUX-WHITES CREEK COMMUNITY PLAN POLICY

Community Center (CC)

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

Policy Conflict

Yes. The proposed zoning district is not consistent with the CC policy in that it allows for higher intensity commercial uses than what the plan calls for in this area. The proposed zoning would also introduce commercial into the existing residential neighborhood



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along Bessie Avenue, which is premature until a larger portion of the node can be completed at one time.

RECENT REZONINGS

Yes. Parcel 148 adjacent to the east was rezoned from RS5 to CS in July 1998. A portion of parcel 24 to the south was also rezoned from RS5 to CS in November 1999. Planning Commission recommended approval of both zone changes

TRAFFIC

Based on the trip generation numbers for commercial service (CS), this proposal is expected to generate approximately 1,408 vehicular trips per day for auto parts sales. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendation

Public Works is still in review, will have a recommendation prior to the Planning Commission meeting.



Project No.

[Zone Change 2003Z-146U-11](#)

Associated Case

None

Council Bill

BL2003-69

Council District

16 - McClendon

Requested by

Councilmember Amanda McClendon

Staff Reviewer

Leeman

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 2,691 parcels totaling 915.68 acres from residential single-family and duplex (R6, R8, R10, R15) to their corresponding single-family districts (RS5, RS7.5, RS10, RS15). The properties are located between Nolensville Pike and I-24, and between Thompson Lane and the I-440, and on the west side of Nolensville Pike south of Thompson Lane, and east of I-24 on the north and south side of Briley Parkway. Councilmember Amanda McClendon has made this request so more duplexes cannot be added to this area.

Existing Zoning

R6 zoning:

R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 6.17 dwelling units per.

R8 zoning:

R8 requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.62 dwelling units per acre.

R10 zoning:

R10 requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.7 dwelling units per acre.

R15 zoning:

R15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.47 dwelling units per acre.

Proposed Zoning

RS5 zoning:

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

RS7.5 zoning:

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



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RS10 zoning:

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

RS15 zoning:

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

SUBAREA 11 PLAN

Residential Low Medium (RLM)

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

Residential Medium (RM)

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

Residential Low (RL)

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

Policy Conflict

No. The proposed RS districts are consistent with the Subarea 11 Plan's RLM, RL and RM policies.

According to Metro property records, of the 2,691 parcels involved in this rezoning request 162 of the parcels are vacant, 283 parcels currently have duplexes, and the remainder are currently single-family or other uses.

The Zoning Code allows for legally non-conforming lots to remain non-conforming. The Code also states that a structure containing a duplex nonconforming use within an RS district may be restored within one year if the structure is damaged or destroyed.

RECENT REZONINGS

Yes. The Planning Commission approved a request to change 1,612 parcels on 640 acres from R to RS district



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on October 9, 2003, south of Thompson Lane and East of Nolensville Pike.

TRAFFIC

This rezoning is not expected to have a significant effect on future traffic volumes.

Public Works Findings

No exception taken.



Project No.
Associated Case
Council Bill
Council District
Requested by

[Zone Change 2003Z-147U-05](#)
None
None
8 - Hart
Robert W. Rutherford, applicant, for Phillip-Robinson Company, owner

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

Rezone 0.58 acres from residential (R6) to residential multi-family (RM6) district property at 1017 and 1021 Spain Avenue, approximately 250 feet west of Gallatin Pike.

Existing Zoning
R6 district

R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.72 dwelling units per acre including 25% duplex lots. R6 zoning allows a total of 4.48 units on this site including 25% duplex lots.

Proposed Zoning
RM6 district

RM6 is intended for single-family, duplex, and multi-family dwellings at a density of 6 dwelling units per acre. RM6 allows a total of 3.48 units on this site.

SUBAREA 5 PLAN POLICY

Residential Medium (RM)

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

Policy Conflict

No. The proposed zoning district is consistent with the Subarea 5 Plan's Residential Medium policy. This rezoning would serve as a transition from the commercial and office uses to the south along Gallatin Pike and the residential zoning along Spain Avenue. Staff recommends that neither multi-family nor commercial zoning extend further than this property into the existing residential area. Further extension of multi-family or commercial zoning into the residential



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neighborhoods also may not be warranted in other locations along Gallatin Pike.

RECENT REZONINGS

Yes. A portion of parcel 95 to the south and parcel 84 adjacent to the property were rezoned from OP to OR20 in the county-wide zoning update in 1998. Parcel 085 was presented to the Planning Commission in August 1998 for a zone change from R6 to OR20. The Planning Commission recommended disapproval and was withdrawn at Council.

TRAFFIC

Based on the trip generation numbers for residential multi-family (RM6), this proposal is expected to generate approximately 12 to 20 daily vehicular trips for elderly housing or residential condominium/townhome uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

There is a reduction in the number of dwelling units per acre with this zone change. In addition, the acreage is small.

“No Exception Taken.”

SCHOOLS

1 Elementary <1 Middle <1 High

Schools Over/Under Capacity

Students would attend Hattie Cotton Elementary, Gra-Mar Middle School and Maplewood High School. Hattie Cotton and Gra-mar have been identified as being overcrowded by the Metro School Board. This information is based upon data from the school board last updated May 2003.

Planned School Capital Improvements:

Location	Project	Projected Date
Maplewood High School	Renovation	FY05-06



Project No.
Council Bill
Associated Cases
Council District
Requested by

[Zone Change 2003Z-148G-06](#)
None
None
35 - Tygard
Wallace E. Johnson, applicant/owner

Staff Reviewer
Staff Recommendation

Leeman
Disapprove as contrary to the General Plan. A Traffic Impact Study also was required, but has not been submitted by the applicant. The applicant has requested deferral to the January 8, 2003 Planning Commission Meeting to allow for submittal of the required Traffic Impact Study.

APPLICANT REQUEST

Rezone 6.87 acres from residential single-family and duplex (R40) to commercial services (CS) property at 5731 River Road, River Road (unnumbered), and Charlotte Pike (unnumbered).

Existing Zoning
R40 district

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

Proposed Zoning
CS district

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

BELLEVUE COMMUNITY PLAN

Residential Low-Medium (RLM)

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

Policy Conflict

Yes. The CS district is not consistent with the recently updated Bellevue Community Plan's RLM policy calling for residential development at two to four dwelling units per acre. The property borders NCO (natural conservation) policy to the south, which was applied because of steep terrain. Although the property borders Commercial Mixed Concentration (CMC) policy to the east along Charlotte Pike, the subarea plan limits



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further encroachment of commercial toward the west along River Road.

RECENT REZONINGS

Yes. A similar request to rezone this property and part of the adjacent properties to CS was made earlier this year, but deferred indefinitely prior to the Planning Commission meeting.

TRAFFIC

The proposed development can be expected to generate between 1,976 vehicle trips per day for general office uses and 7,706 vehicle trips per day for shopping center uses. (Institute of Transportation Engineers, Trip Generation, 6th Edition, 1996.) Other uses at different densities could generate more or less traffic.

METRO PUBLIC WORKS FINDINGS

“A Traffic Impact Study (TIS) will be required to determine the additional traffic generated by the development and required mitigations.”

The applicant was informed that a TIS was required by Public Works. A TIS has not been submitted.

