



Project No.

Public Hearing on Amendment to: *The Bordeaux – Whites Creek Community Plan – 2003 Update*

Associated Case

None

Council Bill

None

Staff Reviewer

Jones

Staff Recommendation

Approve

REQUESTS

- 1. Endorse the overall Clarksville Pike Corridor Study.**
 - 2. Adopt Detailed Neighborhood Design Plans for four neighborhoods located along Clarksville Pike and add them to *The Bordeaux – Whites Creek Community Plan – 2003 Update*.**
 - 3. Amend the Structure Plan in *The Bordeaux – Whites Creek Community Plan – 2003 Update*.**
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Clarksville Pike Corridor Study

The MPC adopted *The Bordeaux – Whites Creek Community Plan – 2003 Update* on September 25, 2003. The plan update states that, “People within Briley Parkway in the Bordeaux – Whites Creek community want well-designed neighborhoods that provide a variety of housing options and increased population needed to attract the new commercial development and services they want.” The update also refers to the development of a corridor design plan for Clarksville Pike that will identify the best locations for improvements as well as particular locations for commercial and housing development. Planning Department staff worked with the community to develop the proposed corridor study that works to achieve the goals of the community. The Clarksville Pike Corridor Study is significant because it outlines the process for developing the four Detailed Neighborhood Design Plans for the area.

Develop an Understanding...

The first step in creating a plan is to develop an understanding of the area to be studied. The Design Studio staff within the Planning Department developed a better understanding of the corridor by researching the history of the area and the corridor and by gathering statistical information about the area. The staff further developed an understanding of the area by taking an inventory of the existing properties within the study area and the systems that support them. They analyzed the information by determining whether or not the distribution and location of land uses actually achieved a variety with



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Explore Alternatives...

high quality residential, entertainment, and shopping uses as envisioned by the community.

It is vital to hear from the people who live and work in the area to acquire a true understanding. On June 23rd the staff held a meeting at the Hyde's Ferry YMCA to receive additional information from the community regarding the corridor's ecology and habitat, streets and circulation system, transit system, land use, parking, and building size and placement. Participants recorded their ideas and comments on aerial photographs of the corridor. The staff used this information to develop a vision statement with goals and objectives and to develop conceptual land use plans for the study area.

Conceptual land use plans focusing on the development of "walkable centers" along Clarksville Pike with uses that cater to the surrounding neighborhoods were explored. Four conceptual plans were initially developed for each of the four proposed walkable centers (Buena Vista, Ashland City, Kroger, and Kings Lane). The plans attempted to achieve the community's goals of concentrating commercial development at key intersections and buffering established residential areas from commercial uses.

On August 4th the staff held a meeting at the Bordeaux Library, and presented the vision statement with goals and objectives and the preliminary concept plan to more than 50 property owners, business owners, and public officials. The meeting participants provided comments to the staff, and the staff incorporated those comments into the vision statement with goals and objectives. The staff also used the comments in developing final walkable center concepts.

Design a Solution...

The final walkable center concepts are possible development scenarios that will help guide development along the Clarksville Pike corridor. The concepts outline the appropriate location of particular land uses and the proper orientation of buildings associated with those uses. The concepts also provide recommendations for street connectivity, streetscape enhancement, and for parking and access.

On November 20th the staff held a meeting at the Bordeaux Library to present a draft plan containing the final vision statement with goals and objectives and the final walkable



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Detailed Neighborhood Design Plans

center concepts. The meeting participants provided comments on the plan that were incorporated into the final draft.

The Bordeaux – Whites Creek Community Plan – 2003 Update states that [when adopted] Detailed Neighborhood Design Plans are intended to be the primary guide for land use.

Four Detailed Neighborhood Design Plans have been completed that will act as supplements to *The Bordeaux – Whites Creek Community Plan – 2003 Update*. These plans will guide future development by distributing the appropriate land uses within the structure of the neighborhood. The DNDPs include Development Scenario Plans demonstrating the type, orientation, and placement of buildings on individual lots. The DNDPs also include Detailed Land Use Plans for each individual neighborhood illustrating the detailed land use categories for parcels as well as existing and proposed features that affect those land uses. Additionally, each DNDP contains suggestions and recommendations for improving vehicular and pedestrian circulation and provides the opportunity for a variety of housing options, open space, public benefit uses, and new commercial development and services desired by the community, all within an easily walkable area.

Structure Plan Amendment

The development of Detailed Neighborhood Design Plans typically leads to Structure Plan changes. A great deal of analysis and scrutiny is put into developing DNDPs for defined areas within the overall plan. The proposed changes are detailed in *Part 1* of the accompanying document entitled: *Amendment #1 to The Bordeaux – Whites Creek Community Plan – 2003 Update*.












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Attachment A to Resolution _____ Amendment #1 to the Bordeaux/Whites Creek Community Plan - 2003 Update




FIGURE 1-A

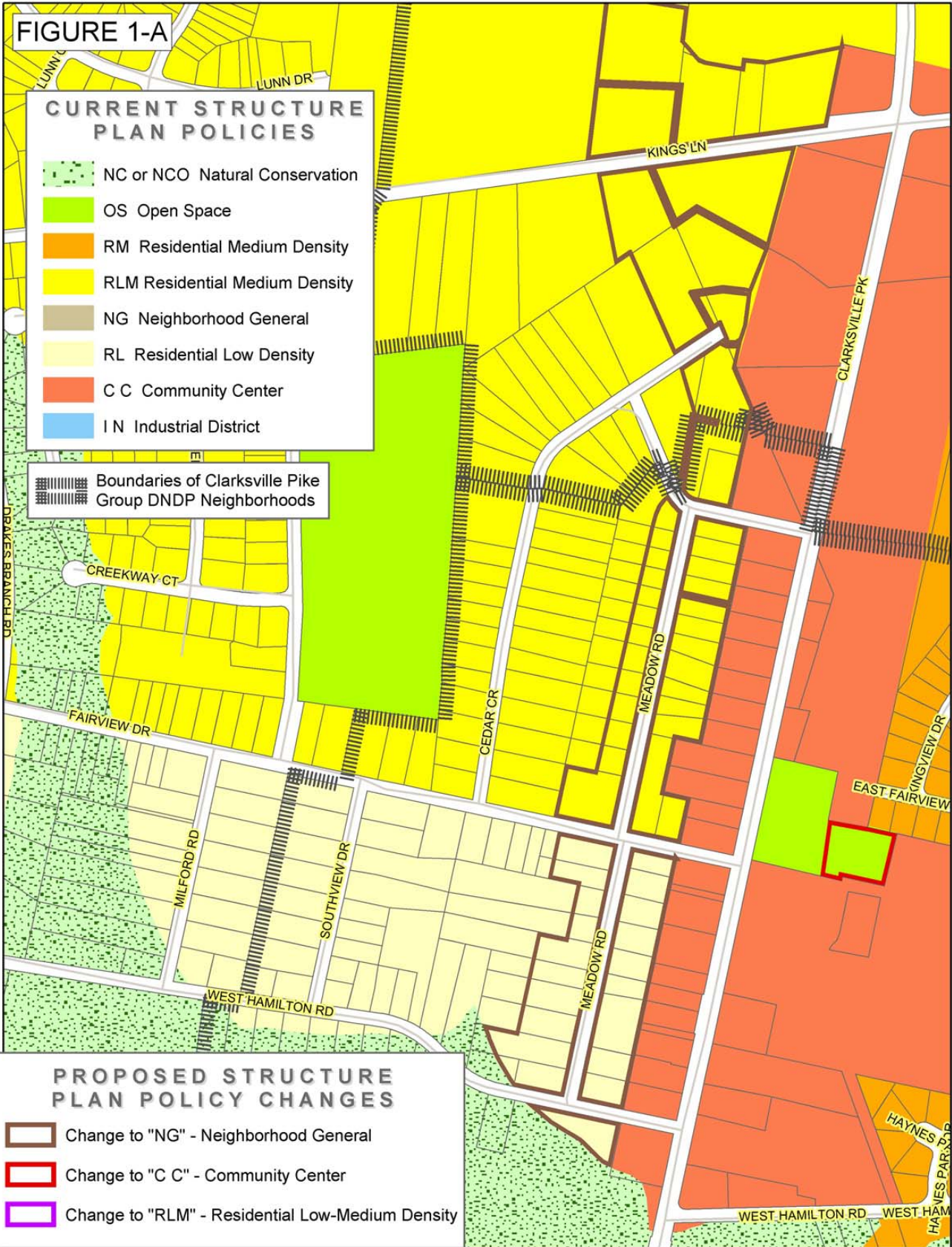
CURRENT STRUCTURE PLAN POLICIES

-  NC or NCO Natural Conservation
-  OS Open Space
-  RM Residential Medium Density
-  RLM Residential Medium Density
-  NG Neighborhood General
-  RL Residential Low Density
-  C C Community Center
-  I N Industrial District

