



**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

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

**Minutes
OF THE
Metropolitan Planning Commission**

July 22, 2004

PLANNING COMMISSION:

James Lawson, Chairman
Doug Small, Vice Chairman
Stewart Clifton
Tonya Jones
Ann Nielson
Victor Tyler
James McLean
Councilmember J.B. Loring
Phil Ponder, representing Mayor Bill Purcell

Staff Present:

Richard Bernhardt, Executive Director
Ann Hammond, Asst. Director
David Kleinfelter, Planning Manager II
Margaret Holleman, Legal Counsel
Trish Brooks, Administrative Assistant
Kathryn Fuller, Planner II
Adrian Harris, Planner I
Bob Leeman, Planner III
Preston Mitchell, Planner II
Chris Wooton, Planning Tech I
Cynthia Wood, Planner III

Commission Members Absent:

Judy Cummings

I. CALL TO ORDER

The meeting was called to order at 4:07 p.m.

II. ADOPTION OF AGENDA

Ms. Hammond announced that Item No. XIV – Addendum, has been added to the agenda. The addendum contains Mandatory Referral, 2004M-058U-03, which is on the Consent Agenda for approval.

Ms. Nielson moved and Mr. Mclean seconded the motion, which passed unanimously, to approve the agenda as presented. **(8-0)**

III. APPROVAL OF JULY 8, 2004, MINUTES

Mr. Ponder moved and Mr. Loring seconded the motion, which passed unanimously to approve the minutes of July 8, 2004 meeting. **(8-0)**

IV. RECOGNITION OF COUNCILMEMBERS

Councilmember Gotto indicated he would address the Commission regarding his items after they were presented.

Councilmember Coleman spoke in favor of the Southeast Community Plan 2004 Update.

Councilmember Toler spoke in favor of the Southeast Community Plan 2004 Update. He stated he would address individual issues of the Plan after it was presented.

Councilmember Shulman mentioned that due to additional changes made to Item #5 – 2004S-161U-10, Glen Echo Resubdivision, he and the neighbors are in support of this proposal. He stated that the developer has agreed to place single-family dwellings on these lots and he requested that staff include the proper language in the proposal to reflect these changes. He spoke also in favor of Item #15 - 2004P-006U-10 Lone Oak Village PUD.

Councilmember Murray spoke in favor of Item #10 – 2004Z-098U-05. She submitted a petition to the Commission which contained signatures of support for this proposed zone change.

Council Lady Tucker stated that she and Councilmember Hughes held a neighborhood meeting regarding Item #2 – 2004Z-076G-03. She explained that the neighbors are strongly opposed to this proposal as it was presented. She also stated that this item was deferred indefinitely.

V. PUBLIC HEARING: ITEMS REQUESTED TO BE DEFERRED OR WITHDRAWN

1. 2004Z-059G-13 AR2a to CS, 4046 LaVergne Couchville Pike – deferred indefinitely at the request of the applicant
2. 2004Z-076G-03 RS20 to RS10, property at 3512 Knight Drive – deferred indefinitely at the request of the applicant
4. 2004S-206G-03 Bell Grimes Subdivision – deferred to August 12, 2004 at the request of the applicant. Ms. Hammond also announced corrections to this agenda item. The Subarea should read: Subarea 2, and the Council District should read: District 3 (Hughes)
6. 2004Z-085G-13 AR2a to RM6, Old Hickory Boulevard, north of Logistics Way – deferred to August 26, 2004 at the request of the applicant
13. 97S-014U-03 Forest Vale Subdivision – deferred to August 26, 2004 at the request of the applicant
14. 122-83-U-12 Woodlands Planned Unit Development – deferred to August 12, 2004 at the request of the applicant

Mr. Tyler arrived at 4:12

Ms. Nielson moved and Mr. McLean seconded the motion, which passed unanimously to approve the Deferred and Withdraw items. **(9-0)**

VI. PUBLIC HEARING: CONSENT AGENDA PREVIOUSLY DEFERRED ITEMS

3. 2002S-278G-13 Arbor Crest Subdivision -- Request to revise a condition of the previous approval - Approve
- ### **ZONING MAP AMENDMENTS**

9. 2004Z-095U-11 Apply the Historic Landmark Overlay District to 3210 Avenal Avenue - Approve
10. 2004Z-098U-05 Change from RM20, OR20, and RM40 zoning to RS5 zoning property located in 5th Council District - Approve

PRELIMINARY SUBDIVISION PLATS

11. 2004S-188U-05 Inglewood Place – Request to resubdivide Lot 14 along Kirkland Ave. into two lots - Approve with variance for lot depth-to-width ratio and a variance from sidewalk requirement along Kirkland Ave
12. 2004S-214G-14 Cooks Landing Subdivision – Request for preliminary plat approval for 42 lots on Stewarts Ferry Pike - Approve w/conditions

PLANNED UNIT DEVELOPMENTS (revisions)

15. 2004P-006U-10 Lone Oak Village PUD -- Final PUD located along Lone Oak Road and Shackleford Lane - Approve w/conditions

MANDATORY REFERRALS

17. 2004M-053G-06 Aerial encroachment/ Sign for O'Charley's - Approve
18. 2004M-059G-02 Brick Church Pike Easement Acquisition - Approve
19. 2004M-060U-10 Craighead Patten Properties Drainage Acquisition - Approve
20. 2004M-061U-10 First Unitarian Universalist Church Drainage Acquisition - Approve

