



Project No.
Associated Case
Council Bill
Staff Reviewer

Text Change 2003Z-003T
None
BL2003-1336
Hammond

Staff Recommendation

Disapprove

REQUEST

Request from Councilmember John Summers to modify the special exception standards for "Recreation Center".

ANALYSIS
Background

This item was deferred from the February 13, 2003 meeting to allow the staff to obtain additional input from stakeholders. On February 20 a meeting was held to identify issues raised by this proposed text change. The meeting was attended by a representative group that included neighborhood leaders, YMCA management, public and private school representatives, Metro Parks Department, youth sport representative and three Metro Councilmembers.

Among issues most frequently raised were: advisability of adapting conditions for athletic fields to ensure compatibility with the specific residential context, including concerns about noise, light, and aesthetics; need for conditions to correspond to the level of activity expected on the field(s), including use of lighting, access, parking, presence of bleachers/ concession stand(s), and hours of operation; types of uses that would be allowed within the proposed 100 foot setback (e.g. Tot lots); strengths and weaknesses of the current Special Exception process.

The additional issues and concerns raised at the meeting confirmed that to address the wide variety of conditions attendant to neighborhood/athletic field relationships will require more analysis of the suitability of the existing Special Exception conditions and, if found inadequate, to jointly develop a proposal that more finely-tunes these conditions.

Based on the input received, staff recommends disapproval of the proposed zoning text change.

Existing Code

A Recreation Center use can be a community center, playground, park, swimming pool, tennis courts, or



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Proposed Text Change

athletic playing field that is available to the public or members of a club. Permitted by special exception in residential zoning districts or districts permitting residential use, these facilities are subject to the Board of Zoning Appeals approval. Section 17.16.220 of the Zoning Code sets forth three development standards that a "Recreation Center" must comply with relative to setback, landscaping, and driveway access.

The proposed council bill, if approved by Metro Council, **modifies** the special exception standards as follows:

1. Establishes a 100-foot setback for developed outdoor recreational areas (includes athletic fields);
2. Requires no setback for parking lots serving the Recreation Center;
3. Increases the required minimum size of the landscape buffer yard from 5 feet to 10 feet; and
4. Permits a Recreation Center use on a local street provided it is located on less than 5 acres and will not have a substantial impact on the surrounding area.

Actual Text

The specific changes to the Zoning Code are listed below:

Amend Section 17.16.220 "Recreation and Entertainment Special Exceptions" by **modifying** the development standards as follows:

E. Recreation Center.

1. Setback. Where any building, ~~or~~ outdoor storage area, **or developed outdoor recreation area that includes athletic fields, excluding passenger car parking lots** abuts a residential zone district or district permitting residential use, there shall be a minimum setback of one hundred feet from the property line. **The setback requirement shall not apply to passenger car parking lots built for recreation center users.**
2. Landscape Buffer Yard. Along all residential zone districts and districts permitting residential use, screening in the form of landscape buffer yard standard ~~A-B~~ shall be applied along common property lines.



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3. Street Standard. At a minimum, driveway access shall be from a collector street. **A recreation center of less than 5 acres may be accessed from a local street upon a finding by the board that the surrounding area will not be substantially impacted.**



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Associated Cases
Staff Reviewer

Zone Change 2002Z-052U-03
None
None
Leeman

Staff Recommendation

Approve. The RM9 district is consistent with the Subarea 3 Plan's Residential Medium (RM) policy.

APPLICANT REQUEST

Change 6.24 acres from residential single-family (RS15) to multi-family residential (RM9) at 4343 Ashland City Highway and Ashland City Highway (unnumbered)

Existing Zoning
RS15 zoning

RS15 allows single-family lots with a minimum lot size of 15,000 square feet with a maximum density of 2.5 dwelling units per acre.

Proposed Zoning
RM9 zoning

RM9 allows multi-family residential at a maximum density of 9 dwelling units per acre. The RM9 district also allows for assisted-living uses. Rezoning the 6.24 acres on this property would allow 56 multi-family units or 168 assisted-living bedrooms.

SUBAREA 3 PLAN POLICY

Residential Medium (RM)

RM policy calls for 4 to 9 dwelling units per acre.

Policy Conflict

None. The RM9 district is consistent with the Subarea 3 Plan's Residential Medium (RM) policy calling for up to 9 dwelling units per acre. "The application of RM policy to this area will help meet the goal of providing diverse housing opportunities within the subarea" (page 67). These parcels are adjacent to an existing Commercial PUD approved for a nursing home, and an undeveloped Commercial PUD approved for an office/retail strip center and convenience market.

RECENT REZONINGS

Yes. MPC recommended approval on 6/17/98 (98Z-105U) of rezoning this property to RM9. There has been no Council action on this request. Pursuant to Section 17.40.070 of the Zoning Code, a recommendation from the Planning Commission becomes "null and void" two years after it is made.



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TRAFFIC

Ashland City Highway is classified on the Major Street Plan as a U4 (4 lane arterial with 84 feet of right-of-way). Currently, Ashland City Highway is constructed with two lanes and approximately 24 feet of pavement width.

Traffic Engineer's Findings

No exceptions taken

SCHOOLS

Students Generated by 7 new lots

8 Elementary 6 Middle 5 High

Schools Over/Under Capacity

A multi-family development with 56 units could generate approximately 19 students. Students will attend Cumberland Elementary School, Joelton Middle School and Whites Creek High School. The Metro School Board has indicated that Joelton Middle School is currently over capacity with a capacity of 540 students. Current enrollment is 602 students. The Metro School Board has not identified Whites Creek High School or Cumberland Elementary School as being over capacity.



Project No.
Council Bill
Associated Cases

Zone Change 2002Z-110G-14

None
PUD Proposal No. 2003P-003G-14
(Tulip Grove Townhomes)

Staff Reviewer

Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 17.41 acres from residential (R10) to multi-family residential (RM6) at 735 Tulip Grove Road.

Existing Zoning
R10 Zoning

R10 zoning is intended for single-family homes and duplexes at 3.7 units per acre. Current zoning would permit 64 residential lots.

Proposed Zoning
RM6 Zoning

RM6 zoning is intended for multi-family uses allowing up to six units per acre. Proposed zoning would allow 104 units. However, the proposed PUD limits this property to 80 units.

SUBAREA 14 PLAN POLICY
Natural Conservation (NC)

Specific criteria are set out in the *Land Use Policy Application* document for applying the NC policy and its range of densities to individual sites, based on their unique conditions.