 Boundaries of Clarksville Pike Group DNDP Neighborhoods

PROPOSED STRUCTURE PLAN POLICY CHANGES

-  Change to "NG" - Neighborhood General
-  Change to "C C" - Community Center
-  Change to "RLM" - Residential Low-Medium Density





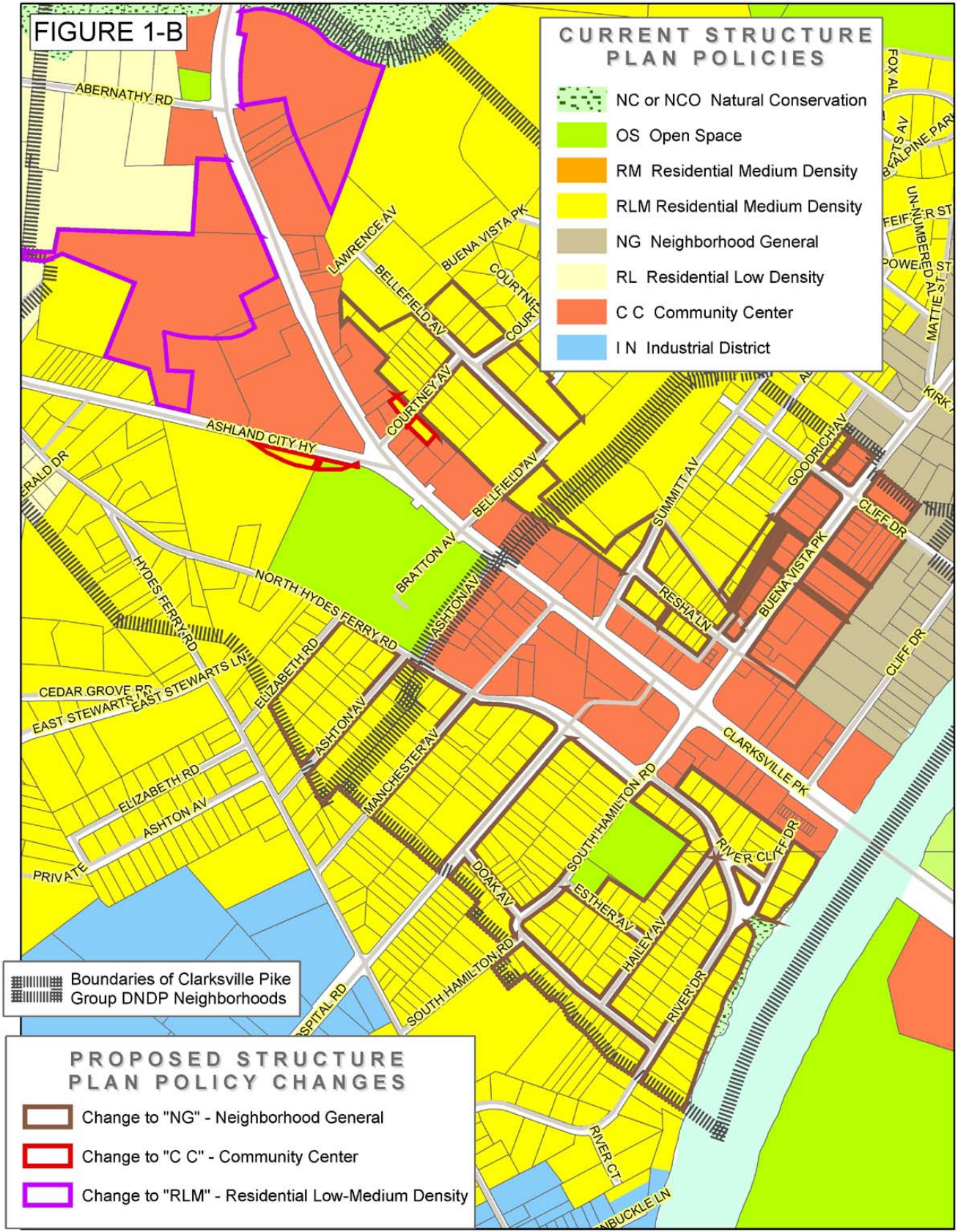
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Attachment A to Resolution _____ Amendment #1 to the Bordeaux/Whites Creek Community Plan - 2003 Update

FIGURE 1-B

CURRENT STRUCTURE PLAN POLICIES

- NC or NCO Natural Conservation
- OS Open Space
- RM Residential Medium Density
- RLM Residential Medium Density
- NG Neighborhood General
- RL Residential Low Density
- C C Community Center
- I N Industrial District



Boundaries of Clarksville Pike Group DNDP Neighborhoods



Project No.
Associated Case
Council Bill
Council District
Requested by

Zone Change 2003Z-032G-14

None
None
11- Brown
Jeff Browning of Mid-South Land Associates, applicant, for Shirley B. and Thomas J. Mitchell, Josephine S. Baltz, and Ruth B. Randolph, owners.
Deferred indefinitely from the March 13, 2003 Commission Meeting and deferred from the January 8, 2004, meeting

Deferral

Staff Reviewer
Staff Recommendation

Harris
Disapprove

APPLICANT REQUEST

Rezone 4.25 acres from residential (R10) to commercial limited (CL) at 305, 309, 315 Old Lebanon Dirt Road.

Existing Zoning
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 4.63 dwelling units per acre including 25% duplex lots.

Proposed Zoning
CL zoning

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.

SUBAREA 14 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.

Policy Conflict

Yes. The proposed CL district is inconsistent with the Subarea 14 Plan’s CAE policy. The intent of the CAE policy is to stabilize the current condition, prevent additional expansion along the arterial, and ultimately redevelop into nodal patterns. The proposed zoning district would expand commercial uses onto a residential and substandard road. If approved, Old Lebanon Dirt Road should be improved at the final development stage.

RECENT REZONINGS

None.



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TRAFFIC

Based on typical uses in CL districts this proposed zoning would generate approximately 1,728 to 5,539 vehicle trips per day (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 R10 to CL

Current Zoning

R10, (Code 210)

AM trips = 24 PM trips = 25

Proposed Zoning

CL, (Code 832)

AM trips = 1029 PM trips = 1206

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

The following conditions will be required for approval of this rezoning and development.

1. Install a 12' eastbound left turn lane with 75' storage and 75' AASHTO transition on Old Lebanon Dirt Rd at the site driveway.
2. Install a 12' westbound lane with 125' storage and AASHTO transition on Old Lebanon Dirt Rd at OHB.
3. Remove vegetation and stone wall on property frontage to provide adequate sight distance along Old Lebanon Dirt Rd property frontage.
4. Analyze signal cycle length and phases to improve the LOS on all approaches to a minimum LOS D at Juarez and OHB intersection.
5. Install signal at Old Lebanon Dirt Rd and OHB based on satisfaction of peak hour warrant and 4hour warrant, if approved by Metro traffic engineer. Conduct traffic counts and signal analysis at project completion and submit analysis of warrants and coordination with signal at Juarez and OHB.



Project No.	<u>Zone Change 2003Z-141U-07</u>
Associated Case	None
Council Bill	None
Council District	20 - Walls
Requested by	Franklin Mitchell, applicant, for West Nashville Full Gospel Outreach, owner
Deferral	Deferred from meeting of December 11, 2003
Staff Reviewer	Harris
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Rezone 0.26 acres from industrial restrictive (IR) to residential (R8) district a portion of 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
R8 district

R8 requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.41 dwelling units per acre including 25% duplex lots.

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

No. The proposed zoning district (R8) is 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).

RECENT REZONINGS

None.



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TRAFFIC

Based on the trip generation numbers for residential (R8), this proposal will generate approximately 14 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

“No exception taken.”

SCHOOLS

<1 Elementary <1 Middle <1 High

Schools Over/Under Capacity

Students would attend Cockrill Elementary, Bass Middle School and Pearl-Cohn High School. None of these 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.



Project No.	<u>Subdivision 2004S-014G-06</u>
Project Name	Collins Crest Subdivision
Associated Case	None
Council District	35 (Tygard)
Requested By	French River Development Company, LLC, owner, and Joseph G. Petrosky Associates, LLC, engineer
Deferral	Deferred from meeting of January 8, 2004
Staff Reviewer	Leeman
Staff Recommendation	<i>Approve with conditions, including the construction of sidewalks along Collins Road.</i>

APPLICANT REQUEST

Preliminary Plat	Subdivide 4.7 acres into 17 single-family lots, along the north side of Collins Road, west of Old Harding Pike.
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Existing Zoning RS10 district	<u>RS10</u> district requires a minimum lot size of 10,000 square feet and a maximum density of 3.7 dwelling units per acre. The zoning on this property allows a maximum of 17 single-family lots.
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Zoning History	This property was rezoned to RS10 in October of 2002 (Council Bill BL2002-1144). The Planning Commission recommended approval.
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Cluster Lot Option	<p>The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification or RS10 (minimum 10,000 sq. ft. lots) to RS5 (minimum 5,000 sq. ft. lots). The proposed lots range in size from 7,500 square feet to 9,400 square feet.</p> <p>Pursuant to Section 17.12.080(D) of the Metro Zoning Ordinance, cluster lot subdivisions require a minimum of 15% open space per phase. This plan complies with this requirement by including a total of 0.70 acres (15%) of open space.</p>
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SUBDIVISION DETAILS

Access	Access is proposed from Collins Road, which is a collector road on the Major Street Plan. The applicant has indicated that access is not possible from Collinswood Drive since there is a small strip of open space that is part of the Poplar Creek Estates subdivision to the north. The applicant has also indicated that the Poplar Creek Homeowner's Association will not allow a road through this open space area.
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Double-Frontage Lots

The Subdivision Regulations discourage double-frontage lots, except along collector roads to minimize direct access points on the collector road. The Zoning Ordinance requires lots facing two streets to provide a buffer at the rear of the lots to buffer the back of the homes from the street. A 20-foot wide "C" landscape buffer is provided between Collins Road and the proposed double-frontage lots, as per the Zoning Ordinance requirements.