Current zoning

R40, Peak adjacent street traffic (ITE Code: 210)
AM Trips = 15 **PM Trips = 11**

Proposed zoning

CS, Peak adjacent street traffic (ITE Code: 820)
AM Trips = 185 **PM Trips = 672**



Project No.
Associated Case
Council Bill
Council District
Requested by

[Zone Change 2003Z-149U-05](#)
None
BL2003-70
6 - Jameson
Councilmember Mike Jameson, applicant for Pat Adams and A. W. and Gwen Schumann, owners

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

Rezone 0.15 acres from commercial service (CS) to residential (R6) district property at 1103 McKennie Avenue, approximately 100 feet east of Gallatin Avenue.

Existing 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.

Proposed 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.

SUBAREA 5 PLAN POLICY

Commercial Arterial
Existing (CAE)

CAE policy is intended to recognize existing areas of “strip commercial” which is characterized by commercial uses that are situated in a linear pattern along arterial streets between major intersections. The predominant uses include retail and office activities such as eating establishments, automobile sales, rental, and service, hotels and motels, and consumer services. The intent of this policy is to stabilize the current condition, prevent additional expansion along the arterial, and ultimately redevelop these areas to a nodal pattern.

Policy Conflict

No. This proposal is consistent with the Subarea 5 Plan’s CAE policy, which does not call for the expansion of commercial uses. This proposal is to



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downzone a commercial zoning district to a residential zoning district. The zoning line for the CS zoning district ends at this property, but the lot size and existing use is consistent with the residential neighborhood along McKennie Avenue.

RECENT REZONINGS

None.

TRAFFIC

Based on the trip generation numbers for residential (R6), this proposal will generate approximately 10.42 vehicular trips per day. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

A CS zone generates more traffic than a R6 zone. Additionally, the site size is small.

“No Exception Taken.”

SCHOOLS

<1 Elementary <1 Middle <1 High

Schools Over/Under Capacity

Students would attend Cora Howe Elementary, Bailey Middle School and Stratford High School. Cora Howe has been identified as being overcrowded by the Metro School Board. This information is based upon data from the school board last updated May 2003.

Planned School Capital Improvements:

Location	Project	Projected Date
Stratford High School	Renovation	FY05-06



Project No.	<u>Zone Change 2004Z-003G-04</u>
Council Bill	BL2003-87
Associated Cases	None
Council District	10 - Ryman
Requested by	Walter Knestrick for Rivergate Partners, owner
Staff Reviewer	Leeman
Staff Recommendation	<i>Disapprove as contrary to the General Plan</i>

APPLICANT REQUEST

Rezone 27.12 acres from commercial services (CS) to industrial restrictive (IR) district part of a parcel at Myatt Drive (unnumbered), located across from Spring Branch Road and south of Gallatin Pike.

Existing Zoning
CS district

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

Proposed Zoning
IR district

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

BELLEVUE COMMUNITY PLAN

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, research activities and other appropriate uses with these locational characteristics.

On February 1, 2001, the Planning Commission amended the Subarea 4 Plan for this area from Industrial and Distribution (IND) to Commercial Mixed Concentration (CMC) policy, finding that the CMC policy would provide additional commercial development opportunities close to the RiverGate Mall and also to provide for other high intensity land uses, such as offices and medium-high to high density residential development, in proximity to the RiverGate Regional Activity Center.

“Area 12E has historically been an industrial area, but the demand for industrial development has weakened in this area. This trend is expected to continue over the long term, although it is understood that some of the existing industrial businesses in the area will continue



Metro Planning Commission Meeting of 12/11/03

Policy Conflict

their operations well into the foreseeable future.”
(Subarea 4 Plan, 2001 Amendment).

Yes. The IR district is not consistent with the Subarea 4 Plan’s CMC policy calling for a wide range of commercial activities.

RECENT REZONINGS

Yes. This property was rezoned in 2001, from IR to CS (2001Z-001G-04), along with an associated Subarea 4 Plan amendment to change the policy from IND to CMC.

METRO PUBLIC WORKS FINDINGS

Current zoning

CS, Peak adjacent street traffic -- General Office:
AM Trips = 218 **PM Trips =1,056**

CS, Peak adjacent street traffic -- Shopping Center:
AM Trips = 730 **PM Trips =2,650**

Proposed zoning

IR, Peak adjacent street traffic -- Manufacturing:
AM Trips = 166 **PM Trips = 171**

IR, Peak adjacent street traffic – General Light Industrial:
AM Trips = 838 **PM Trips = 1,016**

“The trip generations, depending on what is developed, will either decrease or maintain the same level. Usually, however, due to the size of the property there are many uncertainties as to how much it will impact the road, especially in this part of town. With the 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. Therefore, we [Public Works] recommend approval of the zone change.”



Project No.
Council Bill
Associated Cases
Council District
Requested by

Zone Change 2004Z-005U-13

BL2003-85
None
29 - Wilhoite
Mark Marshall, Marshall Developments, applicant for
Gwen M. Billips, Joyce M. Ross and Murfeesbro Edge-
O-Lake, LLC, owners

Staff Reviewer
Staff Recommendation

Leeman
*Disapprove request to rezone parcel 79. The MUL, and
RS3.75 districts do not implement the intent of the
Antioch-Priest Lake Plan without an associated overlay
district showing, in detail, how the proposed districts
will relate to the adjacent, existing, residential
neighborhood. A Traffic Impact Study also was
required but has not been submitted by the applicant.*

*Approve request to rezone part of parcel 69, as this is
consistent with the surrounding zoning and the mixed
use policy for this area.*

APPLICANT REQUEST

**Rezone 2.69 acres from residential single-family and
duplex (R8) to mixed use limited (MUL) and 1.00
acre from R8 to RS3.75 district property at 2500 and
2530 Murfreesboro Pike.**

Existing Zoning
R8 district

R8 zoning is intended for single-family homes and
duplexes on 8,000 sq. ft. lots.

Proposed Zoning
MUL district

MUL zoning is intended for moderate intensity mixture
of residential, retail, and office uses.

RS3.75 district

RS3.75 requires a minimum 3,750 square foot lot and is
intended for single-family dwellings at a density of 9.87
dwelling units per acre.



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ANTIOCH-PRIEST LAKE PLAN POLICY

Mixed Use (MU)

MU policy is designed to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Land uses found in this category include residential, office, commercial, recreational, cultural, and community facilities.

Residential Medium High
(RMH)

RMH is designed and intended for existing and future residential areas characterized by densities of nine to twenty dwelling units per acre. Good access, with direct or indirect access to a collector or arterial is recommended. Indirect access should not be through lower density areas.

Policy Conflict

Yes. The MUL, and RS3.75 districts are inconsistent with the Antioch Priest Lake Community Plan (Subarea 13 Plan) for parcel 79. The plan states: *“Mixed-use areas should be developed in accordance with a coherent plan or overall working concept of the desired end [P]lans including an architectural and/or design review component, such as some type of historic or special district overlay, are appropriate to help ensure compatible development and protection of valuable existing resources.”*

The MUL zoning proposed for parcel 79 extends further away from Murfreesboro Pike than what the Antioch Priest Lake Subarea plan calls for in this area. Staff recommends disapproval of rezoning parcel 79 to MUL further back from Murfreesboro Pike than the existing MUL zoning line to the northwest on parcel 78

The MUL district proposed on part of parcel 69 is consistent with the Antioch-Priest Lake Plan, and is consistent with the surrounding MUL zoning. Rezoning the remainder of the corner parcel will allow a more comprehensive plan to be established along with the MUL area to the south.