“Some areas of NC policy are suitable for more intensive development, at up to four dwelling units per acre (Residential Low Medium policy). These are lands that abut more intensively developed area(s), where slopes are less than 20%, there is little or no floodplain, and urban services and facilities, including streets are available. Other areas of NC policy should be limited to very low-density residential development that is rural in character. These are lands isolated from urban/suburban areas, where there are steep slopes, floodplains, and a lack of urban services and facilities, including roads. The more environmentally sensitive and remote a site is, the lower the acceptable density.”

The NC policy area within this site, which is approximately 9.7 acres of the total 17.41 acres, applies to the floodplain along Stoner Creek east of Andrew Jackson Parkway. Development of any part of this NC area that is approved for alteration and removal from the floodplain should be guided by the adjoining RLM policy.



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Residential Low Medium (RLM)

This RLM policy, which makes up approximately 7.7 acres of the total 17.41 acres, is directly adjacent to the NC portion of the property that runs along Stoner Creek. The Subarea 14 Plan states that development within this area should be guided by the standard policies. RLM is a policy category designed to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type in RLM areas is single-family residential, although some townhomes and other forms of attached housing may be appropriate. Lastly, development at the upper end of the density range is recommended at locations along and in the vicinity of arterial and collector streets.

Policy Conflict

None. The applicant is proposing a Residential Planned Unit Development in conjunction with this requested zone change. The PUD plan proposes townhomes that are primarily clustered on the upland portion of the site – the portion located within the RLM policy area. This plan complies with the Zoning Code requirement for PUD’s that two-thirds of the natural floodplain and all of the natural floodway remain in a predevelopment state.

The PUD plan proposes only 80 townhome units at a density of 4.25 units per acre. Staff recommends approval of this proposal because any requested increase in the density, in the future, would require approval by the Metro Council. In addition, the plan places development on the upland portion of the property, while a single-family or duplex lot subdivision would be allowed to develop up to 50% of the floodplain.

TRAFFIC IMPACTS

Traffic Engineer’s Findings

No exception taken

SCHOOLS

Students Generated

9 Elementary 6 Middle 4 High

Schools Over/Under Capacity

The Metro School Board has identified Dupont-Tyler Middle School as being over capacity at this time. They are currently using ten portable classrooms.



Project No.
Project Name
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Associated Case
Staff Reviewer

Planned Unit Development 2003P-003G-14
Tulip Grove Townhomes Residential PUD
None
2002Z-110G-14
Mitchell

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Preliminary PUD Revised Preliminary Revised Preliminary & Final PUD
 Final PUD Amend PUD Cancel PUD

Request for a preliminary Planned Unit Development to allow for the development of 80 attached townhomes on a 17.41-acre site. The property is located at 735 Tulip Grove Road in Hermitage.

P.U.D. PERFORMANCE STANDARDS & PROVISIONS

Section 17.36.050(A)

If encompassing environmentally sensitive areas, as defined by Chapter 17.28 of the Zoning Ordinance, approval of a PUD Master Development Plan shall be based upon a finding that the proposed development plan will result in greater protection and preservation of those areas than otherwise would result from development at the minimum protection standards of a conventional subdivision.

The proposed plan does a better job than a conventional subdivision of preserving the environmentally sensitive areas of floodway and floodplain. The residential PUD standards require that all floodway and a minimum of two-thirds of floodplain be recorded as common open space and remain in a predevelopment state in perpetuity. If the site were developed as single-family or duplex lots, the developer would have the ability to manipulate up to 50% of the floodplain area.

PLAN DETAILS

The applicant's plan proposes an 80-unit townhome development where the majority of the development is located on the upland portion of the site. Ingress and egress to the site will be provided via direct access off Tulip Grove Road. Approximately 3.5 acres of the floodway and floodplain area is to be dedicated as Conservation and Greenway easement in order to



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implement the Metro Parks Department's Master Greenways Plan for the Stones River.

TRAFFIC ENGINEER'S FINDINGS

Metro Public Works' Traffic Engineer provided one off-site roadway improvement and one on-site roadway improvement, which is outlined below in the staff conditions.

The applicant is proposing a new sidewalk along Tulip Grove Road in accordance with current Metro Public Works design standards. In addition, and in conjunction with the new public sidewalk, the applicant will widen Tulip Grove Road along the property frontage to meet the current roadway designation of U4 (Urban 4-lane Arterial).

CONDITIONS

1. Prior to final PUD approval, a southbound left-turn lane must be provided within Tulip Grove Road fronting the subject site.
2. Prior to final PUD approval, the private access drive for the townhouse development must align with Scotts Creek Parkway.
3. A final plat needs to be recorded prior to the issuance of any building permits.
4. Pursuant to comments by Metro Water Services Department, final determination of floodway and floodplain lines must be made prior to approval of any final PUD plans. Upon final determination of floodway and floodplain lines, all of the designated floodway and a minimum of two-thirds of the designated floodplain must be maintained in a predevelopment state.
5. Prior to the issuance of any permits, the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works shall forward confirmation of preliminary approval of this proposal to the Planning Commission.
6. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2002Z-124G-12
 None
 None
 Hardison

Staff Recommendation *Approve*

APPLICANT REQUEST

Rezone 10.37 acres from Agricultural (AR2a) to Residential Single-Family (RS10) at 1000 Barnes Road.

Existing Zoning
 AR2a zoning

AR2a zoning is intended for agricultural uses and residential uses at up to 1 unit per 2 acres.

Proposed Zoning
 RS10 zoning

RS10 zoning is intended for single-family houses at 3.7 units per acre.

SUBAREA 12 PLAN POLICY

Residential Low Medium (RLM)

RLM policy is intended for 2 to 4 dwelling units per acre.

Policy Conflict

None. The RS10 district allows for 3.7 dwelling units per acre, which is consistent with the intent of the RLM policy. The emerging zoning pattern in this area is RS10.

RECENT REZONINGS

None

TRAFFIC

The proposed zone change would permit a total of 38 dwelling units, including 9 duplexes, for a total of 47 households. This number of units would create approximately 450 vehicle trips per day. The recommended RS10 zoning would permit a total of 38 households units, which would create approximately 364 vehicle trips per day. (Institute of Transportation Engineers, 6th Edition, 1996).

Traffic Engineer's Findings

No exception taken

SCHOOLS

Students Generated

7 Elementary 5 Middle 4 High School

Schools Over/Under Capacity

Students will attend Maxwell Elementary School, Antioch Middle School, and Antioch High School. Maxwell Elementary, and Antioch Middle, and Antioch



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High schools have been identified as being overcrowded.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-011U-03
None
Substitute Bill BL2003-1334
Hardison

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Rezone 5.78 acres from Residential Single-Family (RS10) to Commercial Services (CS) at 3837 Clarksville Pike and 3848 and 3854 Abernathy Road.

Existing Zoning
RS15 zoning

RS15 zoning is intended for single-family homes at 2.47 units per acre.