21. 2004M-062G-14 Hickory Hill Lane Drainage Acquisition - Approve
22. 2004M-063U-05 Larkspur Drive Easement Acquisition -Approve

OTHER BUSINESS

25. "Amendment to the Contract between TDOT and the MPC (for the MPO) for FY2004 obligating FHWA PL Funds"

ADDENDUM

26. 2004M-058U-03 J.B. Knowles Home for the Aged Lease Agreement

Ms. Nielson moved and Mr. Ponder seconded the motion, which passed unanimously to approve the consent agenda. **(9-0)**

Upon completion of this motion, a resident – Mr. Paul Housch -- expressed his concerns regarding Item #12 – 2004S-214G-14 Cooks Landing Subdivision, which was approved on the Consent Agenda. He indicated that he and several other residents were in attendance to speak in opposition to this proposal and requested that it be removed from the Consent Agenda.

Mr. Lawson explained that the item was already approved and those who were in favor of its approval have left the meeting with the understanding that it was approved.

Mr. Loring indicated that since this item was a preliminary plat approval and will have to be presented again to the Commission for final approval, he suggested that the item remain on the Consent Agenda as an approved item. He further suggested that when the item comes back to the Commission for final approval, both parties (those in favor and/or against) will have the opportunity to speak.

Mr. Ponder requested that when 2004S-214G-14 Cooks Landing Subdivision returns to the Commission for final approval, it be placed on the regular agenda, as opposed to the Consent Agenda. This will allow the residents of the community to opportunity to voice their opinion.

VII. REQUEST TO ADOPT THE SOUTHEAST COMMUNITY PLAN: 2004 UPDATE

Staff Recommendation - *Approve*

REQUEST - Adopt the Southeast Community Plan: 2004 Update.

This plan replaces the Subarea 12 Plan: 1996 Update.

Public Participation - Staff met with over 700 residents, property owners, and business owners during a series of nine community workshop meetings held during March – June, 2004. Staff presented the final draft plan at a meeting on June 8.

Highlights - Conservation of existing developed residential areas and maintenance and revitalization of existing commercial areas are important goals of the plan. Thus, land use policies for the developed portions of the community remain substantially unchanged, although in some cases the old land use policy categories used in the 1996 version have been replaced by the equivalent Structure Plan policy used in the new community planning system. An example of this would be the replacement of Major Public Open Space policy with Open Space policy. Also, old Commercial Arterial Existing and Retail Concentration Community policy areas have been changed to the newer Community Center policy.

The land use policies for undeveloped and developing portions of the community have changed somewhat more from the 1996 plan to the 2004 version. Most of these undeveloped and developing areas are in the southeastern portion of the community south of Bell Road and between Nolensville Pike and I-24. This is where most of the community's growth is expected to occur.

Although community participants largely accepted the fact that the Southeast community is and will continue to be one of the county's fastest growing, they still hope to preserve some of the community's rural character. To this end,

a Rural policy area has been set aside in the southeast corner of the community near Cane Ridge Park. This area is not served by sewer, and under the policy will remain unserved.

Another difference between the 1996 plan and the current draft for this southeastern portion of the community is that several Residential Medium Density policy areas, which are located around the edges of the area in question, are recommended to be changed to Neighborhood General policy with an average density limitation of nine housing units per acre. This keeps the density of those policy areas the same as in the current plan, which community participants did not wish to see exceeded, while granting an incentive for quality design through the policy. Under Neighborhood General policy, if applicants do not submit a Planned Unit Development, Urban Design Overlay, or site plan along with their zone changes, they are limited to RS20 or RS15 zoning.

Also located around the periphery of the fast-growing southeast portion of the community are mixed use Neighborhood Center, Community Center, Neighborhood Urban, Corridor General, and Commercial Mixed Concentration policy areas that are intended to meet growth needs as well as to help provide diverse housing opportunities in appropriate locations.

The draft community plan provides recommendations for public facilities and services such as greenways, bikeways, parks, and new street connections to serve the growing community. The majority of these will be provided through the private sector as new development takes place. There will be some exceptions, such as the planned new Southeast Arterial, which will run from Nolensville Pike at Concord Road to Hobson Pike in the Antioch-Priest Lake community and will have a new interchange with I-24 between the Hickory Hollow Parkway and Old Hickory Boulevard interchanges. This roadway will be constructed at public expense.