RECENT REZONINGS

Yes. The adjacent parcels 78 and 80-84 were rezoned earlier this year by the Metro Council (2003Z-047U-13). The Planning Commission recommended disapproval as



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Contrary to the General Plan, as they were inconsistent with the old and then - proposed Subarea 13 Plan.

METRO PUBLIC WORKS

FINDINGS

Current zoning

R8, Peak adjacent street traffic (ITE Code: 210)
AM Trips = 28 **PM Trips = 32**

Proposed zoning

MUL*, Peak adjacent street traffic (ITE Code: 834)
AM Trips = 599 **PM Trips = 403**

*If smaller parcel is used as a fast food with drive thru (Code 834) with a 0.6 FAR (note: MUL allows a 1.0 FAR)

If larger parcel is used for retail: Shopping Center (Code 820) and a 1.0 FAR:
AM Trips = 100 **PM Trips = 363**

If developed as a bank with a 1.0 FAR,
AM Trips = 253 **PM Trips = 1,096**

RS3.75, Peak adjacent street traffic (ITE Code: 210)
AM Trips = 20 **PM Trips = 20**

“A Traffic Impact Study will be required to determine the additional traffic generated by the development and required mitigations. Therefore, Public Works recommends that the zone change be denied.”

SCHOOLS

Students Generated*

10 Elementary 7 Middle 6 High

Schools Over/Under Capacity

Students will attend Lakeview Elementary School, Kennedy Middle School, and Antioch High School. All three schools have been identified as being overcrowded by the Metro School Board.

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



Metro Planning Commission Meeting of 12/11/03

Planned School Capital Improvements:

Location	Project	Projected Date
Antioch Cluster	CONSTRUCT A NEW MIDDLE SCHOOL FOR 800 STUDENTS ON A NEW SITE IN SOUTHEAST DAVIDSON COUNTY	FY03-04



Project No.
Project Name
Associated Cases
Council District
Requested By

[Subdivision 2003S-254U-13](#)
Hamilton Church Subdivision
None
33 - Bradley
Harold Feener, owner/developer, Civil Site Design Group, surveyor

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions

APPLICANT REQUEST
Preliminary Plat

Subdivide 16.63 acres into a 45-lot cluster lot subdivision, at a proposed density of 2.7 dwelling units per acre.

ZONING
RS10 District

RS10 district, requiring a minimum lot size of 10,000 square feet and permits a maximum of 61 single-family lots on this property.

CLUSTER LOT OPTION

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

The plan proposes lots that range in size from 7,500 to 10,488 square feet.

Pursuant to Section 17.12.080 (D) of the Zoning Code, cluster lot subdivisions require a minimum of 15% open space per phase. This development proposes 21% (3.45 acres) of open space.

ANTIOCH-PRIEST LAKE
10, COMMUNITY PLAN
2003 UPDATE

The Antioch-Priest Lake Community Plan, adopted July 2003, envisions a planned collector road running north-south from Hamilton Church Road to Anderson Road. This planned collector bisects the subject property.

The Planning Commission approved the rezoning of this property from AR2a to RS10 on March 13, 2003. At that time, the applicant held a community meeting. To discuss their future development plans for the property. The developer and the community agreed on specific design features of the subdivision, without the input of the Planning staff, such as no connection to Hamilton



Metro Planning Commission Meeting of 12/11/03

Church Road, a left turn lane off Hamilton Church Road at Tea Garden Lane, a round about, or traffic circle at the intersection of at Forest Breeze Drive and the new street in the proposed subdivision. Unfortunately, neither the developer nor the citizens from the adjacent neighborhoods voiced their concerns about these roadway issues during the community plan update that proposed the planned collector road through this property. The developer first found out about the required road connection when the submittal of the preliminary plat was made. Since that time, the developer, staff and Councilmember Bradley have attempted to strike a compromise between what the plan requires and what was promised by the applicant to the neighborhood.

Additionally, the proposed collector road is not a new idea with the 2003 update. It was included in previous plans for the area, and the developer of the Calumet PUD (the adjacent development to the west) was required to post a bond for a share of the construction of the road for 5 years. This spring, that bond was released because the 5 years had expired.

Staff has given in-depth study to the merits of reducing the proposed “collector” to a “connector” street that would allow for a local street standard. During the Antioch-Priest Lake Community Plan Process, the Planning Staff and the Public Works Staff gave careful thought to traffic patterns in this rapidly developing area to locate needed facilities. Staff found no evidence that would support a change in the adopted plan.

SUBDIVISION DETAILS

As submitted, the proposed subdivision includes the following features:

- No connection to Hamilton Church until Hamilton Church is widened. The connection is proposed not to be constructed until after Hamilton Church is widened, or until the road is continued north to Anderson Road.
- The connection also includes a left-turn lane into the development.
- A round-about at Forest Breeze Drive and the new street.
- Sidewalks will be constructed on the north side of Forest Breeze Drive and Whirlaway Drive,



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both in adjacent subdivisions, to tie into this new development.

- 60 feet of right-of-way is dedicated as required by the collector cross section, however, a local street is proposed with 23 feet of pavement with 2.5 feet curb and gutter, 4 foot grass strip, and 5 foot sidewalk on each side.
- Right-of-way is dedicated, but not constructed, for a stub street at the northwest corner of the property for a future development to connect.

STORMWATER

The subdivision plat includes the following note, "Existing spring to be rerouted. Construct spring box with pipe beneath street which leads beneath street to detention pond."

- 1) It is not permissible for an unknown volume of water to be routed from a spring to a detention pond.
- 2) If the spring is a water of the state, an appeal from the Stormwater Management Committee is required. Documentation from the state is required.

PUBLIC WORKS

The plan submitted Nov. 21, 2003, is inconsistent with the recently approved Subarea plan. Therefore, the Traffic Division of Public Works cannot approve the plan dated 11/17/03.

The development plans shall show a road connection with Hamilton Church Road, shall remove the roundabout, and shall show the main road through the development with right-of-way and pavement width per the Collector Road standards.

CONDITIONS

1. The stub street in the northwest corner must be constructed.
2. All Stormwater comments must be addressed and coordinated with Planning Staff prior to grading plan approval.



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3. The connection to Hamilton Church Road must be constructed with the development of this subdivision. Lot 1 shall not have direct access to Hamilton Church Road.
4. The proposed street shall be constructed to collector standards acceptable to Public Works, and the round-about must be eliminated.
5. A bond shall be posted for the construction of the Hamilton Church Road improvements- widening, turn lane, and street extension- in addition to any bonds necessary for infrastructure improvements.

[View Plat](#)



Project No.
Project Name
Associated Cases
Council District
Requested By

[Subdivision 2003S-274U-05](#)

Martin Subdivision

None

7 - Cole

Douglas Martin, owner, John Kohl and Company, P. C.,
Surveyor

Staff Reviewer
Staff Recommendation

Scott

Approve with conditions, with a recommendation to disapprove a request for a sidewalk variance, but allow the required 4-foot grass strip to vary in width if needed to protect the existing trees.