Variance(s)

Sidewalk

The applicant is requesting a sidewalk variance for 655 feet of sidewalk along the frontage of the proposed subdivision on Collins Road.

The applicant's stated reason for the variance is because the surrounding area within a 0.25 mile radius is developed without sidewalks and the installation of a sidewalk would not be contiguous, and because the applicant believes a sidewalk within the Collins Road right-of-way would have to be demolished if Collins Road were ever upgraded to collector standards.

Street offset

The plan provides a 215 foot offset between the new cul-de-sac and Collinswood Drive. Although the Subdivision Regulations require a 300-foot separation for offset T-intersections, there is no minimum separation requirement for roads on the same side of the street.

Public Works Recommendation

"Collins Road is effectively a one-lane road, and currently has 12 feet of pavement. The requirement to include sidewalks in this subdivision will necessitate widening Collins Road to meet the minimum standards of ST-251, with 23 feet of pavement, and a curb & gutter section on the developer's side of Collins Road. If Collins Road is to be developed into a collector road, then the ST-253 section should be used. Half of the required pavement should be done on the developer's side of Collins Road."

Considering that this is a relatively small development (17 lots) with approximately 750 feet of road frontage, there is no obvious path concerning the amount of improvements justified by this development.

[Public Works] would recommend the following:

1. Dedicate 30 feet of right-of-way from the centerline as allowed by our regulations. This is consistent with the rest of Collins Road.



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2. Add sufficient pavement with taper (approximately one eleven-foot lane on the Collins Crest side) on Collins Road to meet the minimum 23-ft pavement width of ST-251. If Collins Road is to be widened in the future to a collector road, then the future widening should be on the opposite side from Collins Crest.
3. Add ST-200 curb & gutter to the side of the new pavement with ST-210 sidewalk.
4. Public Works' approval of this plat is subject to review and approval of construction plans for this project.
5. The median on Collins Crest Court must not exceed 75 feet in length from Collins Road, or the 90 degree curve should meet the 110 foot required turning radius from the Subdivision Regulations.

CONDITIONS

Approve subject to a revised plan including sidewalks along Collins Road, and addressing Public Works recommendations above.

Although this road is designated as a collector street on the Major Street Plan, there is insufficient right-of-way on the opposite side of the street to build this as an ST-253 (collector) that is in alignment. Therefore, it should be upgraded on the development side to the ST-251 standard, as per Public Works recommendation. This will allow these improvements to be made in the proper location without the need to tear out improvements at a later date when the right-of-way on the opposite side of the street is acquired.

[View Plat](#)



Project No.	<u>Subdivision 2004S-021U-13</u>
Project Name	Mark Marshall One Subdivision
Associated Cases	2004Z-005U-13, 2004Z-017U-13 and 2004Z-018U-13
Council District	29 - Wilhoite
Requested By	Mark Marshall, owner, Garry Batson, Batson & Associates Engineering, Inc., Engineer
Deferral	from meeting of January 8, 2004.
Staff Reviewer	Leeman
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Preliminary Plat

Subdivide 7.62 acres into 16 lots, (4 commercial and 12 residential), at a proposed density of 4.29 dwellings units per acre, located at the southeast corner of Murfreesboro Pike and Edge-O-Lake Drive.

ZONING
R8 District

R8 district, requiring a minimum lot size of 8,000 square feet and is intended for single-family and duplex dwellings at an overall density of 4.63 dwelling units per acre.

R10 District

R10 district, requiring a minimum lot size of 10,000 square feet and is intended for single-family and duplex dwellings at an overall density of 3.71 dwelling units per acre.

MUL District

MUL district, intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

SUBDIVISION DETAILS

This preliminary plan includes commercial and residential lots. This plan is dependant upon the approval of three zone changes, two of which are scheduled for the January 22, 2004 Planning Commission meeting. Without these zone changes, this plan is invalid and does not conform to the Zoning Ordinance. However, since this is only a preliminary plat, no final plats will be recorded unless the zone changes are approved by the Metro Council.

Street Connectivity

Subdivision Regulation 2-6.2.2.D.3 states, "Minor local streets shall be laid out...to provide for the efficient dispersal of internal traffic while discouraging high volumes of through traffic..." Subdivision Regulation 2-6.2.2.D.4 states, "The use of an interconnected street system shall be encouraged to broadly disperse internal traffic and provide maximum alternatives for access to property for both public and private movement. The Subdivision Regulations also discourage the use of cul-de-



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sacs, except when topographic conditions or configuration of property boundaries prevent connections, and require streets to be extended to the property boundary line.

Staff met with the owner of this subdivision on December 22, 2003, to discuss a requirement to connect the two sections of Lake Villa Drive. This connection was always intended as evidenced by the same name used for both sections of Lake Villa Drive and by the platted street right-of-way that includes a corner radii at the intersection of Willowbranch Drive and Lake Villa Drive.

The owner expressed concern regarding the connection because of prior promises made to the surrounding neighborhood. Staff may not require this connection if the applicant provides a comprehensive plan for this subdivision and the adjacent property, also owned by Mr. Marshall. To date no plan has been provided to staff. The requirement to connect the two sections of Lake Villa Drive will remain in effect, with Stormwater approval, dependant on the comprehensive design. Staff recommends this connection be made since no overall plan has been submitted.

There is an existing "blue pond" that is considered a water of the state located in the path where the road would connect. The current plan proposes two single-family lots over this pond. Stormwater is requiring a letter from the Tennessee Department of Environment and Conservation (TDEC) that de-classifies this pond as a wet weather conveyance before they will allow any development of this area. If a letter is not issued, then the area recognized as water of the state must be located in an area labeled as "open space." Staff will consider an alternative design if this pond is not de-classified.

Pedestrian Easement

The Subdivision Regulations allow a pedestrian access easement to be required "to facilitate pedestrian access from streets to existing or planned schools, museums, parks, greenways, playgrounds, or other nearby community facilities, major shopping malls, or commercial amusement activities..." (2-6.2.1.G). Staff recommends that the Commission require a 10' wide public pedestrian access easement be located between lots R-6 and R-7 to allow pedestrian travel to the commercial developments on Murfreesboro Road.



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STORMWATER

The Stormwater Management Division of Metro Water Services requires a letter from the Tennessee Department of Environment and Conservation that declassifies a pond on this property as a wet weather conveyance prior to grading plan approval.

WATER SERVICES

Water Services requires a letter of availability. This request was recently received by Water Services.

TRAFFIC ENGINEER'S FINDINGS

A traffic impact study was required and has been submitted. Approval is subject to construction plan approval.

CONDITIONS

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

1. Metro Council approval of Zone Changes 2004Z-005U-13, 2004Z-017U-13 and 2004Z-18U-13.
2. Approvals from Metro Stormwater, Public Works and Water Services are obtained for the preliminary plan as presented. Changes to the proposed preliminary plan will require the submission of a revised preliminary plan to be approved by the Planning Commission and other reviewing agencies.
3. A corrected preliminary plan must be submitted prior to the Planning Commission meeting correcting the number of lots from 10 to 16, clearly showing the existing zone districts and their boundaries, removing the setback lines from the plan, adding R10 to the property zoning under site data, correcting the square footage of lot R-11, adding a border to clearly define the boundary of this preliminary subdivision and providing proof of ownership for the property at 2526 Murfreesboro Pike.
4. Must submit a new preliminary plan that shows the Metro Council approved zone districts once approved.
5. 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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6. A final plat shall not be recorded until the above referenced zone changes are enacted.
7. The revised preliminary plat showing the road connection of Lake Villa Drive, or a complete plan showing alternative connectivity, including connectivity to Murfreesboro Pike, must be submitted prior to the submission of a final plat.
8. The Stormwater Management Division of Metro Water Services requires a letter from the Tennessee Department of Environment and Conservation that declassifies a pond on this property as a wet weather conveyance prior to grading plan approval.