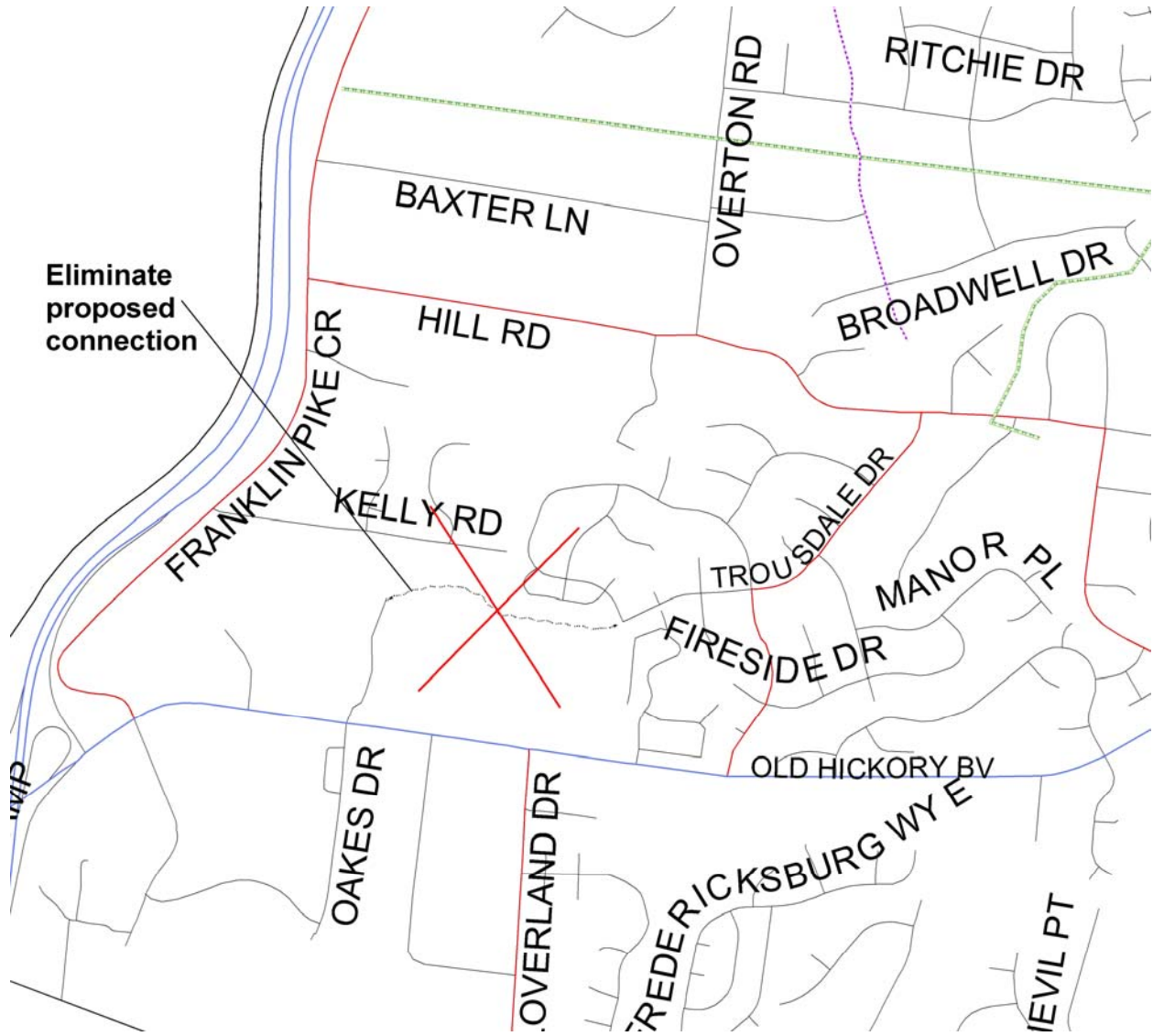
Staff is recommending that the final draft plan be adopted with the following two changes:

Elimination of proposed connection of Trousdale Drive to Old Hickory Boulevard: Staff has learned that all options for making this connection have now been eliminated because the owners of property where right-of-way would need to be acquired are unwilling to permit Trousdale to be extended through their land.

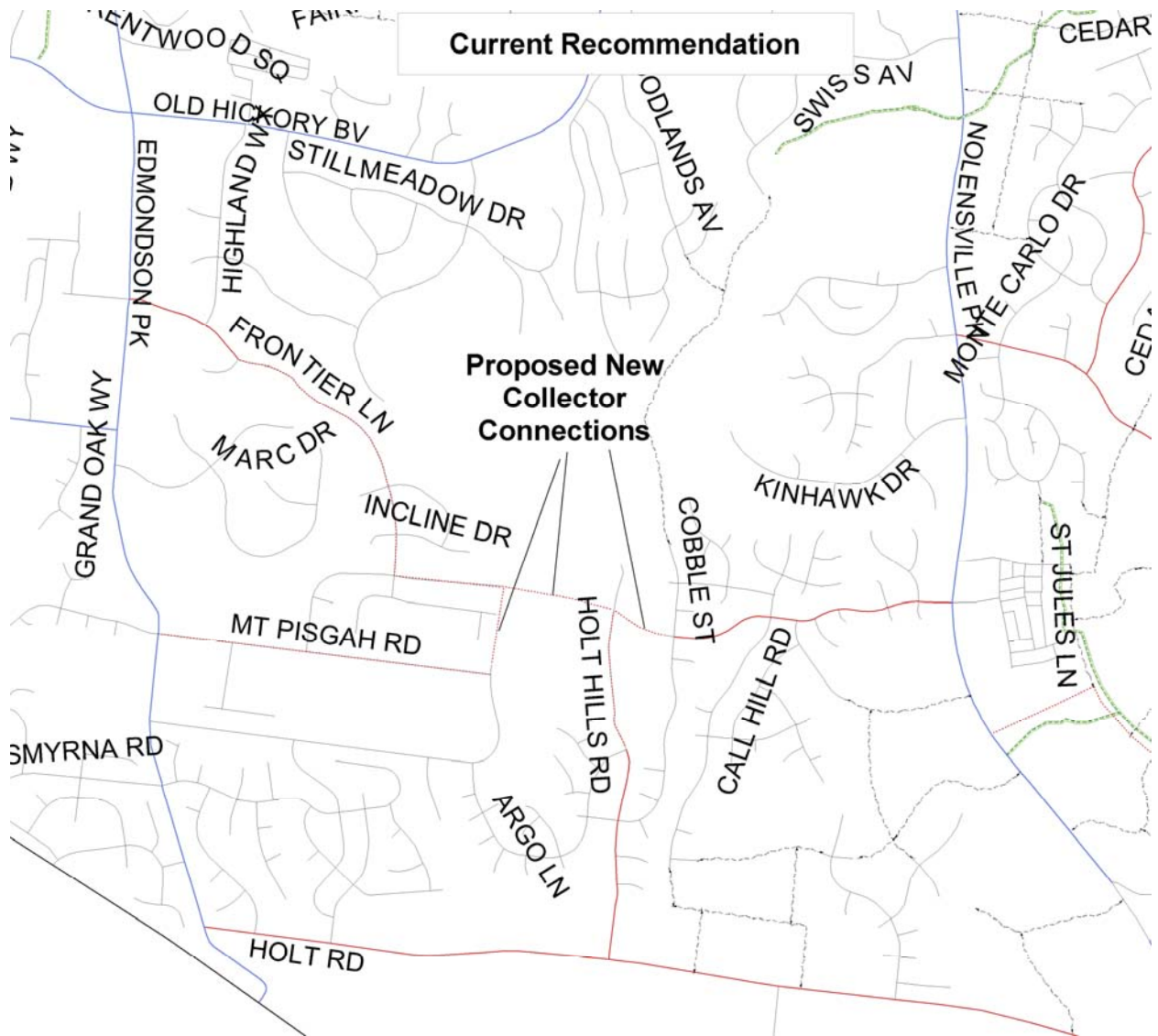
Change proposed collector street system involving Frontier Lane, Christiansted Lane, Mt. Pisgah Road, and proposed new connections to Holt Hills Road and Mt. Pisgah Road to a local street system. In response to local opposition to the connection of Christiansted Lane to Holt Hills Road, Bradford Hills Drive, and Mt. Pisgah Road, staff has done some additional investigation and discussion and come to the conclusion that while these remain important connections to serve this still-growing area, it would be better for the connections to be local connections rather than collectors. Christiansted Lane and Mt. Pisgah Road were built as local streets and it would be best to make the connections into them local streets as well. This would enable traffic calming measures to be employed, preferably in the original design of the new streets.