APPLICANT REQUEST

Final Plat

Subdivide 1.5 acres into 4 lots, with a sidewalk variance, at a proposed density of 2.66 dwelling units per acre, located at the southeast corner of Warden Drive and Avalon Drive.

ZONING

RS10 District

RS10 district, requiring a minimum lot size of 10,000 square feet and intended for single-family dwellings at an overall density of 3.71 dwelling units per acre.

SUBDIVISION DETAILS

Since no new streets are proposed for this subdivision, a preliminary plat is not required. This plat meets lot comparability for lot frontage and area and is consistent with the Subarea 5 Plan's land use policy for the area. Proposed lot sizes range from 11,490 square feet to 20,802 square feet.

Approximately 483 feet of sidewalks are required along Warden Drive and Avalon Drive.

SIDEWALK

Variance Request

The applicant has requested a sidewalk variance. The request states that the existing house and lot date back to 1855 and large trees, greater than 12" in diameter, line the boundary of the lot. The location of the trees will require that they be cut in order to install a sidewalk. According to the applicant's request, the uniqueness of the property is that it is the last piece of land in the area with old mature trees still standing.



Metro Planning Commission Meeting of 12/11/03

Public Works Constructability Report

Pavement widening is not required to construct sidewalks at this location. Curb, gutter, and driveway and curb ramps are required at this location to meet the ST-210 sidewalk standard. Sidewalks are buildable at this site. Installation of Metro ST-210 sidewalk will likely result in the loss of one or two very large trees at the edge of the right-of-way.

Staff recommendation for Variance

When evaluating a variance request, 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.
- Because of the particular physical surroundings, shape, or topographical conditions of the property, staff does not believe that a particular hardship to the owner would result, as distinguished from a mere inconvenience. Staff does recommend the applicant be allowed to reduce the four foot grass strip where needed in order to preserve the trees along the property edge, in accordance with Subdivision Regulation, 2-6.1.B.4 (c).

STORMWATER

A Stormwater appeal was made by the applicant to allow the subdivision of the existing lot into four lots without the requirement for permanent stormwater detention for quality or quantity. That appeal was denied as requested, but granted provided the applicant flag each lot on the plat with a note stating, "Prior to Metro Codes issuing any permits for the redevelopment of Lot 3 or development of Lots 1, 2, and 4, a Grading Permit shall be obtained from Metro Water Services, Stormwater Division."

TRAFFIC ENGINEER'S FINDINGS

No exception taken.

CONDITIONS

Staff recommends conditional approval of this preliminary plat, subject to the following conditions:

1. Performance bonds must be posted to secure the satisfactory construction, installation, and



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dedication of all required public improvements prior to final plat recordation.

2. NES approval shall be submitted prior to final plat recordation.
3. A revised plat addressing Planning, Stormwater and Water Service's comments, including a sidewalk along the front of lots 1-4 if variance disapproved, from memo dated October 20, 2003, shall be submitted for approvals prior to final plat recordation.

[View Plat](#)



Project No.
Project Name
Associated Cases
Council District
Requested By

Subdivision 2003S-303G-13
Tillman Property Subdivision
None
32 - Coleman
Global Development, owner/developer, MEC, Inc.,
surveyor

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions, including any conditions from Metro Public Works that are received prior to the Planning Commission meeting.

APPLICANT REQUEST
Preliminary Plat

Subdivide 83.32 acres into a 308-lot Cluster Lot subdivision, at a proposed density of 3.69 dwelling units per acre.

ZONING
RS10 District

RS10 district, requiring a minimum lot size of 10,000 square feet and permits a maximum of 308 single-family lots on this property.

CLUSTER LOT OPTION

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

The plan proposes lots that range in size from 5,002 to 17,570 square feet.

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

SUBDIVISION DETAILS

This development is part of the 375.52 acre “Windhaven Shores” rezoning in the Antioch area from the summer of 2002 (ORDINANCE NO. BL2002-1148 and 2002Z-071G-13).

School Site Dedication

The rezoning was conditioned that prior to final plat approval, a school site, in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students, shall be offered for dedication to the Metro Board of Education, the offer of



Metro Planning Commission Meeting of 12/11/03

Details

such school site being proportional to the development's student generation potential. The developer has already begun working to fulfill this requirement. Mandatory Referral 2003M-096U-13 authorizes the acceptance of an 11 acre school site and was recommended for approval by the Planning Commission on September 11, 2003 and adopted by Metropolitan Council on November 18, 2003.

The proposed plat provides 11 stub-streets to be extended in the future should the adjacent properties develop. These stub-streets are necessary to provide an interconnected street network in this rapidly developing area. These connections will provide alternative travel routes to schools and future neighborhood centers outlined in the Subarea 13 Plan.

Five lots are designated as critical lots due to adjacent sinkholes. A geotechnical investigation of these sinkholes will be required prior to final plat approval for any lots in the drainage area of a sinkhole in danger of having water back up on them from detention and/or the floodplain of the sinkhole during a 100 year storm. These lots shall have a minimum lowest floor elevation established, including any unfinished basement. Prior to the issuance of any building permits for lots designated with an (*), a geotechnical inspection shall be required before footings are poured.

Six lots will have double frontage on Hobson Pike. Two of the lots are below 10,000 square feet and will require a "B" landscape buffer yard. The other four lots are larger than 10,000 square feet and a landscape buffer yard is not required. Since the subdivision design leaves a strip of common open space at the rear of the lots, staff recommends that the "B" buffer yard continue along all double frontage lots on Pin Hook Road.

PUBLIC WORKS

Approve with the following conditions:

- Approvals are subject to the review and approval of construction plans.
- Include a 3-ft Public Pedestrian Access Easement along the outside edge of sidewalks.
- 2 exit lanes are required at the site access on Pin Hook Road. These lanes need to have a minimum 150 feet of storage and transition.



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- A left turn lane and a right turn lane with 150 feet of storage and an ASSHTO taper shall be installed on Pin Hook Road and the site entrance. This entrance is a connector road that will eventually extend through the neighborhood in an east-west direction from Hobson Pike toward Murfreesboro Road.

CONDITIONS

1. Designate the open space strip between lots 121 and 122 and 145 and 146 as a dedicated pedestrian access easement.
2. A “B” landscape buffer yard is required behind all double frontage lots on Pin Hook Road, regardless of lot size.
3. Two exit lanes are required at the site access on Pin Hook Road. These lanes need to have a minimum 150 feet of storage and transition.
4. A left turn lane and a right turn lane with 150 feet of storage and an ASSHTO taper shall be installed on Pin Hook Road and the site entrance. This entrance is a connector road that will eventually extend through the neighborhood in an east-west direction from Hobson Pike toward Murfreesboro Road.

[View Plat](#)



Project No.
Project Name
Associated Cases
Council District
Requested By

[Subdivision 2003S-265U-10](#)
Marengo Park, Resubdivision of lot 52A
None
25 - Shulman
Daniel and Susan Burton, owner/developer, Alley & Associates, surveyor

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions and a variance for sidewalks along Woodmont Boulevard only.

APPLICANT REQUEST
Final Plat

Subdivide one existing 0.57 acre lot into 2 lots, located at the intersection Woodmont Boulevard and the General Hood Trail.

ZONING
R10 District

R10 district, requiring a minimum lot size of 10,000 square feet and permits single-family or duplex, however, these lots have not been identified as duplex lots.