[View Plat](#)



Project No.
Associated Case
Council Bill
Council District
Requested By

[Zone Change 2004Z-010U-13](#)
2004P-004U-13
None
28 – Jason Alexander
CPS Land LLC, applicant, for Christian Education Inc.,
owner

Staff Reviewer
Staff Recommendation

Mitchell
Approve

APPLICANT REQUEST

Rezone approximately 25.79 acres from residential (RS7.5) to residential (RM6) and approximately 1.61 acres to commercial (MUL) districts, for a total of 27.4 acres, property adjacent to the north side of Una Antioch Pike and south of Reeves 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
RM6 district

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

Proposed Zoning
MUL

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

**ANTIOCH-PRIEST LAKE
PLAN POLICY**
Neighborhood General (NG)

Neighborhood General is a Structure Plan classification for areas that are primarily residential in character. To meet a spectrum of housing needs, ideally, NG areas contain a variety of housing that is carefully arranged, not randomly located. For example, medium density housing, such as townhouses, might be situated at the edge of the NG area between busy mixed-use buildings in a Corridor Center area and lower density housing in the Neighborhood General area. Townhouses might also be located on busy streets that connect a Neighborhood Center area to a Corridor Center area to provide transition from a busy street to lower intensity housing within the neighborhood. A random development pattern is inappropriate in NC areas. The specific arrangement and interrelationship of activities by type intended within NC areas should be carefully articulated in detailed design plans prepared for



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Neighborhood Center (NC)

these areas. Although a detailed design plan was not completed for this area of NG and NC, the proposed PUD will control development in this area by having the Council-approved PUD plan of townhomes and mixed-use commercial.

Neighborhood Center is the Structure Plan classification for small, intense areas that may contain multiple functions and are intended to act as local centers of activity. Ideally, a neighborhood center is a "walk-to" area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within NC areas are those that meet daily convenience needs and/or provide a place to gather and socialize. A NC area may consist of no more than a single-use or mixed-use "neighborhood-scale commercial" development on one corner of an important intersection within the neighborhood. Examples might include a barbershop or a mixed-use building with a small grocery store on the ground level and an office and/or apartment above. Or, it could be an area partially or completely surrounding and focused on a small open space area. Residential development in these areas generally consists of a mix of medium to high density single and multi-family housing. The provision of higher density housing in a Neighborhood Center area allows for more "eyes on the street" to protect the activity center (street intersection or public space) it surrounds.

Policy Conflict

No. The proposed zoning districts and the design plan contained in the associated Planned Unit Development (2004P-004U-13) are consistent with the NG and NC policies as called for in the Antioch / Priest Lake Community Plan. This site is located at the edge of the Neighborhood General and encompasses a portion of the Neighborhood Center. As called out in the NG policy, medium to higher density residential is appropriate in areas of NG that are adjacent to commercial nodes or centers of commercial activity. The requested density of 6 units per acre falls within a medium density range. The proposed multi-family development that is part of the associated PUD proposes six units per acre and approximately 1.6 acres of commercial on either side of the proposed entrance to the development. The proposed commercial uses fall within the existing Neighborhood Center policy that has been placed over the intersection of Una Antioch Pike and Hickory Hollow Parkway.



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RECENT REZONINGS

No

TRAFFIC

Based on the trip generation numbers for RM6, this proposal will generate approximately 906 daily trips. Based on the trip generation numbers for MUL, this proposal will generate a range of approximately 772 trips to 1,834 trips on a weekday. This range is based on General Office uses up to a sit-down fast-food restaurant. (Institute of Transportation Engineers, 6th Edition, 1996). Different densities could generate more or less traffic.

Public Works' Recommendations

Request zone change from RS7.5 to RM6 and MUL

“We received a revised preliminary [PUD] site plan on Jan 13, 2004 at 4:30 pm. Traffic determined on Jan 14, 2004 that the previously faxed TIS supplement addressing the revised street connectivity did not analyze the potential trips generated by the MUL development now being shown on the revised site plan dated 1/12/04.

The traffic consultant was unaware of the land use change for this [PUD] plan.

We are not able to continue our review of this rezoning and [PUD] development without an adequate TIS. The additional MUL zoning has the potential for tripling the previous number of site generated trips. The [PUD] plan does not identify the specific land use and it's parking requirement for the MUL zoning.

A review of a new TIS identifying the necessary road mitigations is necessary before traffic can prepare a list of conditions for approval of this development.

We recommend deferral from the Jan 22, 2004 MPC agenda.”

SCHOOLS

13 Elementary 9 Middle 7 High

Schools Over / Under Capacity

Students would attend J.E. Moss Elementary, Apollo Middle, 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 5, 2003.

[View Plat](#)



Project No.	<u>Planned Unit Development 2004P-004U-13</u>
Project Name	Carrollton Station PUD
Associated Case	2004Z-010U-13
Council Bill	None
Council District	28 - Alexander
Requested By	Civil Site Design Group, PLLC, applicant, for Christian Properties, LLC, owner
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Preliminary PUD

Request to adopt a new Preliminary Planned Unit Development, to be called Carrollton Station PUD, to allow for the development of 16 single-family lots, 139 townhouses and two lots with approximately 14,000 total square feet of commercial development on approximately 27.4 acres. The PUD property is located along the north side of Una Antioch Pike, south of Reeves Road.

PLAN DETAILS

Site Design:

The proposed plan calls for the development of 16 single-family lots along the eastern portion of the property and 139 townhomes. The portion of the site along Una Antioch Pike includes two parcels proposed for MUL zoning with approximately 14,000 total square feet of commercial uses. All single-family lots will be located along the future roadway connection between Bowfield Drive and Chadfield Way, and within the future cul-de-sac extension off of Bowfield Drive. Staff worked with the applicant to design the townhouse portion into a walkable, more aesthetically pleasing development, with three large areas of usable open space that are centrally located within the site. These three usable open space areas help to create three “pods” of townhouse development. The majority of the buildings face onto one of these three recreational areas.

Environmentally Sensitive Areas:

Pursuant to the Metro Code PUD regulations, “If encompassing environmentally sensitive areas as defined by Chapter 17.28, 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 Chapter 17.28. Areas to be protected shall include



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undisturbed hillsides of twenty percent or greater slopes, non-manipulated floodway and floodplain areas, problem soils, streams, creeks and major drains, designated wetlands, and areas containing protected Cedar Glade plant species.” The entire site is encompassed by hillsides. “Fingers” of hillside that exceed 15% slope zigzag through the site in a random pattern. Although some encroachment into the +15% hillside was inevitable, staff was most concerned about the hillsides and heavily vegetated areas directly adjacent to the existing housing stock along Reeves Road. The applicant successfully pulled all development off of that large area of +15% hillside areas. Staff recommends as a condition of approval that the applicant submit a Tree Preservation / Removal and Grading Boundary Plan (24x36) prior to, or in conjunction with, the submittal of the Final PUD application.

Access & Connectivity:

Access to the site is being provided off Una Antioch Pike. The actual entrance to the townhouse site will be located along the new public road that provides for a future connection between Una Antioch Pike and Payne Road. Connection to the single-family areas through the townhouse portion is not being provided, which staff supports. The potential for a connection to the western undeveloped parcels exists since that area could also develop as additional multi-family.

Additional connectivity is being provided between Bowfield Drive and Chadfield Way where a circular connection is proposed to connect the two parallel streets. Pursuant to the Coordinated Vehicular Access requirements of the PUD regulations, it is inappropriate to remove the connection between Chadfield and Bowfield.

METRO PUBLIC WORKS’ COMMENTS

A TIS was submitted to the Metro Public Works Department for review. Please see comments as part of the associated zone change.

CONDITIONS

1. If the roadway connection proposed between Chadfield Way and Bowfield Drive be removed, staff’s recommendation shall change from conditional approval to disapproval.
2. A Tree Preservation / Removal and Grading Boundary Plan (24x36) shall be submitted prior to, or in



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conjunction with, the submittal of the Final PUD application.

3. The applicant shall take all practical measures to protect all preserved trees and preserved hillside areas during construction. All trees proposed for preservation must be appropriately barricaded, must be kept free from debris and fill.
4. The three internal open space areas shall be planted / landscaped in a way that provides passive or active recreational areas for the residents of the townhouse community. These open space areas shall not be used for any part of the stormwater management system.
5. The perimeter of all stormwater detention areas shall be planted above and beyond the minimum Code requirement for landscaping amounts so as to limit access, as well as for aesthetic purposes.
6. All trash receptacles and dumpsters shall be located in inconspicuous areas of the development, but shall still be easily accessible to sanitation services.
7. The proposed sidewalk / path leading from the townhouse development to the two MUL parcels shall be lighted so as to provide safe pedestrian access to these areas at night.
8. If final PUD approval is not requested for the entire PUD, a timetable for development and phasing plan shall be submitted with the first request for final PUD approval. The timetable for development shall propose build-out timetable for each phase and the approximate month and year that each request for final PUD approval would be submitted to the Planning Commission. Should this timetable for development ever need to be amended, it will only be amended as part of a request for final PUD approval before the Planning Commission.
9. This preliminary plan approval for this portion of the master plan is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.