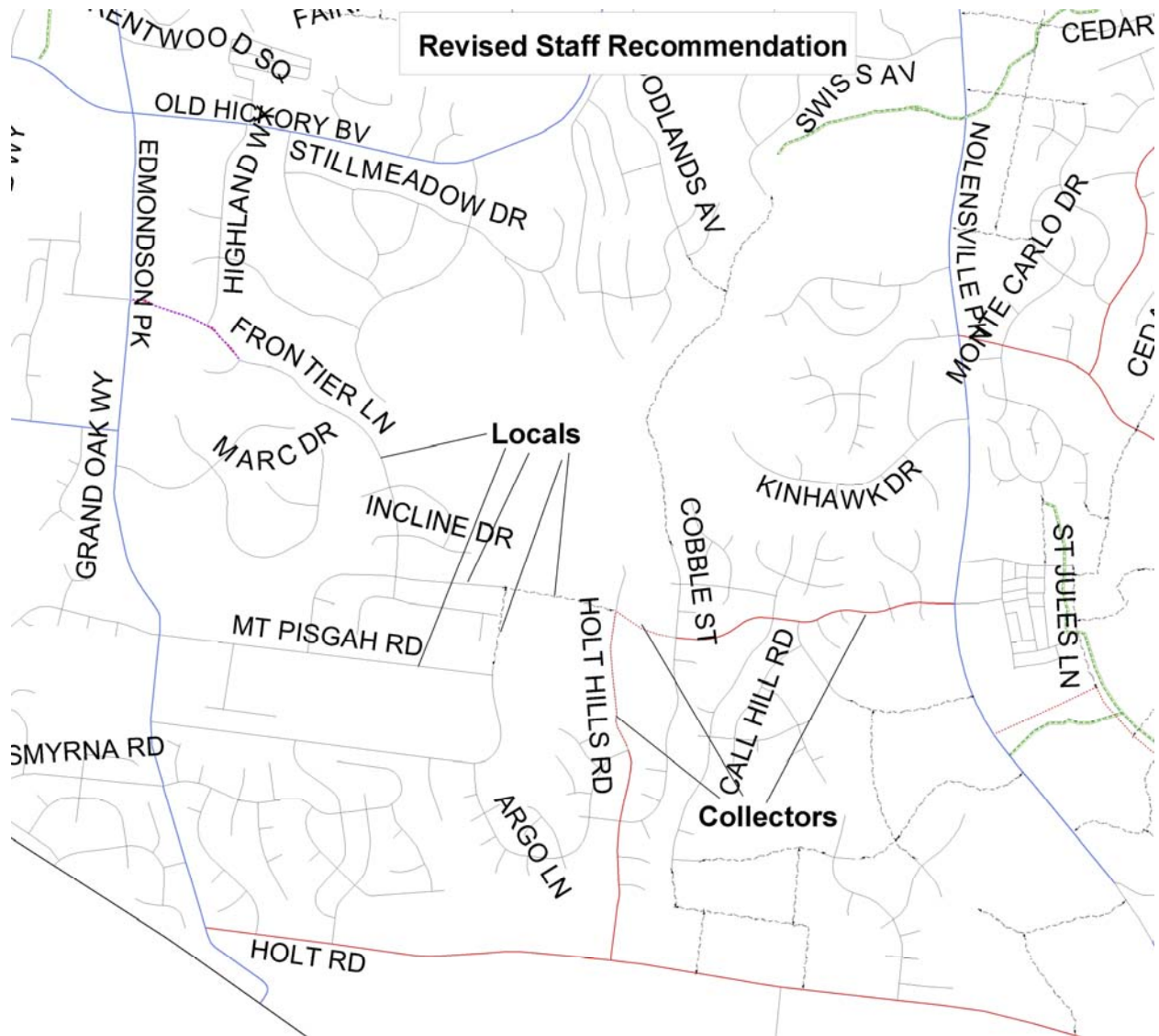
The two changes are detailed below.