SUBDIVISION DETAILS

Lot 52, will contain the existing house, and is 13,695 square feet. Lot 52A is 11,413 square feet. Both lots pass comparability for size and frontage.

SIDEWALK VARIANCE

The applicant has requested a variance from providing sidewalks on both Woodmont Boulevard and General Hood Trail. The applicant has based the request on topographic constraints and lack of sidewalks in the community.

Public Works Recommendation

Although there are only two existing traffic lanes on Woodmont Boulevard, it is a U4 Urban Arterial, which requires 84 feet of right-of-way. The ROW in this location is 70 feet. Seven feet of right of way would be needed on this side of the road. Construction of a sidewalk at this location would likely require extensive grading and/or installation of a retaining wall. Adding a sidewalk in this location is possible, but would be onerous due to topography and numerous utility interferences. No topographic conditions or utility hardships were noted on General Hood Trail that would prevent sidewalk construction.



Metro Planning Commission Meeting of 12/11/03

Planning Recommendation

Approve the request for sidewalk variance on Woodmont Boulevard due to topographic constraints that create a hardship. Disapprove the request for the sidewalk variance on General Hood Trail since there are no physical constraints that would prevent sidewalk construction.

CONDITIONS

1. Written approval must be received from Stormwater Management prior to recording. A verbal conditional approval has been received.
2. Prior to recordation of the final plat, a sidewalk must be added to the plan on General Hood Trail and construction plans must be submitted and approved by the Public Works Department for the sidewalk.

[View Plat](#)



Project No.
Project Name

[Subdivision 2003S-289G-14](#)
**Villages of Larchwood, Phase 2, Section 4B,
Revision of Lot 74**

Associated Cases
Council District
Requested By

None
13 - Burch
Tom Ragsdale, owner agent.

Staff Reviewer
Staff Recommendation

Scott
Disapprove

APPLICANT REQUEST
Final Plat

This request is to remove the sidewalk requirement on Lot 74, located at the terminus of Fitzpatrick Road.

ZONING
R10 District

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

SUBDIVISION DETAILS

A revised preliminary PUD and final PUD for this section were approved by the Planning Commission April 29, 1999, and included Fitzpatrick Road as a stub street to the adjacent property. The construction plans for this section were approved by the Metro Public Works Department July 15, 1999, and show a cul-de-sac without a sidewalk along Fitzpatrick Road. A final plat was submitted with a cul-de-sac and then revised to exclude the cul-de-sac and 3 lots. This allowed the applicant to work on a majority of this section while working out the details of the cul-de-sac. This final plat was approved by the Planning Commission on August 31, 2000.

A request to amend the PUD to allow the cul-de-sac, which had already been constructed, was then submitted and disapproved by the Planning Commission on January 4, 2001. Council subsequently approved it in April of 2001. The amendment carried a recommendation of disapproval from the Planning Commission primarily because Fitzpatrick Road would not connect to a planned stub street east of the adjacent subdivision. Although the plan approved by the Metro Council did not show a sidewalk along the front of Lot 74, a sidewalk is required since no variance was requested for removal of this sidewalk.



Metro Planning Commission Meeting of 12/11/03

The final PUD was approved by the Planning Commission with the condition that a sidewalk be extended along the front of Lot 74 in May of 2001. The final plat was approved with the sidewalk shown on it in July 2001.

Currently, there is a cul-de-sac at the end of Fitzpatrick Road and a cul-de-sac at the end of White Pine Drive. These two cul-de-sacs do not connect, but there is existing unbuilt right-of-way that connects the cul-de-sacs.

Upon inspection of the site, staff recognizes the installation of a sidewalk along Lot 74 will be difficult, but this sidewalk has been required since the plan was revised in 1999. The house on the site is located well below the grade of the cul-de-sac. These conditions were self created, however, since the applicant was aware that a sidewalk was required prior to grading permits being issued.

TRAFFIC ENGINEER'S FINDINGS

Sidewalks can be engineered for this site.

RECOMMENDATION

Staff recommends disapproval of this request.

[View Plat](#)



Project No.
Project Name

[Planned Unit Development 309-84-U-12](#)
Hickory Point at Brentwood Apartments
(formerly Polo Trace Apartments)

Associated Case
Council Bill
Council District
Requested By

None
None
27 - Foster
Ragan-Smith Associates for 15174 Old Hickory
Boulevard LLC, owner

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Final PUD

Request for Final PUD approval to allow for the development of a 298-unit multi-family complex, on a 25.3-acre tract. The property is located along the north side of Old Hickory Boulevard, west of Nolensville Pike.

PLAN DETAILS

This residential PUD was originally approved by Metro Council in 1984, and allowed for the development of a 300-unit apartment complex on the 25-acre site. The PUD was most recently revised and given final PUD approval, for the 300-unit complex, in July 1986. That project never developed. Most recently, a request for revision to the PUD was brought before the Planning Commission on September 25, 2003, which reduced the number of units to 298 and revised the building layout and internal private drive system. That revision was approved by the Commission.

The 25-acre site rises from Old Hickory Boulevard to the north and peaks at an existing water tower. The developer is proposing to develop the site in a stepped-down manner to Old Hickory Boulevard and will provide one main private drive through the site with pods of buildings located off of this spine road. A clubhouse / recreational facility and leasing office will be provided at the base of the hill near the single point of access, which will be off of Hickory Villa Drive in the southeast corner of the site.



Metro Planning Commission Meeting of 12/11/03

METRO PUBLIC WORKS' COMMENTS

Metro Public Works is calling for the construction of one 11-foot entering lane and two 11-foot exiting lanes off of Old Hickory Boulevard. The applicant has agreed to provide the necessary data / documentation to prove that congestion will not occur with the existing drive width. They agreed to provide trip generation data, stop control data on intersecting drives, and are also choosing to document hardships created by topographic features and existing utility poles. Until Planning Department staff receives an alternate recommendation from Metro Public Works, staff is adding Public Works' request as a condition to the Final PUD approval.

CONDITIONS

1. A PUD boundary plat, if one has not been recorded, must be recorded prior to the issuance of any building permits. A consolidation plat must be recorded prior to the recordation of the Horizontal Property Regime and its associated exhibits.
2. Temporary construction traffic, as well as post-construction permanent traffic, shall only enter and exit the site via Hickory Villa Drive and Old Hickory Boulevard. There shall be no access to or from Huntington Parkway.
3. One 11-foot entering lane and two 11-foot exiting lanes shall be constructed at the roadway cut onto Old Hickory Boulevard.
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.



Metro Planning Commission Meeting of 12/11/03

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.

[View Plat](#)



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

[Planned Unit Development 88P-054G-13](#)
South Shore – Phase 2
None
None
32 -- Coleman
Barge Waggoner Sumner and Cannon for CMH Parks, Inc., owners

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Final PUD

Request for Final PUD approval of Phase 2 of the South Shore Residential PUD to allow for the development of 51 single-family lots. The property is located south of Hamilton Church Road and west of LaVergne-Couchville Pike.

PLAN DETAILS

Connectivity

The proposed plan is consistent with the most recently-revised preliminary plan, dated February of 2000.