Proposed Zoning
CS zoning

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

SUBAREA 3 PLAN POLICY

Retail Concentration
Community (RCC)

RCC policy is intended to accommodate concentrations of community scale retail such as restaurants, retail, office, and financial uses.

Policy Conflict

None. The Subarea 3 Plan defines this area as RCC policy. The CS zoning will implement the intent of the RCC policy. The applicant is requesting this change in order to increase the size of parcel 36. The portions of parcels 34 and 100 will be consolidated into parcels 35 and 36.

The area of this rezoning has increased from the original request. This request will end the CS zoning at the same location as the rear portion of the Metro Fire Station across Abernathy Road from this property. Staff also recommends that the CS zone extend no further than this point. With any commercial development on this property the applicant will be required to provide a bufferyard to any adjacent residentially zoned property.

RECENT REZONINGS

Yes. Metro Planning Commission approved rezoning a portion of parcels 34, 100 from RS15 to CS district (2003Z-011U-03). Metro Council referred the request



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back to the MPC to include a larger portion of parcel 100.

TRAFFIC

Based on typical uses in CS districts, this proposed zoning would generate approximately 173 to 527 trips per day could be generated by these uses (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

No exception taken

CONDITIONS

Staff recommends approval with the following condition:

1. No additional access points on Abernathy Road other than the existing driveway on parcel 35.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-022U-03
None
None
Hardison

Staff Recommendation

Disapprove without submission of a Traffic Impact Study.

APPLICANT REQUEST

Rezone 8.95 acres from Residential (R10) to Residential Multi-Family (RM9) at Bellefield Avenue (unnumbered).

Existing Zoning
R10 zoning

R10 zoning is intended for single-family homes and duplexes at 3.7 units per acre.

Proposed Zoning
RM9 zoning

RM9 is intended for multi-family residential dwelling at 9 units per acre.

SUBAREA 3 PLAN POLICY
Retail Concentration Community (RCC)

RCC policy is intended to accommodate concentrations of community scale retail such as restaurants, retail, office, and financial uses.

Residential Low Medium (RLM)

RLM policy calls for 2 to 4 dwelling units per acre.

Policy Conflict

There is a minor policy conflict, but the proposed zoning will serve as a transitional use. The RCC policy in this area is intended for properties with frontage along the Clarksville Pike corridor. The areas behind the Clarksville Pike corridor are predominantly residential. The proposed RM9 zoning will serve as a transition between the RCC and RLM policy areas. With a density that is higher than RLM density and an intensity that is well below what is called for in the RCC policy area, the RM9 district will serve as a buffer between the commercial and residential policy areas.

RECENT REZONINGS

None

TRAFFIC

With RM9 zoning the applicant would be allowed to construct 81 multi-family units. The proposed 81 units could generate approximately 534 trips per day (Institute of Transportation Engineers, 6th Edition, 1996).



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Traffic Engineer's Findings

The Public Works Department has indicated they can do no further review of this item without additional information. No Traffic impact study has been submitted.

Based upon the Public Works Department's request, staff recommends that the applicant be required to submit a Traffic Impact Study pursuant to Section 17.20.140 of the Code.

SCHOOLS

Students Generated

12 Elementary 9 Middle 8 High School

Schools Over/Under Capacity

Students will attend Bordeaux Elementary School, Ewing Park Middle School, and Whites Creek High School. Whites Creek High has not been identified as being overcrowded by the Metro School Board, but Bordeaux Elementary and Ewing Park Middle have been identified as being overcrowded.



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2003Z-026U-14
None
None
Leeman

Staff Recommendation

Disapprove as contrary to the General Plan. The CS district is not consistent with the Subarea 14 Plan's Residential Medium (RM) policy.

APPLICANT REQUEST

This request is to change 0.78 acres from residential single-family and two-family (R15) to commercial services (CS) district at 3232 and 3228 Bell Road.

Existing Zoning
R15 zoning

R15 zoning allows single-family lots with a minimum lot size of 15,000 square feet with a maximum density of 2.5 dwelling units per acre.

Proposed Zoning
CS zoning

CS zoning allows a wide range of commercial uses including retail, consumer service, financial, restaurant, office, self-storage, light manufacturing, auto sales, and auto repair.

SUBAREA 14 PLAN POLICY
Residential Medium (RM)

The RM policy calls for residential development at 4 to 9 dwelling units per acre.

Policy Conflict

Yes. The CS district is not consistent with the Subarea 14 Plan's Residential Medium (RM) policy calling for residential development at up to 9 dwelling units per acre.

RECENT REZONINGS

None

TRAFFIC

Bell Road is classified as a 4-lane Scenic Arterial on the Major Street Plan calling for 116 feet of functional right-of-way. Currently, Bell Road is constructed with two lanes in front of the project site and the right-of-way varies

Based on the typical uses in CS districts, this proposed zoning could generate approximately 185 to 1,000 trips per day (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.



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Traffic Engineer's Findings

No exceptions taken. The Metro Traffic Engineer has indicated that Bell Road can currently accommodate the traffic generated by this proposal.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-027U-13
None
None
Hardison

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 2.03 acres from Agricultural/Residential (AR2a) to Residential (R20) at 2995 Ned Shelton Road.

Existing Zoning
AR2a zoning

AR2a zoning permits one dwelling unit per two acres. It is intended for uses that generally occur in rural areas.

Proposed Zoning
R20 zoning

R20 zoning is intended for single-family homes and duplexes at 1.85 units per acre units per acre.

SUBAREA 13 PLAN POLICY
Residential Medium (RM)

RM policy allows four to nine dwelling units per acre.

Policy Conflict

The Subarea 13 Plan defines this area as RM policy. The proposed R20 district is below the density range of the RM policy. The surrounding properties are predominantly zoned R20 district. With the area having a characteristic of R20 density developments the proposed R20 district fits the zoning pattern and the character of the area.

RECENT REZONINGS

None

TRAFFIC

With R20 zoning the applicant would be allowed to construct four single-family dwellings or three single-family dwellings and one duplex. The proposed five units would generate approximately 48 trips per day could be generated by these uses (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

No exception taken

SCHOOLS
Students Generated

1 Elementary 1 Middle 0 High School



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Schools Over/Under Capacity

Students will attend Una Elementary School, Apollo Middle School, and Antioch High School. Una Elementary School, Apollo Middle School, and Antioch High School have been identified as being overcrowded by the Metro School Board.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-029U-13
None
None
Hardison

Staff Recommendation

Disapprove

APPLICANT REQUEST

Rezone 1.57 acres from Commercial Limited (CL) to Commercial Services (CS) at 1315, 1325 Vultee Boulevard and Briley Parkway (unnumbered).