1. Trousdale Drive



2. Frontier Lane-Christiansted Lane-Mt. Pisgah Road to Holt Hills Road and Bradford Hills Drive:





Ms. Woods presented and stated that staff is recommending approval of the Southeast Community Plan 2004 Update as well as the three recommended changes she mentioned in the presentation.

Mr. Clifton left the meeting at 4:45 p.m.

Mr. Basil Welch, 6732 Christiansted Lane, spoke in opposition to proposed changes for Christiansted Lane.

Robert Wingfield, 6644 Sugar Valley, spoke in opposition to commercial development proposed for the lower portion of Nolensville Road.

Mr. Donald Bishop, 730 Hill Road, spoke in opposition to changing the area next to I-65 and Old Hickory Boulevard from office concentration to commercial mixed concentration.

Mr. Bill Land, 6752 Christiansted Lane, spoke in opposition to the collector streets contained in the plan update.

Mr. Greg Bouchillon, 6740 Christianstead Lane, spoke in opposition to collector streets contained in the plan. He displayed photos of Christiansted Lane to the Commissioners.

Mr. Edd Turner, 775 Hill Road, spoke in opposition to the restriction of development contained in the plan updated.

Mr. H. K. McGee, Hill Road resident, spoke in opposition to the restriction of development contained in the plan update.

Ms. Sharon Force, 280 Holt Hill Road, spoke in opposition to connector roads contained in the subarea plan.

Ms. Eleanor Dyer, 6357 Nolensville Road, requested that the plan be amended to rezone a portion of the land located at Bell Road and Old Hickory Boulevard from residential to commercial.

Mr. Don Albright, C.B. Richard Ellis, presented a handout to the Commissioners. He requested that the area near Blue Hole Road and Bell Road be considered for some type of retail zoning.

Mr. Shawn Henry, attorney, requested that a portion of the southside of Bell Road be considered for mixed-use development.

Ms. Christie Warren, requested that an acre of land that she owns near Bell Road and Blue Hole Road be considered for commercial rezoning.

Mr. J.D. Tayler, 5673 Cloverland Drive, spoke in opposition to the proposed extension of Cloverland Drive into Williamson County to connect to Jones Parkway.

Ms. Sue Stakely, 6708 Christiansted Lane, spoke in opposition to Christiansted Lane being considered a collector street.

Mr. Craig Cole, GBT Realty, spoke in opposition to the lack of retail and commercial zoning for the southeast portion of Bell Road and Nolensville Road.

A member of Community Development Partners requested that five parcels on Trousdale and Harding Place be zoned mixed use limited. Information pertaining to this request was submitted to the Commission.

Mr. Don Smithson, spoke on behalf of Janice & Steve Williams, and requested that a portion of land owned by the Williams be excluded from the Subarea plan to allow time to develop a master plan. The area is located in the southeast section of Rutherford County next to LaVergne.

Mr. Greg Gamble, GBT Realty, also consulting for the Williams' requested that the portion of the land located in the southeast portion of Davidson County, adjoining both Rutherford and Williamson County be zoned mixed-use to allow for cluster homes, villages and retail.

Mr. Jack James, 6612 Christiansted Lane, spoke in opposition to Christiansted lane becoming a collector street.

Mr. Nick Silas, requested additional time in order to develop a plan for the Hill Road property.

Mr. Craig Jones, 6728 Christiansted Lane, spoke in opposition to Christiansted Lane becoming a collector street.

Mr. Jack Irby, 565 Michele Drive, presented information and pictures to the Commission. He spoke in opposition to a big box development in his neighborhood located at Bell Road and Old Hickory Boulevard.

Ms. Wanda Shotweil, 5515 Country Drive, spoke in opposition to the proposed development at Bell Road and Old Hickory Boulevard.

Mr. Mike Clark, 615 Main, requested the Subarea Plan include grocery stores.

Councilmember Toler requested that the Commission look closely at the Christiansted Valley Subdivision and the proposed collectors roads included in the Subarea Plan Update. He also suggested that the Commission look closely at the Cloverland Drive area which connects to Williamson County.

Ms. Heather Ray, requested the Hill Road area be allowed to develop in ways which will be in keeping with the goals and will be sensitive to the area.

Councilmember Coleman spoke in support of the Subarea plan. He thanked the staff and residents for all of the work put forth in the plan.

Mr. Ponder requested clarification on whether the plan could be amended once adopted. He expressed he is in favor of approving the plan.

Mr. Bernhardt explained that the staff will be able to work with those who would like to amend the plan. He stated that the plan is the overall consensus of the neighborhoods.

Mr. Tyler requested clarification on the transportation deficiency tracking method explained in the Subarea plan. He stated he was in favor of approving the plan.