Although the proposed Phase 2 final PUD plan is consistent with the approved preliminary plan, staff requested that the applicant provide a vehicular connection to the Hallmark subdivision, which is west of the approximate location of Shore View Circle on this plan. The applicant has not agreed to the connection, but staff is seeking this connection due to the temporary turnaround provided in the Hallmark subdivision and due to the importance of providing interconnectivity between residential uses to ease the impact on the collector and arterial roadways in the county.

METRO PUBLIC WORKS' COMMENTS

All of Metro Public Works' comments were addressed by the applicant. No exception taken.

CONDITIONS

1. A PUD boundary plat, if one has not been recorded, must be recorded prior to the issuance of any building permits. A final plat must be recorded prior to the issuance of any building permits.



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2. A stub-street connection needs to be provided from the southwest corner of this phase of the subdivision to the Hallmark subdivision located west of this site.
3. 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.
4. 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.
5. 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.
6. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.

[View Plat](#)



Project No.	<u>Planned Unit Development 89P-031G-13</u>
Project Name	Smith Springs PUD (Smith Springs Village)
Associated Case	None
Council Bill	None
Council District	29 -- Wilhoite
Requested By	McKinney Engineering for Dorothy S, Pugh, owner
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Final PUD

Request for final PUD approval for a portion of the Smith Springs PUD to allow for the development of 60,000 square feet of retail, restaurant and office on a 6.79-acre parcel located on the north side of Smith Springs Road, east of Anderson Road.

PLAN DETAILS

The final PUD plan, as submitted, complies with the revised preliminary PUD plan, which was revised in July of 1996. The plan provides for two points of ingress and egress on Smith Springs Road and detention facilities located throughout the site – mainly along the periphery of the parking areas. The plan proposes 60,000 square feet of retail, restaurant and commercial uses to be separated into five different buildings – where the two largest buildings would be located to the rear of the site and three smaller outparcels located adjacent to Smith Springs Road.

This development is proposed next to an existing commercial shopping center, which is located to the east at the corner of Smith Springs Road and Anderson Road. The existing commercial development, as well as this commercial PUD, is located within a Neighborhood Retail node as called for within the Subarea 13 Plan.

TRAFFIC ENGINEER'S COMMENTS

This item was originally scheduled for the August 28, 2003, MPC meeting. However, the traffic engineer requested an updated Traffic Impact Study (TIS) to address changes in traffic counts and road network since the last review of the TIS in 1989. The applicant



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has since submitted an updated TIS, from which the following conditions arose:

1. Construct an eastbound 11 ft left turn lane with 100 feet of storage, with appropriate AASHTO transition, on Smith Springs Road at the westernmost project driveway. This turn lane shall also continue along the frontage of the property to provide a left turn lane with 100 ft of storage into the easternmost project driveway and connect the turn lane to the existing left turn lane at Old Smith Springs Road.
2. Provide cross access along the eastern property line from the proposed shopping center into the existing shopping center. Provide a cross access easement along the western property line for any future development.
3. Smith Springs Road is classified as a 4 lane arterial cross section per the major street plan; Developer shall dedicate or reserve, as necessary, $\frac{1}{2}$ of the required ROW for a 4 lane arterial and install $\frac{1}{2}$ of the required pavement. This road widening will include installation of the previous mentioned left turn lane.
4. Roadway widening shall be designed and constructed with adequate alignment of through and left turn lanes and transitions per AASHTO standards.
5. The plans shall show continuation of the left turn lane extending to the left turn lane at Old Smith Springs Road intersection. All travel lanes on Smith Springs Road shall be a minimum of 12 ft wide. The left turn lane shall be designed to provide a smooth transition to the existing left turn on Smith Springs Road.
6. Two site driveways shall be allowed. The westernmost drive shall be 24 ft wide with one entering and one exiting lane. The easternmost drive shall be 33 ft wide with one 13 ft wide exiting lane and one 10 ft wide lane for left turns and one 10 ft wide lane for right turns.



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7. Adequate parking shall be provided per the zoning regulations.

CONDITIONS

1. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
2. This approval is subject to all of the Public Works' recommendations listed above.
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.
6. A final plat needs to be recorded before the issuance of any building permits.

[View Plat](#)



Project No.	<u>Planned Unit Development 98P-001G-14</u>
Project Name	Alta Lake Apartments
Associated Case	None
Council Bill	None
Council District	14 - White
Requested By	Ragan-Smith and Associates for Bennett-Volunteer LLC, owner
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Final PUD

Request for Final PUD approval for the Alta Lake Residential PUD to allow for the development of a 156-unit townhouse project within Phase 2 of the PUD. The property is located east of Dodson Chapel Road and between Interstate 40 and Bell Road.

PLAN DETAILS

The plan proposes 156 multi-family units within a total of six (6) buildings that are located along either side of a single private drive that extends north into the site from Bell Road. The most recent action on this site was a revision to preliminary, which was approved by the Planning Commission on October 23, 2003. This revision reduced the number of multi-family units from 196 to 156, removing the need for any development bonuses that were provided as a part of the previously approved plan. Prior to the October 2003 revision, the previous revision to the plan was approved by the Metro Planning Commission in November of 1999. That revised preliminary plan allowed for the development of 366 multi-family units in Phase 1, 196 multi-family units within Phase 2, and provided for the dedication of a 16-acre tract along Dodson Chapel Road and Bell Road to Metro Government for use as a Metro Park. The 1999 approval also provided final PUD approval to allow for the development of Phase 1 and to allow for the development of a greenway trail throughout the dedicated (Phase 3) site and a portion of Phase 2.

The site design of the current plan does not propose significant changes from the previously approved (1999) plan. The proposed plan provides for one point



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of ingress and egress off of Bell Road. Detention will be provided on-site and constructed in conjunction with the deepening and widening of an existing wet-weather stream bed.

METRO PUBLIC WORKS' COMMENTS

The applicant addressed all of Metro Public Works' comments. The only outstanding comment, to date, is the status of a \$30,000 contribution for roadway improvements at the Dodson Chapel Road/ Central Pike intersection. According to the applicant, this issue is currently being addressed between their legal counsel and the Metro Department of Law. Until this issue is resolved, this concern will be added as a condition of approval for this final PUD request.

CONDITIONS

1. A PUD boundary plat, if one has not been recorded, must be recorded prior to the issuance of any building permits. A final plat must be recorded prior to the recordation of the Horizontal Property Regime and its associated exhibits.
2. Receipt of a \$30,000 roadway improvement contribution shall be forwarded to the Metro Planning Department staff prior to the issuance of any building permits, unless otherwise directed by the Metropolitan Department of Law.
3. 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.
4. 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.
5. 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



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submitted to the Metropolitan Planning Commission.

6. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.

[View Plat](#)



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

[Planned Unit Development 2001P-009G-13](#)
Maxwell Place Subdivision
None
None
32 - Coleman
Crouch Engineering for Continental Development,
owner

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Final PUD

Request for Final PUD approval of the Maxwell Place PUD to allow for the development of a 62-lot, single-family subdivision. The property is located south of Maxwell Road, east of LaVergne-Couchville Pike.

PLAN DETAILS

This request is for Final PUD approval of a Planned Unit Development located on the south side of Maxwell Road, east of LaVergne-Couchville Pike to permit 62 single-family lots. The developer also plans to designate six (6) of the 62 lots for affordable housing.