Existing Zoning
CL zoning

CL zoning is intended for retail, consumer service, financial, restaurant, and office uses.

Proposed Zoning
CS Zoning

CS zoning is intended for a wide range of commercial service related uses, including low-intensity manufacturing, self-service storage, auto-repair, vehicular sales, distributive business wholesale, retail, office, and restaurant.

SUBAREA 13 PLAN POLICY

Residential Low Medium (RLM)

RLM policy calls for two to four dwelling units per acre.

Policy Conflict

Yes. Currently these properties are zoned CL district which is inconsistent with the RLM policy. These properties were rezoned from CS district to CL district during the county-wide rezoning of 1998. At the time of the county wide rezoning the uses on these properties were compatible with the CL zoning. Areas of commercial activities can be incorporated into residential areas, but these commercial areas should contain neighborhood scale commercial uses. The proposed CS zoning does not reflect a neighborhood scale commercial development.

RECENT REZONINGS

None

TRAFFIC

Based on typical uses in CS districts this proposed zoning would generate approximately 114 to 589 vehicle trips per day (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

No exception taken



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-031U-11
None
BL2003-1323
Hardison

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 2.18 acres from Industrial Warehouse/Distribution (IWD) to Commercial Services (CS) at 100 Powell Place.

Existing Zoning
IWD zoning

IWD zoning is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

Proposed Zoning
CS Zoning

CS zoning is intended for a wide range of commercial service related uses, including low-intensity manufacturing, self-service storage, auto-repair, vehicular sales, distributive business wholesale, retail, office, and restaurant.

SUBAREA 11 PLAN POLICY

Commercial Mixed
Concentration (CMC)

CMC policy is intended for major concentrations of retail, offices, and medium density residential.

Policy Conflict

None. The proposed CS zoning is consistent with the intent of the CMC policy. The Subarea 11 Plan discusses the CMC policy in this area as follows: *“CMC policy is applied to this area in response to the types of uses already there and those that are felt to be appropriate. The center has a blend of larger and smaller retail stores, small office and professional services, entertainment facilities, and support services, such as restaurants.”* The proposed CS zoning allows for all the uses listed above, and the CS zoning is the emerging zoning along Powell Avenue.

RECENT REZONINGS

None

TRAFFIC

Based on typical uses in CS districts this proposed zoning would generate approximately 580 to 1,235 vehicle trips per day (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer’s Findings

No exception taken



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2003S-030G-14
Hickory Hills, Section 18
None
Fuller

Staff Recommendation

Approve with conditions and a variance to Section 2-6.2.1 of the Subdivision Regulations.

APPLICANT REQUEST

Preliminary Plat

Preliminary & Final Plat

Final Plat

Subdivide 9.73 acres into an 11-lot subdivision. This is part of a 300 acres subdivision with more than 1,000 single family and town house lots located mostly within Wilson County. Currently, this property can only be accessed from Wilson County roads.

ZONING

The R10 district requires a minimum lot size of 10,000 square feet.

SUBDIVISION DETAILS

The majority of this subdivision, and half of this particular phase of Hickory Hills Subdivision, is located within Wilson County. Water Services will be provided by the West Wilson Utility District and Sanitary Sewer Services will be provided by Metro.

Street Layout and Design

Access to these 11 lots will be from the Wilson County side of Leesa Ann Lane.

Stormwater Management Committee

A variance was granted on February 6, 2003, to allow the relocation of the unnamed blue line stream to the rear of lot 244. The buffer of the blue line stream was permitted to remain within the boundary of lot 244.

SUBDIVISION VARIANCES

A four-part variance to Sections 2-6.2.1 (Street Design Standards) is being requested:

1. A "K value" of 11 for a vertical curve at a stop condition (half of the curve is located in Wilson County).
2. Approximately 70 linear feet of roadway at a 15% grade. A portion of the roadway is within Wilson County and approved for 15% grade.
3. Use of extruded curb on the portions of the street within Davidson County.



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Public Works Recommendation

4. Elimination of sidewalks within the portions of the streets within Davidson County.

Public Works staff agreed to the applicant's reasons for the variances for maximum grades, K value, elimination of sidewalk, and use of extruded curb. *The applicant has agreed to construct a Metro standard curb & gutter and sidewalks along Leesa Ann Lane fronting lots 243, 244, 245, and 246 so that any future construction on adjacent lots in Davidson County can tie in to existing curb and gutter.*

Planning Recommendation

The Planning Staff is in agreement with the applicant's variance request and the agreement to construct Metro curb and gutter and sidewalks on lots 244, 245 and 246 on Leesa Ann Lane as these are located in Davidson County and will serve as the "gateway" into Davidson County once the adjacent parcel to the west is developed and Leesa Ann Lane is connected to form a continuous street.

CONDITIONS

1. A revised preliminary plat shall be submitted by March 13, 2003, showing the required sidewalks on lots 244, 245 and 246.
2. Approval from the Stormwater Management Department must be received prior to the Planning Commission Meeting at which this item will be heard (February 27, 2003).
3. Both the Secretary of the Wilson County Planning Commission and the Secretary of the Metropolitan Planning Commission will sign the final plat prior to recording.
4. Performance bonds must be posted to secure the satisfactory construction of public improvements prior to the recording of the final plat.



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2003S-046G-12
Second Addition to Indian Creek
None
Fuller

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Subdivide 15.76 acres into a 41-lot cluster lot subdivision, at a proposed density of 2.6 dwelling units per acre.

ZONING

RS10 district requiring minimum lot size of 10,000 square feet.

CLUSTER LOT OPTION

The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification of RS10 (minimum 10,000 sq. ft. lots) to RS5 (minimum 5,000 sq. ft. lots). The proposed lots range in size from 5,068 square feet to nearly 11,654 square feet.

Pursuant to Section 17.12.080(D) of the Metro Zoning Ordinance, cluster lot subdivisions require a minimum of 15% open space per phase. The applicant complies with this requirement by proposing a total of 6.4 acres (40.6%) of open space – which exceeds the minimum open space acreage required.

SUBDIVISION DETAILS

Critical Lots

This particular property contains steep slopes, and is within the Mill Creek floodplain. There are 14 lots in this subdivision designated as critical lots due to steep topography or flood plain, requiring individual review and approval of the grading plans for each lot by the Metro Water Services Stormwater Management division, Public Works, and Metro Planning Department staffs prior to the issuance of building permits.

Greenway Easement

The developer will dedicate the Mill Creek floodway on the property as a conservation/greenway public access trail easement area for the future Mill Creek greenway.



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Access

The access to this subdivision will be through future phases of Indian Creek Subdivision and Addition to Indian Creek to the east and Autumn Oaks Subdivision to the west. The streets in these subdivisions have not been platted to the boundary of this property. The development of this subdivision will be dependent on the platting of those streets.