Mr. McLean commended the staff on the plan presentation. He stated the issues mentioned can be solved over a period of time and is in favor of approving.

Mr. Small commended the staff for their work on this plan. He stated that there will be other opportunities to look at the individual issues associated with this plan and the opportunity to amend them. He stated he was in favor of approving the plan.

Ms. Jones stated she was also in favor of approving the plan. She stated that the guidelines that have been set for this area are good.

Mr. Loring commended the staff for their work. He expressed concerns regarding connector streets in relation to established neighborhoods and the limited commercial development included in the plan.

Mr. Lawson expressed concerns regarding the connector roads included in the plan. He suggested that the Commission include language in their motion to insure these areas of concerns are addressed.

Mr. Ponder moved and Mr. Tyler seconded the motion, which passed unanimously to approve the Southeast Community Plan: 2004 Update with special consideration to be given to the corridor of Cloverland Drive connecting to Williamson County and to the Holt Hills area of the Plan. **(8-0)**

Please see the addendum at the end of these minutes for the complete language added as a result of this motion.

Resolution No. 2004 –246

“BE IT RESOLVED by the Metropolitan Planning Commission that the Request to Adopt the Southeast Community Plan: 2004 Update is **APPROVED. (9-0)**”

The Commission recessed at 5:55 p.m.

The Commission resumed at 6:15 p.m.

Ms. Jennifer Carlat introduced Michael Marks to the Commission and explained that he and Chris Wooden have been appointed by the Mayor’s office to work with the Commission as part of the Youth Liaison program.

Mr. Lawson welcomed Mr. Marks to the meeting.

VIII. PUBLIC HEARING: PREVIOUSLY DEFERRED ITEMS AND ITEMS ON PUBLIC HEARING
ZONING MAP AMENDMENTS

1. **2004Z-059G-13**
Map 165 , Parcel 128
Subarea 13 (2003)
District 32 (Coleman)

A request to change from AR2a to CS district property located at 4046 LaVergne Couchville Pike, south of Hamilton Church Road, (5.15 acres), requested by Laura Digan, applicant, Randall Tidwell, owner.

The Metropolitan Planning Commission DEFERRED 2004Z-059G-13 indefinitely at the request of the applicant. (9-0)

2. **2004Z-076G-03**
Map 49, Portion of Parcel 143
Subarea 3 (2003)
District 3 (Hughes)

A request to change from RS20 to RS10 district a portion of property at 3512 Knight Drive, opposite Brick Church Lane, (60 acres), requested by Ralph Monroe of Angel City Development Corporation, for William J. Berg, trustee. (Deferred from meeting of June 24, 2004).

The Metropolitan Planning Commission DEFERRED 2004Z-076G-03 indefinitely at the request of the applicant. (9-0)

PRELIMINARY SUBDIVISION PLATS

3. **2002S-278G-13**
Arbor Crest Subdivision
Map 137, Parcels 9 and 91
Subarea 13 (2003)
District 33 (Bradley)

A request to revise a condition of the 11/14/2002 approval, naming Metro Water Services as the utility district for an alternative sewer system, of a preliminary plat for 66 lots abutting the west margin of Bakers Grove Road, opposite Granny Wright Lane, (47.56 acres), classified within the RS15 districts, requested by Michael R. and Peggy D. Schroer, owners/developers, T Square Engineering, surveyor.

Staff Recommendation - Approve

APPLICANT REQUEST - This is a request to remove a condition from a subdivision previously approved by the Commission on November 14, 2002, which named Metro Water Services as the utility district for an alternative sewer system.

On April 27, 2004 Scott Potter, Director of Water Services, issued a letter indicating that since the location of the subdivision is so remote from Metro's existing infrastructure, the Water Services Department did not think it presently is fiscally feasible to provide sewer service to the area.

The applicant has contracted with Tennessee Wastewater Systems, Inc. to be the private utility provider and the State of Tennessee will be the approving agency for the permit. Metro Water Services and the Metro Health Department agree with this arrangement.

Staff recommends approval of this request. The subdivision plan is not changed in any way. All that is changed is that the entity responsible for operating the alternative sewer system is a private company instead of Metro Water Services.

To refresh the Commission's recollection as to the details of this project, the staff report from the November 14, 2002, Commission meeting has been set out below:

PRELIMINARY PLAT - Subdivide 47.56 acres into a 66-lot cluster lot subdivision, at a proposed density of 1.39 dwelling units per acre.

ZONING - RS15 district requiring minimum lot size of 15,000 square feet.

CLUSTER LOT OPTION - The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification of RS15 (minimum 15,000 sq. ft. lots) to RS7.5 (minimum 7,500 sq. ft. lots). Proposed lots range from 8,950 sq. ft. to 17,563 sq. ft.

Pursuant to Section 17.12.080(D) of the Metro Zoning Ordinance, cluster lot subdivisions require a minimum of 15% open space. The applicant successfully complies with this requirement by proposing a total of 22.5 acres (47%) of open space – which far exceeds the minimum open space acreage required.

SUBDIVISION DETAILS

Alternative Sewerage - The Arbor Crest Subdivision will be served by a sand filter and drip irrigation system that will treat sewage generated by each home in a common subsurface sewage disposal system. Sewage is treated in a two-compartment airtight septic tank and then sent to a large sand filter for further treatment. The treated effluent is then pumped to drip irrigation fields in which drip lines distribute effluent at relatively shallow depths (6") into the soil for disposal.