[View Plat](#)



Project No.	<u>Zone Change 2004Z-015U-11</u>
Associated Case	None
Council Bill	None
Council District	17 – Ronnie Greer
Requested By	Reba Bowers & Robert Moore, applicant and owner
Staff Reviewer	Mitchell
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST

Rezone approximately 2.03 acres from residential (R6) to industrial warehousing and distribution (IWD) district, property located at 431 Wingrove Street, in the southeast corner of Byrum Avenue and Wingrove Street, adjacent to the Fairgrounds.

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.

Proposed Zoning
IWD district

IWD (Industrial Warehousing/Distribution) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

SUBAREA 11 PLAN POLICY
Residential Medium (RM)

Residential Medium (RM) is intended to accommodate residential development within a density range of four to nine dwelling units per acre. Industrial uses are not appropriate and are not intended to be located within the RM policy.

Policy Conflict

Yes. The proposed zoning district is in conflict with the RM policy because only residential development is allowed within this policy designation. Industrial zoning should not be expanded into this area.

RECENT REZONINGS

No

TRAFFIC

Based on the trip generation numbers for IWD, this proposal will generate approximately 351 daily trips. (Institute of Transportation Engineers, 6th Edition, 1996). Different densities could generate more or less traffic.



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Public Works' Recommendations

Current zoning

R6, Peak Hour Adj. Street Traffic (Code 210)

AM trips = 12 **PM trips = 16**

Proposed zoning

IWD, Peak Hour Adj. Street Traffic (Code 150)

AM trips = 32 **PM trips = 36**

“No Exception Taken”



Project No.
Associated Case
Council Bill
Council District
Requested by

[Zone Change 2004Z-016U-12](#)
None
None
32 – Coleman
Joe McConnell, MEC, Inc., applicant, for Cane Ridge Farms, LLC,owner.

Staff Reviewer
Staff Recommendation

Harris
Disapprove

APPLICANT REQUEST

Rezone 30.6 acres from residential single-family (RS15) to residential multi-family (RM9) district property at 5722 Cane Ridge Road.

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. The RS15 district would permit 76 single-family lots.

Proposed Zoning
RM9 district

RM9 is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre. The RM9 district would permit 275 units.

SUBAREA 12 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

The proposed zoning district is not appropriate based on the existing infrastructure and zoning pattern in the area. Although this area is designated as RM policy in the current Subarea 12 Plan, that plan assumes that Cane Ridge Road will be improved as an arterial street (U4) north of this property and as a major street south of the property. The Subarea 12 Plan further assumes that the proposed Southeastern Arterial will be built south of this property. The subarea plans are comprehensive in nature, and each element – land use, transportation, etc. – must be considered together.



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Cane Ridge Road and surrounding roads and intersections are substandard. Cane Ridge Road has been improved north of this property for Cane Ridge Farms subdivision across the street. The Cane Ridge Estates plat was approved in August 2002, on the same property as is proposed for rezoning. There has also been some right-of-way dedication at Old Franklin Pike and Cane Ridge Road intersection. The surrounding intersections are also a concern. Cane Ridge Road is designated in the Major Street Plan as an arterial street (U4) to the north of the property extending to Bell Road and as a minor local street to the south of the property. It is also a proposed collector street according to the Major Street Plan. The Subarea 12 Plan designates the street as a "Major Street" from

The zoning pattern in the area is predominantly single-family residential development along Cane Ridge Road. There is a residential PUD to the east that is approved for apartments, however, it is undeveloped and has access to Old Hickory Boulevard near the interchange of I-24. If rezoned, staff recommends it be at the low end of the RM policy density range (4 dwelling units per acre), and that conditions be placed on the rezoning for upgrading Cane Ridge Road.

RECENT REZONINGS

None.

TRAFFIC

Based on the trip generation numbers for residential multi-family (RM9), this proposal is expected to generate approximately 1,614 to 1,825 daily trips ranging from townhomes to apartment uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

Current Zoning

RS15, Peak Adj. Street Traffic (Code 210, Single Family Detached Housing)

AM trips = 63 PM trips = 84

Proposed Zoning

RM9, Peak Adj. Street Traffic (Code 210, Single Family Detached Housing)

AM trips = 140 PM trips = 184

"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."



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SCHOOLS

19 Elementary 13 Middle 11 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.
Associated Case
Council Bill
Council District
Requested by

Staff Reviewer
Staff Recommendation

[Zone Change 2004Z-017U-13](#)
 2004Z-018U-13
 None
 29 – Wilhoite
 Mark Marshall, owner

Harris
Disapprove

APPLICANT REQUEST

Rezone 0.36 acres from residential (R10) to mixed use limited (MUL) district property at 2517 Edge-O-Lake and Edge-O-Lake Drive (unnumbered) and rezone 0.41 acres from residential (R10) to residential (R8) at Edge-O-Lake (unnumbered) and 2521 Edge-O-Lake Drive.

Existing Zoning
 R10 district

R10 requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.7 dwelling units per acre, or 4.63 dwelling units per acre including 25% duplex lots.

Proposed Zoning
 MUL district

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

R8 district

R8 requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.41 dwelling units per acre including 25% duplex lots.

ANTIOCH-PRIEST LAKE COMMUNITY PLAN POLICY

Residential Low Medium (RLM)

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

Policy Conflict

The proposed zoning districts are not consistent with the Antioch-Priest Lake Community Plan’s RLM policy. MUL and R8 allow for residential development at a higher density than the policy intends. The potential for commercial and/or office uses should not turn the corner into a predominantly residential neighborhood and street. The R8 zoning district also is not consistent with the established zoning pattern (R10) along Edge-O-Lake Drive.



Metro Planning Commission Meeting of 1/22/04

RECENT REZONINGS

Parcel 069 was approved for MUL at the December 11, 2003, Planning Commission meeting. Parcel 079 was also approved for MUL and RS3.75 by the Commission on December 11, 2003. Neither of these rezonings have been finally approved by the Council as of January 16, 2004. The zoning bill is on the Council's agenda for third and final reading on January 20, 2004.

TRAFFIC

Based on the trip generation numbers for mixed use limited (MUL), this proposal is expected to generate approximately 52 to 638 daily vehicular trips ranging from townhomes to specialty retail center uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Based on the trip generation numbers for residential (R8), this proposal is expected to generate approximately 21 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

R10, Peak Adj. Street Traffic (Code 210, Single Family Detached Housing)

AM trips = 11 PM trips = 4

Proposed Zoning

MUL, Peak Adj. Street Traffic (Code 834, Fast Food with Drive-Thru)

AM trips = 977 PM trips = 657

If (code 710, General Office)

AM trips = 31 PM trips = 30

“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.”



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SCHOOLS (MUL)

1 Elementary 1 Middle 1 High

SCHOOLS (R8)

<1 Elementary <1 Middle <1 High

Schools Over/Under Capacity*

Students would attend Lakeview Elementary, Kennedy Middle School and Antioch High School. Kennedy and Antioch 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 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.

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.
Associated Case
Council Bill
Council District
Requested by

Staff Reviewer
Staff Recommendation

[Zone Change 2004Z-018U-12](#)
 2004Z-017U-13
 None
 29 – Wilhoite
 Mark Marshall, owner

 Harris
Disapprove

APPLICANT REQUEST

Rezone 0.67 acres from residential single-family (RS3.75) to mixed use limited (MUL) district at a portion of property at 2526 Murfreesboro Pike.

Existing Zoning
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.

Proposed Zoning
MUL district

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

**ANTIOCH-PRIEST LAKE
COMMUNITY PLAN POLICY**

Residential Medium
High (RMH)

RMH policy is intended for existing and future residential areas characterized by densities of nine to twenty dwelling units per acre. A variety of multi-family housing types are appropriate. The most common types include attached townhomes and walk-up apartments.

Policy Conflict

The proposed zoning district is not consistent with the Antioch-Priest Lake Community Plan’s RMH policy. MUL allows for commercial and office uses, which is not the intent of the RMH policy. It would also extend commercial uses into an existing residential neighborhood at Lakevilla Drive and Willowbranch Drive.

RECENT REZONINGS

Parcel 069 was approved for MUL at the December 11, 2003, Planning Commission meeting. Parcel 079 was also approved for MUL and RS3.75 by the Commission on December 11, 2003. This rezoning has not been finally approved by the Council as of January 16, 2004. The zoning bill is on the Council’s agenda for third and final reading on January 20, 2004.



Metro Planning Commission Meeting of 1/22/04

TRAFFIC

Based on the trip generation numbers for mixed use limited (MUL), this proposal is expected to generate approximately 171 to 1187 daily vehicular trips ranging from townhomes to specialty retail center uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

Current Zoning

RS3.75, Peak Adj. Street Traffic (Code 210, Single Family Detached Housing)

AM trips = 5 PM trips = 7

Proposed Zoning

MUL, Peak Adj. Street Traffic (Code 710, General Office)

AM trips = 44 PM trips = 46

“No Exceptions Taken.”