Stormwater

A possible water quality and detention pond may be located within the last 25' feet of the 75' foot dedication of the conservation/greenway public access trail easement area. Metro Parks is in agreement with this because the area will not be required for the greenway trail since the existing Culbertson Road is extended to become the trail. The Parks Department has required, however, a note that the Homeowner's Association will be responsible for the maintenance of any water quality ponds that may be constructed within that area.

TRAFFIC

Traffic Engineer's Findings

No exception taken

CONDITIONS

1. There will be no access to Culbertson Road.
2. The developer will dedicate the Mill Creek floodway on the property as a public open space/conservation easement for the future Mill Creek greenway.
3. With the final plats for each phase, bonds will be needed for the extension of streets and sidewalks, and public utilities.



Project No.
Project Name
Associated Cases
Deferral

Subdivision 2003S-001G-04
Montague Falls, Resubdivision of Lots 3 & 4

None
Deferred from the 1-23-03 Planning Commission meeting in order to evaluate the potential requirement for a full Open Space Conservation Easement dedication.

Staff Reviewer

Scott

Staff Recommendation

Approve with conditions, subject to a variance to Section 2-7.5 of the Subdivision Regulations requiring an Open Space Conservation Easement.

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Revise two lots by shifting the lot line between them.

ZONING

The R10 district requires a minimum lot size of 10,000 square feet.

PLAN DETAILS

The purpose of this resubdivision is to adjust a lot line so that a sidewalk and HVAC pad will be located on the same lot as the house and not encroach upon the adjacent lot. No new development rights were created with this subdivision.

This property lies within the floodplain of the Cumberland River and is contiguous to a greenway as indicated on the Countywide Greenways Plan.

SUBDIVISION VARIANCES

Conservation Easements
(Section 2-7.5)

The applicant is seeking a subdivision variance for the Open Space Conservation Easement.

The subdivision regulations require a greenway easement with a minimum width of 75 feet, measured from the edge of the floodway. Currently, a house is located within the required easement area on lot four and a pool and greenhouse are located within the required easement area on lot three. With these existing uses, adding a greenway easement at this time is not possible.



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Because this request is for a minor shift of an existing lot line and no new development rights are being created, staff supports the applicant's request for a variance to the Open Space Conservation Easement.

TRAFFIC ENGINEER'S FINDINGS

No exception taken

CONDITIONS

Prior to recordation of a final plat, the following conditions must be completed:

1. The names of adjacent property owners and corresponding plat book and page numbers must be included on the plat.
2. NES approval is needed.
3. Revise the plat to show the councilmanic district as 8, not 4.
4. Stormwater approval must be obtained before recordation.
5. Signatures from both property owners are required.
6. Madison Suburban Utility District approval is needed.



Project No.
Project Name

Subdivision 2003S-038U-05
McGauhey's 2nd Haysboro Subdivision,
Block 1, Revision of Lot 4 and 5

Associated Cases
Staff Reviewer

None
Fuller

Staff Recommendation

Approve with conditions and a variance to Section 2.4-2.A

APPLICANT REQUEST

Preliminary Plat

Preliminary & Final Plat

Final Plat

Revise the property line between lots 4 and 5 to clear a house encroachment on lot 5.

ZONING

The RS20 district requires a minimum lot size of 20,000 square feet.

SUBDIVISION VARIANCES

Frontage (Section 2.4-2.A)

The new lot configuration causes lot 4 to fail lot comparability. The minimum lot frontage permitted by the comparability test would be 83 feet. Lot 4 has 70 feet of frontage.

Staff recommends approval of the variance. Both lots are already developed and this change will not affect the development pattern of the area.

CONDITIONS

Subject to a revised plat prior to recordation showing the following:

1. A 20' by 20' Public Sanitary Sewer Easement needs to be shown around the manhole at the rear of lot 5 and beside it a 12' private sanitary sewer easement needs to be provided for Lot 4 (Parcel 155).



Project No.
Project Name

Subdivision 2003S-039G-10
Middleton, Third Revision, Resubdivision of Reserve Parcel

Associated Cases
Staff Reviewer

None
Fuller

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Preliminary Plat

Preliminary & Final Plat

Final Plat

Create two lots from an existing reserve parcel.

ZONING

The R40 district requires a minimum lot size of 40,000 square feet within a Planned Unit Development. This request is consistent with approved.

SUBDIVISION DETAILS

The majority of these two lots are located in Williamson County, however, Williamson County has agreed to the recording of these lots in Davidson County and forfeiting the property taxes that would be generated by these lots. Official documentation has been received from the Williamson County Attorney that Williamson County has no objection to the subdivision or forfeiting the property taxes generated.

CONDITIONS

A revised final plat needs to be submitted prior to recording showing the following:
1. Subdivision Number 2003S-039G-10
2. Parcel number 52 on lot 1 and Parcel number 53 on lot 2.



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2003S-043G-06
Jeff Amann Subdivision
None
Fuller

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Preliminary Plat

Preliminary & Final Plat

Final Plat

A request to convert one parcel into one buildable lot.

ZONING

AR2a requiring a minimum lot size of 2 acres.

SUBAREA 6 POLICY

Natural Conservation (NC)

This parcel falls within the Subarea 6 Policy’s Natural Conservation (NC) policy.

SUBDIVISION DETAILS

This parcel of land is one of 21 parcels created by deed in 1995. The access for these 21 parcels of land is the extension of an existing private ingress-egress easement from Poplar Creek Road. With the addition of these 21 parcels, there are now approximately 27 parcels that use at least a small portion of this access easement as their sole access from Poplar Creek Road.

Although it is legal to create parcels of land five acres and greater by deed (Subdivision Regulation 3-8.7.A), it does not automatically make them “buildable” lots. If a parcel accesses utilities from a public right-of-way, a subdivision plat is not required. This parcel will obtain water and electric service from the private easement and thus a subdivision plat is required.

Additionally, the standards for a private street are applicable in creating buildable lots off of this private ingress-egress easement. Private streets are permitted in the natural conservation land use policy, where lots are proposed to be five acres and greater, with certain conditions. Currently this private ingress-egress easement is a gravel base.



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SUBDIVISION VARIANCES

Private Streets (Section 2-6.2.1 K.4)

This section of the ordinance states than no more than 10 lots may be served by a private street or network of streets. If a private street serves six or more lots it is required to be paved with an eight-inch rock base with an asphalt surface or other durable surface.

A joint maintenance agreement is also required that provides each owner is jointly liable for the maintenance of the private street and that each owner can enforce contributions to offset the cost of that maintenance, based on proportionality on the units served by the private street. A joint use agreement was recorded in 1997 for all of the properties using the easement, but it did not address maintenance.