Metro Water Services has stated that when the system functions as designed there will be little if any impact on the Long Hunter State Park. This system is preferable to a conventional septic tank system in that the effluent is treated prior to discharge into the ground.

TRAFFIC

Traffic Study Submitted - None required.

Traffic Engineer's Recommendation - The existing section of Bakers Grove Lane should be improved from Bakers Grove Road to Hobson Pike. The improved cross section should match that of Arbor Crest Avenue (46 ft. ROW and 23' roadway, sidewalks). All lots (100%) of the development will use Bakers Grover Road to access Hobson Pike. The existing Bakers Grove Lane is approximately 400 feet in length and 20 feet wide.

CONDITIONS from 11/14/2002

1. A revised plat must be received prior to the Planning Commission meeting showing the following:
 - Curb, gutter and grass strip shown along Bakers Grove Road.
 - The classification of all roadways (Minor Local, Local, etc.) shown.
 - The plat must be stamped with professional seal.
 - Add the Subdivision Number 2002S-278G to the plat.
 - The temporary dead-ends at the end of Arbor Crest Avenue and Majestic Way need to be labeled: "Temporary Dead-End Streets will be extended in the future."
2. An agreement between the developer and Metro Water Services is being drafted to pay for the maintenance of the On Site Sewer System based on a percentage of the revenues collected from the residents in Arbor Crest. This agreement must receive Metro Council approval prior to the issuance of any grading permits.
3. Information has been received that there is a private cemetery located on the adjoining parcel to the north (Map 23 Parcel 123). The applicant shall verify that no disturbance will take place within 10 feet of the

gravesites. The fence proposed at the property line may need to be relocated to stay out of the 10-foot setback although the gravesite is located on the adjoining property.

4. Two small discrepancies exist between the boundary of the subdivision plat and the boundary as shown on the Metro Property Maps. This discrepancy will need to be resolved by the applicant prior to the approval of any final plats. The Metro property maps include additional property that the preliminary plat does not account for. If any surplus exists, the land shall be counted toward open space.
5. The existing section of Bakers Grove Lane should be improved from Bakers Grove Road to Hobson Pike. The improved cross section should match that of Arbor Crest Avenue (46 ft. ROW and 23' roadway, sidewalks). Construction plans shall be submitted for bonds with the final plat for phase 1.
6. With the final plats for each phase, bonds will be required for the extension of streets and sidewalks, public utilities and landscape buffer yards.

Approved (9-0), *Consent Agenda*

Resolution No. 2004 –247

“BE IT RESOLVED by the Metropolitan Planning Commission that 2002S-278G-13 is **APPROVED to remove a condition of the previous approval which required Metro Council approval for maintenance of the alternative sewer system. (9-0)**”

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4. **2004S-206G-03**
Bell Grimes
Map 041, Parcel 067
Subarea 3 (2003)
District 2 (Isabel)

A request for preliminary plat approval to create 39 lots abutting the northeast corner of Brick Church Pike and Bell Grimes Land (21 acres), classified within the RS20 District, requested by Nadine Cummings, owner, Dale & Associates, surveyor.

The Metropolitan Planning Commission DEFERRED Preliminary Plat 2004S-206G-03 to August 12, 2004, at the request of the applicant. (9-0)

FINAL PLATS

5. **2004S-161U-10**
Glen Echo, Resubdivision of Lot 12
Map 117-15, Parcel 11
Subarea 10 (1994)
District 25 (Shulman)

A request for final plat approval to subdivide one lot into two lots abutting the northwest margin of Hillmont Drive, approximately 125 feet northeast of Glen Echo Road (.89 acres), classified R10, requested by Eugene Collins, owner/developer, Barge, Waggoner, Sumner and Cannon, Inc., surveyor. (Deferred from meeting of July 8, 2004).

Staff Recommendation - *Approve* with a recommendation to grant a waiver for Lot Resubdivision Comparability since the property is located within ½ mile of a Regional Activity Center, and a recommendation to approve the requested sidewalk variance based on Metro Public Works' comments

APPLICANT REQUEST - Preliminary & Final Plat

Subdivide a 0.89-acre tract into a 2-lot subdivision, at a proposed density of 2.2 dwellings units per acre. The applicant is also seeking a sidewalk variance for the requirement to construct a Metro-standard sidewalk along Hillmont Drive fronting the two new lots.

ZONING

R10 district - R10 district requiring a minimum lot size of 10,000 square feet

SUBAREA 10 POLICY

RL (Residential Low-Density) - This subdivision falls within the Subarea 10 Plan's Residential Low-Density (RL) policy. The RL policy was applied to this area because it is developed residentially with densities at or below 2 dwelling units per acre. According to the Subarea 10 Plan, "the intent of this plan is to ensure that future development of infill sites conform with the existing character of surrounding areas...and the plan recommends that the prevailing character and densities of these areas be conserved."

February 10, 2003

Glen Echo / Hillmont Community Meeting - On February 10, 2003, planning staff met with Councilman Shulman and invited citizens at the Green Hills Branch Library to discuss the development options for this area of Green Hills. The citizens expressed that: single-family homes were preferred over duplexes; increased density for their neighborhood may be acceptable under an RLM land use policy; and the applicant's (previous) request – to subdivide Lot 12 into three lots – was unacceptable because of the considerable size difference between the proposed lots and existing lots on Hillmont Drive. Staff concluded after that meeting that an extension of the RLM policy should be seriously considered south of the zoning line between Graybar Lane and Hillmont Drive and inclusive of all lots along Glen Echo Road and Benham Avenue.