SCHOOLS (MUL)

2 Elementary 1 Middle 1 High

Schools Over/Under Capacity*

Students would attend Lakeview Elementary, Kennedy Middle School and Antioch High School. Kennedy and Antioch 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 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.

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.
Associated Case
Council Bill
Council District
Requested By

[Zone Change 2004Z-019U-10](#)
286-84-U-10
None
18 – Hausser
The Hamilton Company LLC, applicant, for Glen Ferguson, owner.

Staff Reviewer
Staff Recommendation

Mitchell
Disapprove

APPLICANT REQUEST

Rezone approximately 0.64 acres from residential (R8) to multi-family residential (RM20) district, property located at 2401 Fairfax Avenue, in the southwest corner of Fairfax Avenue and 24th Avenue South.

Existing Zoning
R8 district

R8 requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.41 dwelling units per acre including 25% duplex lots.

Proposed Zoning
RM20 district

RM20 is intended for single-family, duplex and multi-family dwellings at a density of 20 dwelling units per acre.

SUBAREA 10 PLAN POLICY
Residential Medium

Residential Medium (RM) is intended to accommodate residential development within a density range of about four to nine dwelling units per acre. As specifically stated in the Subarea 10 Plan, these areas are fully developed, and the policy is intended to conserve the character of existing neighborhoods and guide revitalization efforts involving land use decisions.

Policy Conflict

Yes. This neighborhood is to retain its existing character. Toward this end, the plan recommends no further expansion of the non-residential and higher density residential development along 21st Avenue South into the RM policy area on 24th Ave., South. The same recommendation holds for the higher density residential development and institutional uses to the north. Staff recognizes that the existing Planned Unit Development plan allows for the development of seven townhomes regardless of a requested zone change; however, staff is not in support of the intensification of the site through either the requested zone change or the requested PUD amendment.



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RECENT REZONINGS

No

TRAFFIC

Based on the trip generation numbers for RM20, this proposal will generate approximately 75 daily trips. (Institute of Transportation Engineers, 6th Edition, 1996). Different densities could generate more or less traffic.

Public Works' Recommendations

Request zone change from R8 to RM20

Current zoning

R8, Peak Hour Adj. Street Traffic (Code 210)
AM trips = 3 PM trips = 4

Proposed zoning

RM20, Peak Hour Adj. Street Traffic (Code 210)
AM trips = 10 PM trips = 14

“No Exception Taken”

[View Plat](#)



Project No.
Project Name

Planned Unit Development 286-84-U-10
Hamilton Park PUD
(formerly the Dinwiddie Square PUD)

Associated Case
Council Bill
Council District
Requested By

2004Z-019U-10
None
18 - Hausser
The Hamilton Company LLC, applicant, for Glen Ferguson, owner

Staff Reviewer
Staff Recommendation

Mitchell
Disapprove

APPLICANT REQUEST
Amend Preliminary PUD

Request to amend the existing Dinwiddie Square Preliminary Planned Unit Development, to be called Hamilton Park, to allow for the development of 10 townhouses on approximately 0.64 acres. The PUD property is in the southwest corner of Fairfax Avenue and 24th Avenue South.

PLAN DETAILS

Site Design:

The proposed plan calls for the development of 10 townhomes, to be located along the perimeter of the site, where six units are proposed along 24 Avenue South and four units are proposed along Fairfax Avenue. All units are proposed to face the existing streets, with little to no setback along each street, and all parking and detention to be located to the rear (west) of the site away from the intersection. The proposed PUD amendment exceeds the density allowed by the current Subarea 10 Plan, exceeds both the allowable rear yard setbacks and appropriate contextual setbacks along Fairfax and 24th Ave., South.

Zoning:

R8, which requires a minimum 8,000-square foot lot and is intended for single-family and duplex dwellings at an overall density of 5.41 dwelling units per acre including 25% duplex lots.

Proposed Zone Change:

The applicant is proposing a zone change as part of this PUD amendment application. The requested zone change is from the R8 district to RM20. RM20 is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. The land use policy for the site, under the Subarea 10 Plan, is Residential



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Access:

Medium (RM), which allows for a density range of 4 to 9 dwelling units per acre. Staff is recommending disapproval of the associated zone change.

Access to the site is being provided in two areas. One is directly off of Fairfax Avenue as a one-way-in to the site and the other is a two-way access point off of the existing 15-foot alley located to the rear (south) of the site. Public Works has recommended that the applicant widen the alley, from the proposed ingress / egress point to 24 Avenue South, to meet current width standards.

METRO PUBLIC WORKS' COMMENTS

Public Works provided comments that have yet to be adequately addressed by the applicant. Those comments were design based and did not address numbers of trips. The increased number of trips, as discussed in the associated zone change application, did not appear to be significant; therefore, the department recommended No Exception Taken.

STAFF RECOMMENDATION

Although the currently-approved PUD plan allows for the development of 7 townhomes, staff is recommending disapproval of the proposed amendment because the current land use policy calls for a density of 4 to 9 units per acre. By amending to plan to develop 10 units, the proposed density would exceed 15 units per acre. Staff recognizes that the existing PUD plan also exceeds the allowable density, but the existing PUD was successfully approved and adopted by Metro Council in 1984 – thereby establishing development rights for the 7-unit PUD plan.



Project No.
Associated Case
Council Bill
Council District
Requested by

Staff Reviewer
Staff Recommendation

[Zone Change 2004Z-020U-14](#)
 None
 None
 14 – White
 John Harwell, owner

 Harris
Disapprove

APPLICANT REQUEST

Rezone 0.53 acres from residential (R10) to commercial service (CS) district property at 115 Benson Road.

Existing Zoning
R10 district

R10 requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.7 dwelling units per acre, or 4.63 dwelling units per acre including 25% duplex lots.

Proposed Zoning
CS district

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

SUBAREA 14 PLAN POLICY

Retail Concentration Community (RCC)

RCC policy is intended to accommodate concentrations of community scale retail. Community scale retail includes many forms of retail activity, including most types of retail shops, restaurants, entertainment, and consumer services but at a scale smaller than that of a regional mall.

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. This property is split between RCC policy along Lebanon Pike and RLM policy closer to the residential area along Benson Road. While the proposed zoning district is consistent with the Subarea 14 Plan’s RCC policy, it is not consistent with RLM policy. An expansion of CS zoning onto a portion of this property may be appropriate, but changing the entire parcel to



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commercial uses would encroach into the established residential neighborhood on Benson Road. Access to CS zoning in this area should only be from Old Lebanon Pike or Lebanon Pike, which are predominantly commercial streets. Staff discourages the commercial encroachment further into this residential area.

RECENT REZONINGS

None.

TRAFFIC

Based on the trip generation numbers for commercial service (CS), this proposal is expected to generate approximately 519 to 594 daily trips ranging from new car sales to shopping center uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

Current Zoning

R10, Peak Adj. Street Traffic (Code 210, single family detached housing)

AM trips = 2 PM trips = 3

Proposed Zoning

CS, Peak Adj. Street Traffic (Code 832, High Turnover (sit-down) Restaurant)

AM trips = 129 PM trips = 151

“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.”



Project No.
Associated Case
Council Bill
Council District
Requested by

[Zone Change 2004Z-021U-03](#)
None
None
3 – Hughes
Jim Lukens, P.E., Lukens Engineering Consultants,
applicant, for Carroll and Greg Richardson, owners.

Staff Reviewer
Staff Recommendation

Harris
Disapprove

APPLICANT REQUEST

Rezone 22 acres from agricultural/residential (AR2a) to residential multi-family (RM4) district at 5424 Clarksville Pike.

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. The AR2a district would permit 11 lots on this property.

Proposed Zoning
RM4 district

RM4 is intended for single-family, duplex, and multi-family dwellings at a density of 4 dwelling units per acre. The RM4 district would permit 88 units on this property.

BORDEAUX-WHITES CREEK COMMUNITY PLAN POLICY

Natural Conservation (NCO)

NCO is intended for mostly undeveloped areas characterized by the widespread presence of steeply sloping terrain, unstable soils, floodplains or other environmental features that are constraints to development at urban or suburban intensities. NCO areas are intended to be rural in character, with very low intensity development. NCO policy should be applied to large areas that are generally unsuitable for urbanization due to the presence of extensive amounts of land with unstable soils, 20%+ slopes or other physical features that are severe constraints to urban development. NCO policy should be applied to large areas where only minimal accessibility is expected. Due to their environmentally sensitive character, NCO areas are generally unsuitable for conventional suburban or urban development. The predominant types of land use anticipated in these areas



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Policy Conflict

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. In general, densities should not exceed one dwelling unit per two acres.