There are currently nine permitted houses served by the substandard drive located within the private ingress-egress easement. Approval of this subdivision plat would create the tenth lot.

Public Works Recommendation

This parcel and the adjacent parcels are accessed by a private ingress-egress easement that has a gravel surface. The gravel easement does not meet Metro standards for a private road. It is likely that in the future, the users of this private ingress-egress easement will request Metro to accept dedication of the easement and its improvements. This could place a future burden on the existing homeowners and Metro, therefore, Public Works recommends disapproval as submitted, or adding a condition of approval to achieve compliance with the private roadway standards.

Similar Case

In 1995, the Planning Commission approved a similar subdivision named Fox Hollow Farms (located just west of Old Harding Road on Hwy. 96). Although similar, the Fox Hollow Farms Subdivision had a development entity involved. All of the roadways were approved to be constructed with an eight inch base, a two inch binder and an inch and a half topping (twenty-three feet wide). A set of restrictive covenants were recorded and a homeowners association established to deal with the future maintenance of the road.

CONDITIONS

1. Staff recommends that the street be upgraded to the standard set forth in section 2-6.2.1 K (4) of the



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Subdivision Regulations requiring that the road be paved with an eight-inch rock base with an asphalt surface or other durable surface and be twenty-three feet in width from Poplar Creek Road to the point where the main shared access easement intersects with the access drive serving this property as well as parcels 50, 51 and 262 (a point 1,450 feet north of Poplar Springs Road) and a maintenance agreement be recorded among all of the property owners using this portion of the access.

2. That Metro Health Department Approval is received for septic systems prior to the recording of the plat.



Project No.
Project Name

Planned Unit Development 199-83-U-05
Ellington View Residential PUD
(Formerly Cobblestone Corner PUD)

Council Bill
Associated Case
Staff Reviewer

None
None
Mitchell

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Preliminary PUD Revised Preliminary Revised Preliminary & Final PUD
 Final PUD Amend PUD Cancel PUD

Request to revise the preliminary Residential Planned Unit Development to allow for the development of 32 apartment units on approximately 10 acres, replacing the previously-approved plan which allowed for 114 apartment units. Total number of units for the entire PUD will now be 128. The property is located along the east side of Ellington Parkway, north of Ben Allen Road.

PLAN DETAILS

The proposed plan does a better job than the previously approved plan of preserving the environmentally sensitive hillsides that exceed 15% slope. Aside from the reduction in number of units, the revised plan proposes a 5,000 square-foot community building that is accessible by a seamless network of internal sidewalks and appropriate crosswalks.

Although a portion of the proposed development encroaches into a Ewing Creek drainage basin, which services the existing Cobblestone Corners Apartments as well as the Poplar Glen Subdivision, the applicant has received conditional approval from Metro Water Services and is aware that new water quality requirements must be met in addition to existing quantity requirements. Ingress and egress to the site is provided via direct access off Lemont Drive and off Ben Allen Road through the Cobblestone Corners Apartments.

TRAFFIC ENGINEER'S FINDINGS

No exception taken



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CONDITIONS

1. A final plat needs to be recorded prior to the issuance of any building permits.
2. Prior to the issuance of any permits, the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works shall forward confirmation of preliminary approval of this proposal to the Planning Commission.
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.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 53-84-U-12
Swiss Ridge Apartments
None
None
Leeman

Staff Recommendation

Approve with conditions, including the installation of a sidewalk along Swiss Avenue. Staff recommends a variance to vary the width of the required 4-foot grass strip where necessary.

APPLICANT REQUEST

Preliminary PUD Revised Preliminary Revised Preliminary & Final PUD
 Final PUD Amend PUD Cancel PUD

This request is to revise a portion of the preliminary PUD plan to permit the development of 128 multi-family units in six buildings, replacing the plan approved for 128 units in 16 buildings. This plan also includes a pool and clubhouse. The applicant has requested a variance to the required sidewalk along Swiss Avenue due to the steep topography in the area. This application includes a request for final PUD approval to permit the development of 84 multi-family units in four buildings in the first phase.

PLAN DETAILS

The proposed plan redesigns the layout of a portion of the residential PUD to minimize the amount of grading in an area with up to 20% slopes. Although the plan does not change the number of units, it does consolidate 128 units into six buildings of two and three stories, replacing the plan that had 128 units in 16 buildings. The consolidation of units reduces the area within the site to be graded.

Sidewalks
(Section 2-6.1 of Subdivision Regulations and Section 17.20.120 of the Zoning Code)

Section 2-6.1 of the Subdivision Regulations and Section 17.20.120 of the Zoning Code requires a 5-foot wide public sidewalk and a 4-foot wide grass strip along the frontage of the property.

The applicant has requested a variance to the sidewalk regulations since there are no existing sidewalks in the area and since the applicant believes sidewalks would



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require construction of a 20-foot tall retaining wall at some locations. The Planning Commission will make a recommendation to the Board of Zoning Appeals (BZA) on the sidewalk variance.

VARIANCES

The applicant is requesting a variance for a 1,400-foot long portion of sidewalk along Swiss Avenue. The applicant has indicated that the steep topography along the east side of Swiss Avenue makes it impractical to construct sidewalks. Swiss Avenue is between 790 feet in elevation, at the south end of the property, and 730 feet in elevation, at the north end of the property. The applicant believes that the elevation change between Swiss Avenue and where the sidewalk would be constructed would require extensive construction, including retaining walls and guardrails since there is over a 30-foot drop-off at some portion of the site.

Staff Recommendation

Disapprove sidewalk variance. After inspecting the site, there appears to be sufficient room for a standard sidewalk to be constructed along the east side of Swiss Avenue (4-foot grass strip and 5 foot wide sidewalk). Staff recommends disapproval of the sidewalk variance along Swiss Avenue since there is a relatively flat area adjacent to the road. Metro Public Works has also inspected the site and indicated that a standard sidewalk can be constructed at this location without major construction or retaining wall.

TRAFFIC ENGINEER'S FINDINGS/ CONDITIONS

Approve subject to the following conditions:

1. Prior to the recording of a final plat for any phase, a bond shall be posted for a traffic signal at the intersection of Old Hickory Boulevard and Zermatt Avenue, as per an agreement between the Metro Traffic Engineer and the applicant. The traffic signal shall be installed prior to the issuance of any Use and Occupancy permits for any phase. No right turn lane will be required with the installation of the traffic signal.
2. In conjunction with any final plat, construction details showing an improved turning radius at the southwest corner of Old Hickory Boulevard and Zermatt Avenue shall be submitted for review and approval by the Planning Commission and Public



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Works Department. The turning radius shall be designed in accordance with the Metro Traffic Engineer's requirements.