Affordable Housing Density Bonus

The PUD is proposed on 15.3 acres at a density of 4.05 dwelling units per acre. The existing RS10 zoning permits a maximum density of 3.7 single-family dwelling units per acre. Under the RS10 zoning, 57 single-family lots would be permitted. Using the 10% affordable housing density bonus that is permitted in PUD districts (Section 17.36.090B), however, 62 single-family lots are permitted.

Subarea Plan Compliance

Although the overall proposed density is 4.05 dwelling units per acre, which is slightly higher than the Subarea 13 Plan's Residential Low Medium (RLM) policy of 2 to 4 dwelling units per acre, it is consistent with the goal of providing a diversity of housing types. This plan includes a mixture of market rate housing and affordable housing in close proximity to one another. The plan provides two public roads from Maxwell Road, with one stub-street to the east to provide a connection for future development. It also provides private alleys, internally, to create a streetscape with homes fronting the public streets and garages in the



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Stormwater Management

rear. The southern portion of the PUD will remain undeveloped in common open space due to two sinkholes.

During Preliminary PUD review, Stormwater proposed to require approval by the Tennessee Department of Environment (TDEC) prior to final PUD approval since these sinkholes were originally proposed to be used for stormwater runoff. Furthermore, a special note was placed on the plan requiring a geotechnical investigation of each sinkhole, to determine which one has the best geological features to receive the stormwater, prior to final PUD approval. Upon submittal of their request for final PUD approval, the applicant decided that the sinkholes would not be used for stormwater management. All stormwater will now be routed along the north and northeast corners of the site, and will flow – at a specified rate – into the existing public stormwater easement along Maxwell Road. The TDEC approval and geotechnical investigations are not required at this time – unless the applicant decides at a later point to reconsider using the sinkholes for stormwater management.

METRO PUBLIC WORKS' COMMENTS

At the time of Preliminary PUD approval, the Metro Traffic Engineer indicated that the developer will be required to widen Maxwell Road along the frontage of this property to collector street standards. No other off-site road improvements will be required since the roads in this area are expected to be able to accommodate the traffic to be generated by this development.

CONDITIONS

1. A PUD boundary plat, if one has not been recorded, must be recorded prior to the issuance of any building permits.
2. Maxwell Road shall be widened to Collector Street standards along the frontage of this property.
3. 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



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Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.

4. 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.
5. 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.
6. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.

[View Plat](#)



Project No.	<u>Planned Unit Development 2003P-002G-02</u>
Project Name	Cobblestone Creek Subdivision – Phase 1
Associated Case	None
Council Bill	None
Council District	3 - Hughes
Requested By	Bruce Rainey and Associates for M.R. Stokes, owner
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Final PUD approval

Request for Final PUD approval of Phase 1 of the Cobblestone Creek PUD to allow for the development of 26 single-family lots, as well as a request to revise the preliminary plan for phase lines. The property is located north of Old Hickory Boulevard and west of Brick Church Pike.

PLAN DETAILS

The plan proposes 26 single-family lots on 6.23 acres, which extend north off of Old Hickory Boulevard. Phase 1 of the PUD begins the north-south construction of Cobblestone Creek roadway and approximately 175 feet of Ryan Allen Circle, which will loop through the entire subdivision. Also, the 5,000-square foot cemetery, in the southwest corner of the subdivision will be preserved within open space and recorded as part of this Phase 1 plat. Lot sizes range from 4,815 to 7,024 square feet.

METRO PUBLIC WORKS’ COMMENTS

All of Metro Public Works’ comments were addressed by the applicant; but there are still conditions that carry over from the approval of the preliminary PUD plan that have yet to be shown on the plan. They are as follows:

1. On the entrance roadway from Old Hickory Boulevard, provide one 14-foot entrance lane and two 12-foot exiting lanes for 150 feet north of the right-of-way line of Old Hickory Boulevard. The exiting lanes are to be signed and striped as a mandatory right turn lane and left turn lane, respectively.



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2. Provide a 12-foot eastbound right turn lane on Old Hickory Boulevard at the entrance roadway. This lane shall be 150 feet in length.
3. Provide a 12-foot westbound left turn lane on Old Hickory Boulevard at the entrance roadway. This lane shall be 150 feet in length.
4. All lanes shall be constructed with tapers in accordance with ASHTO standards.

CONDITIONS

1. A PUD boundary plat, if one has not been recorded, must be recorded prior to the issuance of any building permits. A final plat for Phase 1 must be recorded prior to the issuance of any building permits.
2. Unless grading permits have been issued for a specified phase of development, grading and site clearing must be limited to areas of infrastructure improvement.
3. 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.
4. 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.
5. 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.
6. 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



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field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.

[View Plat](#)



Project No.
Project Name

[Mandatory Referral 2003M-123U-14](#)
**Stewarts Ferry Pike/McCampbell Avenue
Improvements**

Council Bill
Council District
Requested by

BL2003-60
14 - White
the Department of Real Property Services

Staff Reviewer
Staff Recommendation

Reed
Approve

APPLICANT REQUEST

A request to acquire property located at the intersection of Stewarts Ferry Pike and McCampbell Avenue, for intersection improvements and realignment of McCampbell Avenue, including signalization, turn lanes and sidewalks, requested by the Department of Real Property Services.

DEPARTMENT AND AGENCY COMMENTS

NES has facilities in the designated area that may need relocating due to intersection improvements. Additional easements may be needed prior to any relocation of NES equipment.

RECOMMENDATION

The following departments or agencies have reviewed this request and recommended approval: Public Works, Historical Commission and Emergency Communications Center.



Project No.
Project Name

[Mandatory Referral 2003M-125U-11](#)
Water and Sewer Line Abandonment
Willowbrook Market Place

Council Bill
Council District
Requested By

None
16 - McClendon
the Metro Department of Water and Sewerage Services

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

A request to abandon a water and sewer line, Metro project Nos. 03-WG-185 and 03-SG-188, located on the southwest corner of Thompson Lane and I-24 East, and the northwest corner of Briley Parkway and I-24 East, in the Willowbrook Market Place, requested by the Metro Department of Water and Sewerage Services.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

This item is recommended for approval by Nashville Electric Service, Metro Water & Sewerage Services, and the Emergency Communications Center. Planning staff supports the requested water and sewer line abandonment.



Project No.
Project Name

[Mandatory Referral 2003M-126U-13](#)
Sewer Line Extension and Easement on Harding Place

Council Bill
Council District
Requested By

None
28 - Alexander
the Metro Department of Water and Sewerage Services

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

A request for a sewer line extension and easement acquisition on two properties located at 1821 and 1823 Old Murfreesboro Pike and 1824 Murfreesboro Pike, on the north margin of Murfreesboro Pike and the south margin of Old Murfreesboro Pike (1.95 acres), Metro Water Services Project No. 03-SG-128, requested by the Department of Water and Sewerage Services.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

This item is recommended for approval by Nashville Electric Service, Metro Water & Sewerage Services, and the Emergency Communications Center. Planning staff supports the requested sewer line extension and easement acquisition.