Yes. The proposed zoning district (RM4) is not consistent with the Bordeaux-Whites Creek Community Plan's NCO policy. This community plan was recently updated and adopted by the Commission on September 25, 2003. The RM4 zoning district would be too intense for the topography of the site. The property contains significant hillsides with slopes $\leq 30\%$. It would allow for a density of four dwelling units per acre which is not consistent with the intent of the NCO policy at one dwelling unit per two acres. It is also not consistent with the existing zoning districts in the area.

RECENT REZONINGS

None.

TRAFFIC

Based on the trip generation numbers for residential multi-family (RM4), this proposal is expected to generate approximately 583 daily vehicular 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

Current Zoning

AR2a, Peak Adj. Street Traffic (Code 210, Single Family Detached Housing)

AM trips = 9 PM trips = 12

Proposed Zoning

RM4, Peak Adj. Street Traffic (Code 210, Single Family Detached Housing)

AM trips = 66 PM trips = 89

“No Exception Taken.”



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SCHOOLS

Schools Over/Under Capacity

13 Elementary 10 Middle 8 High

Students would attend Alex Green Elementary, Ewing Park Middle School and Whites Creek High School. Alex Green and Ewing Park 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.



Project No.	<u>Zone Change 2004Z-022U-14</u>
Associated Case	None
Council Bill	None
Council District	15 – Loring
Requested by	Roy Flowers, applicant, for Patricia F. Gray and Nancy F. Curtis, owners.
Staff Reviewer	Harris
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Rezone 1.77 acres from residential (R10) to commercial service (CS) district at 1510 Lebanon Pike.

Existing Zoning
R10 district

R10 requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at a density of 3.7 dwelling units per acre, or an overall density of 4.63 dwelling units per acre including 25% duplex lots.

Proposed Zoning
CS district

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

SUBAREA 14 PLAN POLICY

Commercial Arterial
Existing (CAE)

CAE policy is intended to 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.

Policy Conflict

No. The proposed zoning district (CS) is consistent with the Subarea 14 Plan’s CAE policy. This proposal for CS zoning district would allow development to occur in a nodal pattern. It is also consistent with the established zoning pattern along Lebanon Pike which is a commercial arterial street in this location. This property, along with two other residentially zoned parcels, is surrounded by industrial uses to the north and commercial uses on both sides and across the street.

RECENT REZONINGS

None.



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TRAFFIC

Based on the trip generation numbers for commercial service (CS), this proposal is expected to generate approximately 1735 to 1986 daily vehicular trips ranging from new car sales to shopping center uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

Current Zoning

R10, Peak Adj. Street Traffic (Code 210, Single Family Detached Housing)

AM trips = 7 PM trips = 9

Proposed Zoning

CS, Peak Adj. Street Traffic (Code 110, Light Manufacturing)

AM trips = 43 PM trips = 46

“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.”



Project No.
Associated Case
Council Bill
Council District
Requested by

[Zone Change 2004Z-023U-10](#)

None
None
25 – Shulman
Robert W. Rutherford, Attorney, applicant, for Phillips-Robinson Company, owner.

Staff Reviewer
Staff Recommendation

Harris
Disapprove

APPLICANT REQUEST

Rezone 0.17 acres from office/residential (OR20) to mixed use limited (MUL) district at 4103 Hillsboro Circle.

Existing Zoning
OR20 district

Office/Residential is intended for office and/or multi-family residential units at up to 20 dwelling units per acre.

Proposed Zoning
MUL district

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

SUBAREA 10 PLAN POLICY

Regional Activity Center (RAC)

RAC policy is intended for concentrated mixed-use areas anchored by a regional mall. Other uses common in RAC policy are all types of retail activities, offices, public uses, and higher density residential areas.

Policy Conflict

A design plan should accompany this proposal due to the complexity and intensity of the RAC policy and the voluntary UDO in this area. The proposed MUL zoning would allow uses such as restaurants and bars that may not be compatible with the neighboring residential uses to the west. Although MUL zoning is consistent with the Subarea 10 Plan’s RAC policy, a design plan is necessary to address how uses on this property will affect the adjacent residentially zoned area.

In November 2000, there was a request to rezone this parcel and several others along Hillsboro Circle to MUL. The proposal was disapproved by the Planning Commission based upon a staff recommendation that it would be premature since a UDO had not been adopted in the Green Hills area. The Subarea 10 plan recommends that “...future development within the RAC policy area integrate internal and external pedestrian facilities, to cut



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down on the number of automobile trips within the area” (Area 11A, p. 58).

An Urban Design Overlay was adopted in August 2002, but it is voluntary. Although property owners have incentives to achieve the design objectives of the UDO, there are no required design standards. This proposal should include parcels 10-15, which were included in the original request in 2000, with the exception of parcel 14. Parcel 014 was not included in the zone change request in 2000. The inclusion of the parcels is important to assure that development will occur in a cohesive manner and with the character desired for this area.

RECENT REZONINGS

None.

TRAFFIC

Based on the trip generation numbers for mixed use limited (MUL), this proposal is expected to generate approximately 43 to 301 daily vehicular trips ranging from townhome to specialty retail center uses. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Public Works Recommendations

Current Zoning

OR20, Peak Adj. Street Traffic (Code 710, General Office)
AM trips = 10 PM trips = 9

Proposed Zoning

MUL, Peak Adj. Street Traffic (Code 710, General Office)
AM trips = 12 PM trips = 11

“No Exception Taken.”

SCHOOLS

<1 Elementary <1 Middle <1 High

Schools Over/Under Capacity*

Students would attend Julia Green Elementary, Moore Middle School and Hillsboro 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.

*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.



Project No.
Project Name
Associated Cases
Council District
Requested By

[Subdivision 2004S-038U-05](#)
Sam Levy Homes, Phase I
None
5 - Murray
M.D.H.A., owner and Barge, Waggoner, Sumner and Cannon, engineer

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions

APPLICANT REQUEST

Preliminary Plat

Request to subdivide 35.63 acres into 10 lots

ZONING

RM20 District

RM20 district is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre.

SUBDIVISION DETAILS

This preliminary plat is part of the redevelopment plan for Sam Levy that includes demolishing all existing housing units and replacing them with new homes. The Dollar General Store and the Community Center will remain.

Legislation will need to be approved by Council to abandon right-of-way and utility lines/easements prior to final plat recordation. That legislation will be reviewed by the Commission as a Mandatory referral.

PUBLIC WORKS

No exceptions taken. Approvals are subject to Public Works review and approval of construction plans. Road designs which meet Metro standards will be approved. Abandonment of right-of-way will require approval of Metro Traffic and Parking Commission, the Planning Commission and the Council.

STORMWATER

Approval from the Stormwater Management Department must be obtained prior to the Planning Commission meeting. The applicant has addressed water quality in a note indicating they want to try using a pond. If a pond is going to be used then the proposed location must be shown on the plat.



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CONDITIONS

A revised plat shall be submitted prior to the Planning Commission meeting that shows:

1. A note explaining the purpose of the subdivision. The proposed locations of the detention/water quality ponds.

[View Plat](#)



Project Name
Associated Cases
Deferral

Project No. [Subdivision 98S-129U-10](#)
Baldwin Arbor, First Revision
None
Deferred at the April 24, 2003, Commission meeting

Staff Reviewer
Staff Recommendation

Leeman
Approve moving sidewalk to the west side of Baldwin Arbor Road.

APPLICANT REQUEST
Final Plat

This request was originally for a sidewalk variance, but has since been changed to allow for the existing approved 4-foot sidewalk to be moved from the east side of Baldwin Arbor Road to the west side of Baldwin Arbor Road with no grass strip.

The Planning Commission approved the preliminary and final plats in 1998, including a 4-foot wide sidewalk and a 2-foot wide grass strip between the sidewalk and the curb—meeting the requirements of the Subdivision Regulations at that time.

ZONING
RS10 district

RS10 zoning allows single-family residential requiring minimum lot size of 10,000 square feet.

HISTORY

The applicant originally requested a variance to the sidewalk provisions (Section 2-6.1) of the Subdivision Regulations to eliminate an unbuilt, 600-foot long sidewalk along the east side of Baldwin Arbor Road. The applicant contended that because the sidewalk would require the removal of mature trees, existing driveways, and various other obstructions, that the sidewalk was a hardship. Staff recommended disapproval of the variance request since there was no unique property hardship.

SUBDIVISION VARIANCES
Sidewalks (Section 2-6.1)

Staff recommends a variance to eliminate the required 2-foot grass strip, where necessary, allowing the sidewalk to be moved farther from the existing trees on the west side of the road.

Metro Public Works Findings

No Exception Taken



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If this request is approved, the revised plat shall include the following prior to recordation:

1. Signatures of all property owners within the subdivision.
2. Note number 14 must be changed to reference Instrument # 20000128-0009264.



Project No.
Project Name
Associated Cases
Council District
Requested By

[Subdivision 2003S-157U-07](#)
White Subdivision
None
34-Williams
Patrick Coode, applicant for Arlene White, owner

Staff Reviewer
Staff Recommendation

Reed
Approve the subdivision with conditions, but disapprove the request for a sidewalk variance.