3. Prior to the issuance of any Use and Occupancy permits for the 41st unit/lot, Zermatt Avenue shall be widened and striped to include one southbound entering lane and two northbound exiting lanes. The northbound lanes shall include a minimum of 150 feet of storage with a transition to AASHTO standards. Plans detailing these improvements shall be submitted to the Planning Commission in conjunction with final PUD plans for the first phase.
4. Prior to the issuance of any Use and Occupancy permits for the 51st unit/lot, Swiss Avenue shall be striped to include one westbound entering lane and two eastbound exiting lanes. The eastbound exiting lanes shall be striped as separate left and right turn lanes with a minimum of 100 feet of storage with a transition to AASHTO standards. Plans detailing these improvements shall be submitted to the Planning Commission in conjunction with final PUD plans for the first phase.
5. As per an agreement between the applicant and the Metro Traffic Engineer, a bond shall be established with the plat that includes the 51st unit/lot for a possible traffic signal at the intersection of Nolensville Pike/Swiss Avenue. The bond shall remain in place for three years there after. If the applicant and Public Works agree that the signal is not warranted after that three year time period, the bond may be released and the developer will be relieved of any obligation to install the signal.
6. Prior to the issuance of a Use and Occupancy permit for any phase, a separate right-turn lane shall be constructed on Nolensville Pike at Swiss Avenue, including 75 feet of storage with a transition to AASHTO standards. Construction plans shall be submitted in conjunction with the final PUD plans for the first phase of development.
7. Prior to the issuance of any building permits, a final plat must to be recorded including any bonds for necessary for public improvements.



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8. The final PUD plan must be revised to include a standard sidewalk along the frontage of the property on Swiss Avenue, including construction drawings, unless the BZA recommends approval of the sidewalk variance. The 4-foot grass strip may vary in width where necessary.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 98-85-P-14
Woodland Point, Phase 8
None
None
Leeman

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Preliminary PUD Revised Preliminary Revised Preliminary & Final PUD
 Final PUD Amend PUD Cancel PUD

This request is for final PUD approval for Phase 8 of the Residential PUD district to permit the redesign of the layout for 54 condominium units, replacing 55 condominium units on the approved plan. The plan also relocates an unbuilt driveway onto Woodland Point Drive.

PLAN DETAILS

The proposed plan is consistent with the approved overall master development plan calling for multi-family development in Phase Eight, while this revision only makes minor changes to the layout of this phase of the development. The preliminary PUD plan is currently approved for 741 total units in 11 phases, including 55 multi-family units in Phase Eight, 468 multi-family units in other phases and 218 single-family lots. The current proposal reduces the overall number of units to 740.

TRAFFIC ENGINEER'S FINDINGS

No exceptions taken

CONDITIONS

1. Prior to the issuance of any building permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works and Water Services.
2. Prior to the issuance of any Use and Occupancy permits for any unit in Phase 8, a traffic signal study must be completed by a certified traffic engineer. If the study shows that a traffic signal is warranted,



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the signal must be installed at the entrance to the PUD at Bell Road by the developer prior to the Use and Occupancy permit for the 20 unit in Phase 8.

3. Prior to the issuance of any Use and Occupancy permits, the three-lane cross-section between Pleasant Hill Road and the site entrance shall be constructed by the developer, and inspected and accepted by the Metro Public Works Department, as required by the Traffic Impact Study. This cross-section shall include the following turning lanes:
 - A. A northbound left-turn lane on Bell Road onto Pleasant Hill Road with 200 feet of storage and a transition of 150 feet.



Project No.
Project Name

Planned Unit Development 94P-025G-06
Highway 70S Joint Venture Commercial
PUD (Bellevue Commercial PUD)

Council Bill
Associated Case
Staff Reviewer

None
None
Mitchell

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Preliminary PUD Revised Preliminary Revised Preliminary & Final PUD
 Final PUD Amend PUD Cancel PUD

Request to revise the preliminary master plan of the commercial portion of the PUD and final PUD approval, to allow for the development of a 3,896 square-foot bank with the possibility to expand the bank to 5,000 square feet. This application replaces the previously-approved plan, which allows for a 5,000 square-foot bank with a drive-through facility facing Sawyer Brown Road. The new plan not only reduces the initial size of the bank, but also reverses the drive-through facility to the east side of the building. The property is located at the intersection of Sawyer Brown Road and Highway 70S. The 15,000 square-foot Office/Medical building planned further east of the bank is not affected by this preliminary PUD revision and is not a part of the final PUD approval request.

PLAN DETAILS

The previously-approved plan, dated December 7, 1994, allowed for the development of the 5,000 square-foot bank with one point of ingress/egress onto Sawyer Brown Road and a joint-access agreement that would allow for ingress/egress onto Highway 70S via the Office/Medical site. This request does not affect the joint access agreement between parties and still proposes the access point onto Sawyer Brown Road; however, the applicant is requesting a temporary access point onto Highway 70S from the northeast corner of the bank site.

The Office/Medical site is included on this revision plan because of a future 20-foot Sanitary Sewer Easement that will ultimately service both sites. The easement was previously approved with the 1994 plan



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and is only revised on the bank site to take a southward turn sooner than previously intended.

The bank site provides adequate parking for the proposed use, provides a seamless pedestrian connection from the internal sidewalk system to the external sidewalks, and locates all garbage facilities to the rear of the site and away from view from the adjacent rights-of-way. Sidewalks are provided along Sawyer Brown Road as well as Highway 70S.

TRAFFIC ENGINEER'S FINDINGS

Temporary Access to Hwy. 70S

No exception taken

The plan proposes a temporary access point onto Highway 70S until at such time the Office/Medical site is constructed immediately east of the bank site. The previously approved plan approved a joint access agreement between the Office/Medical site and the bank site to minimize the number of curb cuts onto the abutting roadways, but still providing access to either roadway from either site. The bank is requesting temporary access onto Highway 70S to provide a better flow of traffic in and out of the site until the adjacent building is constructed.

There is no turn lane on Sawyer Brown Road adjacent to the Sawyer Brown access point – in fact; southbound traffic on Sawyer Brown Road turning left into the bank must queue within the travel lane because any center turn lane becomes a double left-turn lane for traffic traveling north on Sawyer Brown Road. Although the temporary access point is relatively close in proximity to the intersection of Sawyer Brown Road and Highway 70S, the distance meets minimum Public Works' standards.