Project No.
Project Name

[Mandatory Referral 2003M-127U-11](#)
Easement Acquisition for a Water Main on Visco Drive

Council Bill
Council District
Requested By

None
15 - Loring
the Metro Department of Water and Sewerage Services

Staff Reviewer
Staff Recommendation

Harris
Conditional approval

APPLICANT REQUEST

A request for easement acquisition for a 48" water main, located at 70 Fessler Lane, 905 Visco Drive, and 1400 Pumping Station Road, on the southeast corner of Fessler Lane and Visco Drive and the east terminus of Pumping Station Road (24.86 acres), Metro Water Services Project No. 03-WG-153, request by the Department of Water and Sewerage Services.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

Nashville Electric Service (NES)

NES is recommending conditional approval. NES has facilities along the proposed route, which may be in conflict with the water main installation. NES needs notification prior to any pipe installation.

This item is recommended for approval by Metro Water & Sewerage Services and the Emergency Communications Center. Planning staff supports the requested easement acquisition.



Project No.
Project Name

[Mandatory Referral 2003M-128U-11](#)
Sewer Line and Easement Abandonment on Gallatin Pike

Council Bill
Council District
Requested By

None
8 - Hart
the Metro Department of Water and Sewerage Services

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

A request for sewer line and easement abandonment on one lot located at 3518 Gallatin Pike, at the southeast corner of Gallatin Pike and Howard Avenue (1.0 acres), Metro Water Services Project No. 03-SG-193, requested by the Department of Metro Water and Sewerage Services.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

This item is recommended for approval by Nashville Electric Service, Metro Water & Sewerage Services, and the Emergency Communications Center. Planning staff supports the requested sewer line and easement abandonment.



Project No.	<u>Mandatory Referral 2003M-129U-05</u>
Project Name	Historic Edgefield Street Sign Encroachment
Council Bill	None
Council District	6 - Jameson
Requested By	Historic Edgefield Homeowners Association
Staff Reviewer	Scott
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

A request for street sign encroachment for Historic Edgefield, located on the corners of South 5th, 6th, 7th, 8th, 9th and 10th Streets, and Woodland Street, Russell Street, Fatherland Street, Prospect Street, Boscobel Street, and Shelby Avenue (27 total), for the purpose of erecting street signage in the public right-of-way, requested by the Historic Edgefield Homeowners Association.

APPLICATION REQUIREMENTS

License to Encroach Agreement	Yes, one was submitted
Insurance Certificate	Yes, one was submitted providing general liability of \$1,000,000 for each occurrence and \$2,000,000 for aggregate coverage.
Property Owner Sign Application	No, signed by a representative of Historic Edgefield, Inc.

DEPARTMENT AND AGENCY COMMENTS

This request is to install new street signs and posts at the above listed intersections that are specially designed to reflect the historic character of the neighborhood and include "Historic Edgefield" on each signage blade. In addition to installing the new signs, old ones will be removed and improvements made to the surrounding sidewalks as indicated in plans. Planning staff recommends approval of this request.

The Metro Historical Commission recommends approval of this request. This plan was approved by the Metro Historical Zoning Commission in February 2003 under preservation permit number 2003-008.

Public Works recommends approval of this request.



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Water Services recommends approval of this request and advises the applicant check with Tennessee One Call. There are existing water and sewer lines in the right-of-ways.



Project No.
Project Name

[Mandatory Referral 2003M-131U-09](#)
Lease Agreement/Nashville Children's Theater

Council Bill
Council District

None
19 – Wallace

Staff Reviewer
Staff Recommendation

Reed
Approve

APPLICANT REQUEST

An Ordinance, drafted by the Metropolitan Department of Real Property Services, authorizing the Metropolitan Government of Nashville and Davidson County to enter into a lease agreement with the Nashville Academy Theatre and Nashville Children's Theatre Association, for use of the Nashville Children's Theatre, located at 724 Second Avenue South, on the Howard School Building Campus.

DEPARTMENT AND AGENCY COMMENTS

No responding departments or agencies take exception.

RECOMMENDATION

The following departments or agencies have reviewed this request and recommended approval: Historical Commission, NES and Emergency Communications Center.



Project No.
Project Name
Council Bill
Council District

Mandatory Referral 2003M-132U-08
Lease Agreement/Parking facility
None
19 - Wallace

Staff Reviewer
Staff Recommendation

Reed
Approve

APPLICANT REQUEST

An Ordinance, drafted by the Metropolitan Department of Real Property Services, authorizing the Metropolitan Government of Nashville and Davidson County to enter into a lease agreement with H & H Associates, Inc., for use as a parking facility, located at 1508 3rd Avenue North, on the southeast corner of 3rd Avenue North and Hume Street.

DEPARTMENT AND AGENCY COMMENTS

No responding departments or agencies take exception.

RECOMMENDATION

The following departments or agencies have reviewed this request and recommend approval: Historical Commission, NES and Emergency Communications Center.



Project No.
Project Name
Council Bill
Council District

Mandatory Referral 2003M-133U-08
Lease Agreement/Baugh and Pardue
None
19 - Wallace

Staff Reviewer
Staff Recommendation

Reed
Approve

APPLICANT REQUEST

An Ordinance, drafted by the Metropolitan Department of Real Property Services, authorizing the Metropolitan Government of Nashville and Davidson County to enter into a lease agreement with Baugh and Pardue, LLC, for ingress and egress to an adjacent property, located at 2nd Avenue North (unnumbered), on the southeast corner of 2nd Avenue North and Cement Plant Road.

DEPARTMENT AND AGENCY COMMENTS

No responding departments or agencies take exception.

RECOMMENDATION

The following departments or agencies have reviewed this request and recommend approval: Historical Commission, NES and Emergency Communications Center.



**Project No.
Project Name**

**Mandatory Referral 2003M-135U
Comprehensive Strategic Sidewalk
Improvement Project – Year 01**

Council Bill

BL2003-108

**Staff Reviewer
Staff Recommendation**

Reed
Approve

APPLICANT REQUEST

An Ordinance, drafted by the Metropolitan Department of Real Property Services, to outline twenty-three individual projects for the Comprehensive Strategic Sidewalk Improvement Projects - Year 01, and to acquire property associated with those improvements.

The projects are: 18th Avenue North Project No. 03-M-25, 23rd Avenue North Project No. 03-M-27, 24th Avenue North Project No. 03-M-28, South 14th Street Project No. 03-M-29, Laurent Street Project No. 03-M-30, Lebanon Pike Project No. 03-M-31, Benjamin Street Project No. 03-M-34, Lillian Street Project No. 03-M-35, South 15th Street Project No. 03-M-36, Crutcher Street Project No. 03-M-37, Warner Street Project No. 03-M-38, Graybar Lane Project No. 03-M-40, Richards Street Project No. 03-M-41, 19th Avenue North Project No. 03-M-42, Capers Avenue Project No. 03-M-43, Hamilton Avenue Project No. 03-M-44, Moore Avenue Project No. 03-M-45, Martin Street Project No. 03-M-46, Burbank Avenue Project No. 03-M-47, Sevier Court Project No. 03-M-48, Sevier Street Project No. 03-M-49, Russell Street Project No. 03-M-50, Glen Echo Road Project No. 03-M-52.

This list was generated by Metro Public Works using the Sidewalk Priority Index (SPI) of the Strategic Plan for Sidewalks and Bikeways. These projects involve new construction planned for Fiscal Year 2004-05, and do not include sidewalks in need of maintenance, repair, or extensions.

**DEPARTMENT AND AGENCY
COMMENTS**

Other departments and agencies have not yet had the opportunity to comment on this request.

RECOMMENDATION

The Planning Department recommends approval subject to receiving all required departmental and agency approvals.