APPLICANT REQUEST

Request for final plat approval to create a new parcel from an existing lot abutting the southeast corner of Harding Pike and Page Road (0.65 acres) at 5401 Highway 100.

ZONING
CS district

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

SUBDIVISION DETAILS

This subdivision would split a 0.65 acre parcel into a 0.38 acre parcel (western portion, new parcel 1) and a 0.27 acre parcel (eastern portion, new parcel 2). There is an existing business on the western portion of the lot. The eastern portion is vacant. The western portion fronts on Harding Road (U.S. Highway 70) and the eastern portion fronts on Page Road and an alley.

The paved portion of the existing alley encroaches approximately ten feet onto the eastern side of Lot 2. The alley has not been maintained. It is frequently used to bypass the intersection of Highway 70 and Page Road for access to a post office and other commercial businesses to the south. There is a line of trees and a fire hydrant in the platted alley which has shifted traffic west onto what is proposed as Lot 2.

SIDEWALK
Variance Request

The applicant has requested a sidewalk variance along the Page Road frontage of Lot 2. The applicant does not want to limit vehicular access to the proposed Lot 2 from Page Road. The applicant further states that Page road is narrow, without shoulders or connecting sidewalks. Applicant states that the building that existed on Lot 2 was torn down by mistake, and now that requiring sidewalks as a condition of subdivision and rebuilding, it would cause a hardship. The applicant initially sought to develop this property without a subdivision and was informed by the Codes Department that the Zoning Code would require a



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Public Works Constructability Report

Staff Recommendation For Variance

sidewalk on the entire road frontage of what is now proposed Lots 1 and 2

There are no impediments to the construction of a sidewalk in this location.

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.

TRAFFIC ENGINEER'S FINDINGS

The pavement width of Page Road was measured at 20 feet. The standard road section for a 50-ft. right-of-way has 27 feet of pavement. This part of Page Road should be widened by three and a half feet, which would make the developer's half of Page Road consistent with ST-252. ST-210 sidewalk, and ST-210 curb and gutter are buildable on this site.

CONDITIONS

If the sidewalk variance is denied:

1. Access to the property shall be from the existing alley entrance off Page Road and cross access with the corner lot. The cross access shall be shown on the plat.
2. This part of Page Road shall be widened by 3 ½ feet, making the applicant's half of Page Road consistent with ST-252.
3. Install curb and gutter along the Page Road frontage consistent with ST-200.

If the sidewalk variance is granted:

1. Cross access with the corner lot shall be shown on the plat. [View Plat](#)



Project No.	<u>Planned Unit Development 60-86-P-14</u>
Project Name	Northlake Village Commercial PUD
Associated Case	None
Council Bill	None
Council District	12 - Gotto
Requested By	Ragan-Smith Associates, applicant, for Exxon Corporation, owner
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Revise Preliminary & Final PUD

Request for revision to a preliminary Planned Unit Development and Final PUD approval for the Northlake Village Commercial PUD to allow for the development of an 864-square foot automatic car wash on the same tract as the Exxon fuel station. The property is located at the southeast corner of Old Hickory Boulevard and Andrew Jackson Way.

PLAN DETAILS

The plan proposes one building, 864 square feet in size, with access to the facility coming off of the existing shared access drive between the fuel station and the adjacent Eckerd's drug store.

The addition of the car wash does not increase the Council-approved building square footage on the property by more than 10%; therefore, an amendment to the PUD is not required for this addition.

METRO PUBLIC WORKS' COMMENTS

Comments regarding the queuing lane were submitted to the applicant. These comments were satisfactorily addressed.

CONDITIONS

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



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

[View Plat](#)



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

APPLICANT REQUEST
Revise Preliminary & Final PUD

Request for revision to a Preliminary Planned Unit Development and for Final PUD approval for the Stewartwood Annex Commercial PUD to allow for the development of 18,200 square feet of commercial retail / general office on a 1.79-acre tract. The property is located along the north side of Stewarts Ferry Pike, north of Interstate 40.

PLAN DETAILS

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

Requirement for PUD Amendment

The most recent PUD plan approved plan approved by Metro Council allowed for the development of 13,800 square feet of general commercial and general office. Pursuant to §17.40.120G.2.h., “the total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council.” The increase of the square footage to 18,200 square feet exceeds the allowable increase of 1,380 square feet by approximately 3,000 square feet. Accordingly, the applicant’s request must be approved by the Metro Council as an amendment to the PUD.

METRO PUBLIC WORKS’ COMMENTS

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



Metro Planning Commission Meeting of 1/22/04

CONDITIONS

1. This request must be considered by the Metro Council as an amendment to the PUD since the additional square footage exceeds the allowable square footage increase per the Metro Code.
2. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
3. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met before the issuance of any building permits.
4. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
5. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.

[View Plat](#)



Project No.	<u>Planned Unit Development 2000P-003G-06</u>
Project Name	Riverwalk Townhomes
Associated Case	None
Council Bill	None
Council District	35 - Tygard
Requested By	Civil Site Design Group, applicant, for Corinthian Homes, owner
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Final PUD

Request for Final PUD approval for the Riverwalk PUD to allow for the development of a 61-unit townhouse project (Phase 5) on approximately 58.48 acres of the PUD. The property is located along the north side of Newsom Station Road, west of the Harpeth River, and south of Phase 1 of the Riverwalk PUD.

PLAN DETAILS

The plan proposes 61 townhouse units that are located along either side of a single private drive that enters the site from Riverwalk Drive. The proposed plan is consistent with the Council approved preliminary plan. However, this plan has reduced the impact to the steep topography from the original plan for this portion of the PUD since the units are grouped in a closer pattern and not extended to the southeast corner of the site, as approved on the preliminary plan.

The proposed density for this phase of the PUD is 1 unit per acre, and the developer is providing 92% open space based on gross acreage.

COMMENTS

No Exception Taken

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.



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

[View Plat](#)



Project No.	<u>Mandatory Referral 2004M-005U-02</u>
Project Name	Bridge Improvements/Brick Church Lane and Dry Fork Road
Council Bill	None
Council District	3 - Hughes
Requested By	Metro Real Property Services
Staff Reviewer	Reed
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

An Ordinance for property acquisition located on the north and south margins of Brick Church Lane, between I-24 and Brick Church Pike, for replacement of the box bridge across the North Fork of Ewing Creek, and also Dry Fork Road over Carney Creek.

DEPARTMENT AND AGENCY COMMENTS

No responding departments or agencies take exception. NES has taken the position that any required relocation of existing distribution lines will be at that entity's expense.

RECOMMENDATION

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



Project No.
Project Name

[Mandatory Referral 2004M-006G-03](#)
Property Acquisition: Dry Fork Road/Stenberg Road

Council Bill
Council District
Requested By

None
1 - Gilmore
Metro Finance/Real Property Services

Staff Reviewer
Staff Recommendation

Reed
Approve

APPLICANT REQUEST

An Ordinance for property acquisition located on the north and south margins of Dry Fork Road, and on the east margin of Stenberg Road, to replace a box bridge across Carney Creek.

DEPARTMENT AND AGENCY COMMENTS

No responding departments or agencies take exception. Metro Water Services wishes to make known that there is an existing 12” sewer line located on the northeastern side of Stenberg Road at Dry Fork Road on Parcel 63.

RECOMMENDATION

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



Project No.	<u>Mandatory Referral 2004M-007U-10</u>
Project Name	Surplus Property/Woodmont Boulevard
Council Bill	None
Council District	24 - Summers
Requested By	Metro Real Property Services
Staff Reviewer	Reed
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST	An Ordinance, for disposition of surplus property located approximately 175 feet west of the west margin of Woodmont Boulevard and north of Ashley Park Drive, for the purpose of selling property no longer needed by the Metropolitan Government.
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DEPARTMENT AND AGENCY COMMENTS	No responding departments or agencies take exception. NES retains any and all easements they have that may be associated with the property.
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RECOMMENDATION	The following departments or agencies have reviewed this request and recommended approval: Metro Historical Commission, and NES.
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Project No.	<u>Mandatory Referral 2004M-008U-09</u>
Project Name	Awning and sign encroachment/Global Cafe
Council Bill	None
Council District	6 - Jameson
Requested By	Deborah Sylva, MJM Architects for Global Café, Inc.
Staff Reviewer	Reed
Staff Recommendation	<i>Approve subject to NES approval.</i>

APPLICANT REQUEST

A request for an awning and sign encroachment for Global Café, located at 322 Broadway, on the northeast corner of Broadway and Fourth Avenue South, submitted by the Department of Public Works for Global Café, Inc. This request consists of a sign that will protrude two feet from the building a minimum of twelve feet above the ground and seven canvas and aluminum awnings that protrude approximately three feet from the building approximately ten feet above the ground.

DEPARTMENT AND AGENCY COMMENTS

NES has recommended *disapproval* pending review of constructions drawings. Those drawings are being provided. No other responding departments or agencies take exception. The request presents no apparent barriers to access or circulation.

RECOMMENDATION

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