Since an adequate center turn lane exists on Highway 70S, staff concurs with Public Works that a left-in, right-in, and right-out movement with the temporary access point provides better traffic circulation than requiring all traffic to queue on southbound Sawyer Brown Road within the travel lane. A stipulation to this allowance is that the applicant must provide clearly marked signage that prohibits a left turn out of the temporary access point. In addition, the applicant is required to comply with Section 17.20.170(D)(4) of the



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Metro Zoning Code, which states that the property owner shall enter into a written agreement with the Metropolitan Government, recorded in the public records of Metropolitan Nashville and Davidson County and running with the land, that existing driveways shall be closed and eliminated after the construction of both sides of a joint use driveway.

CONDITIONS

1. An expansion of the 3,896 square-foot bank to the maximum square-footage of 5,000 square feet must receive final PUD approval by the Metro Planning Commission.
2. Signage approved by Metro Public Works must be placed adjacent to the temporary access point that prohibits a left-turn movement onto Highway 70S.
3. Pursuant to Section 17.20.170 (D) (4) of the Metro Zoning Code, the property owner shall enter into a written agreement with the Metropolitan Government, recorded in the public records of the Metropolitan Nashville and Davidson County and running with the land, that the temporary access driveway shall be closed and eliminated after the construction of both sides of the joint use driveway with the Office/Medical building.
4. A final plat needs to be recorded before the issuance of any building permits.
5. Before the issuance of any permits, the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works shall forward confirmation of final approval of this proposal to the Planning Commission.
6. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
7. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met before the issuance of any building permits.
8. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been



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submitted to the Metropolitan Planning Commission.

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



Project No.

Urban Design Overlay Proposal 2001UD-001G-12 Lenox Village Phases B and E

Council Bill
Associated Cases
Reviewer

N/A
None
Fawcett

Staff Recommendation

Approve Phase B; defer indefinitely Phase E. Phase B is consistent with the UDO design concept plan. Phase E is being redesigned to address slope and street connection issues.

APPLICANT REQUEST

Approval of final construction plans for Phases B and E.

Current Zoning
RM9 zoning with a UDO

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

SUBAREA 12 PLAN POLICY

Residential Medium (RM)

RM policy calls for 4 to 9 dwelling units per acre.

Policy Conflict

None. The RM9 zoning and UDO are consistent with the RM policy

RECENT REZONINGS

None

TRAFFIC

Traffic Study Submitted

No – none required.

Metro Traffic Engineer’s Findings

Approve subject to the following issues being resolved prior to the Planning Commission meeting:

- All roads should be classified as minor local, local, etc. by the engineer. All alleys should be labeled as private or public.
- All public alleys shall be constructed to meet Metro standard ST-263 (20-ft ROW and 18-ft pavement section). Currently alleys are showing 20-ft ROW and 17-ft pavement section. It would be desirable to have any private alleys meet the same specification to facilitate any future dedication for public use.



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- The rate of vertical curvature ($K = 23.84$) at the sag curve on Porterhouse Drive at STA 12+00.00 does not meet the minimum AASHTO specification of 37 as required for a local road with a 30 mph design speed.
- The rate of vertical curvature ($K = 25.06$) at the sag curve on Sunnywood Drive at STA 6+83.50 does not meet the minimum AASHTO specification of 37 as required for a local road with a 30 mph design speed.
- The typical cross section for Gauphin Place does not meet the minimum specifications for either a residential low-density minor local street or local street (ST-251). A minimum 23-ft pavement section is necessary. ROW would need to be modified accordingly.
- St. Darasus Drive fails to meet the required 100-ft tangent between reverse curves at STA 5+54 and STA 5+85 for non-super elevated local roads.
- Public Works recommends the use of Metro standard curb & gutter in lieu of mountable curb throughout the project.
- The rate of vertical curvature ($K = 18.83$) at the sag curve on St. Darasus Drive at STA 1+25.00 does not meet the minimum AASHTO specification of 37 as required for a local road with a 30 mph design speed.
- The rate of vertical curvature ($K = 35.77$) at the sag curve on St. Darasus Drive at STA 2+77.16 does not meet the minimum AASHTO specification of 37 as required for a local road with a 30 mph design speed.
- The rate of vertical curvature ($K = 35.31$) at the sag curve on St. Darasus Drive at STA 9+00.00 does not meet the minimum AASHTO specification of 37 as required for a local road with a 30 mph design speed.



Project No.	Mandatory Referral 2003M-022U-08
Project Name	Lena Street Partial Right-of-Way Closure
Council Bill	None
Staff Reviewer	Mitchell

Staff Recommendation	<i>Disapprove</i>
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APPLICANT REQUEST	A request to close a 10-foot by 30-foot (300 square feet) section of Lena Street fronting Map 92-6, Parcel 531 since this surplus right-of-way was obtained when the streets were being improved.
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(Easements to be retained)

APPLICATION REQUIREMENTS

<i>Application properly completed and signed?</i>	<i>Yes</i>
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<i>Abutting property owners sign application?</i>	<i>N/A</i>
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DEPARTMENT AND AGENCY RECOMMENDATIONS

Metro Public Works Department recommended disapproval of this request because this portion of right-of-way was purchased for future roadway widening.



Project No.
Project Name

Mandatory Referral 2003M-023U-08
Buena Vista Elementary Easement
Abandonment

Council Bill
Staff Reviewer

None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request for easement and sewer line abandonment for Project No. 02-SL-175, Buena Vista Elementary School Addition, in which a manhole will be installed over an existing 10-inch sewer line to establish separation of public and private lines, property located at 1531 9th Avenue North.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY
RECOMMENDATIONS

None

RECOMMENDATION

All reviewing departments or agencies recommend approval.



Project No.	Mandatory Referral 2003M-024U-05
Project Name	MDHA Water Line Easement Abandonment & Relocation
Council Bill	None
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST	A request for a 6-inch water line easement abandonment and relocation for Project No. 02-WL-162 for the expansion of a MDHA Section 8 office building, property located at 890 S. 7th Street.
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APPLICATION REQUIREMENTS	None
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DEPARTMENT AND AGENCY RECOMMENDATIONS	None
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RECOMMENDATION	All reviewing departments or agencies recommend approval.
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Project No.
Project Name

Mandatory Referral 2003M-025U-05
Meigs Magnet School Partial Sewer Abandonment

Council Bill
Staff Reviewer

None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request for an 8-inch sewer line abandonment for Project No. 03-SG-026, Meigs Magnet School, and property located at 715 Ramsey Street.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

None

RECOMMENDATION

All reviewing departments or agencies recommend approval.



Project No.
Project Name

Mandatory Referral 2003M-026U-13
Rename Portion of McCrory Creek Road to
“Pulley Road”

Council Bill
Staff Reviewer

BL2003-1337
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request to rename a portion of McCrory Creek Road, north from Couchville Pike to Pulley Road, to "Pulley Road", as requested by Councilmember Derryberry.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY RECOMMENDATIONS

None

RECOMMENDATION

All reviewing departments or agencies recommend approval.