SUBDIVISION DETAILS

The 0.89-acre tract lies along the north margin of Hillmont Drive, and just north of Glen Echo Road. The applicant is proposing two lots, each 72.52 feet in width and lot sizes of 19,036 and 19,776 square feet. This plan proposes a density of 2.2 dwelling units per acre. Although this density still exceeds the Subarea 10 Plan's RL policy of 0-2 units per acre, staff believes it may be appropriate to update the policy for this area to support greater infill developing. In addition, at previous neighborhood meetings, some residents of this area recommended that the applicant return to the Planning Commission with a 2-lot subdivision in lieu of the previously proposed 3-lot subdivision.

SUBDIVISION VARIANCES

Sec. 2-4.7, Lot Comparability (Waiver) - The proposed two lots fail the lot comparability requirements for minimum lot width requirement. The comparability test, which takes into account the lot frontage on lots within 300 feet of the subject lot, requires that each lot provide not less than 103 feet of lot frontage. Both lots also fail lot comparability for minimum lot size by not providing a minimum lot size of 28,230 square feet. On April 24, 2003, the Commission disapproved this proposed subdivision, based largely on concerns about the appropriateness of granting a variance for the regulations' comparability provisions.

In September 2003, the Commission adopted an amendment to Section 2-4.7 of the Subdivision Regulations that allows the Commission to grant a waiver to those provisions when, "in the opinion of the Planning Commission a smaller lot size is consistent with the General Plan." Several criteria may be applied by the Commission to determine whether a smaller lot size is appropriate. One factor is whether the property is located within ½ mile of a designated Regional Activity Center. The purpose of this provision is to give the Commission discretion to permit higher intensity residential development within walking distance of the goods and services provided in a Regional Activity Center. Staff recommends that the Commission approve a waiver of the lot comparability requirements for this subdivision because the proposed lots are located within ½ mile of Subarea 10's Green Hills Regional Activity Center.

Sec. 2-6.1, Sidewalks - The applicant has requested a sidewalk variance due to the absence of sidewalks along Hillmont Drive, due to the amount of drainage construction that would be required to meet Metro Public Works sidewalk construction standards, and due to the possibility of having to relocate or remove a utility pole and existing trees.

The subdivision regulations require a 5-foot wide public sidewalk and a 4-foot wide grass strip along the frontage of the residential properties less than 20,000 square feet in size to be located within the public right-of-way. Should an applicant believe that the installation of sidewalks creates an undue hardship; a variance may be requested by the Planning Commission. The Planning Commission will make findings based upon the evidence to determine if a claimed hardship is true. In making a recommendation to the Planning Commission, staff has reviewed the criteria and determined that:

- The conditions upon which the request for this variance is based are not unique to the subject property and are applicable to other surrounding properties.
- The physical surroundings, shape of the lot frontage, and topography of the grassy swale fronting the subject property do not create an undue hardship to the owner of this property.

Sidewalk Constructability Report - The Metro Public Works' Sidewalk Constructability Report states that currently there is a grassy swale, one utility pole at or near the northeast corner of the parcel, and that the street currently has no sidewalk, nor curb and gutter system. Construction of a standard Metro sidewalk along this lot would require the installation of a curb and gutter and possible relocation of one utility pole.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

At the owner's request, Public Works made an additional site visit to review and reevaluate the previously submitted constructability report from 2003. This was done based upon additional information supplied by the applicant's engineer.

Due to the grades, (in this case flat vs. steep grades) significant offsite grading will be required along Hillmont to Glen Echo Drive deepening the ditch line to obtain positive drainage, thus creating a negative impact offsite.

Hillmont Drive is a loop street with this proposed subdivision being on the outside loop along with the utility poles. After reviewing the area with the utility poles, grades, and a shorter distance on the inside loop, (170 feet shorter on the inside loop) it is likely that with any Metro sidewalk project, sidewalks would be installed on the inside curve opposite the subject property.

Subject to this latest review, Public Works could support the applicant's variance request in this particular case.

Mr. Mitchell announced that before the meeting, the applicant agreed upon a condition regarding this proposal which resulted in the approval of both the Councilmember and the members of the community. Mr. Mitchell read the condition which was agreed upon into the record. Mr. Mitchell requested that this item be placed back on the consent agenda.

Mr. McLean expressed concerns over the rezoning of this parcel to R as opposed to RS which would eliminate duplexes at a later date.

Mr. Bernhardt indicated that the recorded plat will restrict the land use for this parcel to single family homes.

Mr. McLean moved, and Ms. Nielson seconded the motion, which passed unanimously to place Final Plat 2004S-161U-10 back on the consent agenda and approve with conditions. **(8-0)**

Resolution No. 2004 -248

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004S-161U-10 is **APPROVED with a waiver for Lot Comparability and the granting of a sidewalk variance and with the condition that a notation will be added to the plat, prior to recordation, that limits construction on the lots to only single-family homes.”**

IX. PUBLIC HEARING: ZONING MAP AMENDMENTS

6. **2004Z-085G-13**
Map 175, Parcel 16
Subarea 13 (2003)
District 32 (Coleman)

A request to change from AR2a to RM6 district property at Old Hickory Boulevard (unnumbered), approximately 1,650 feet north of Logistics Way, (60.41 acres), requested by Joe McConnell, MEC, Inc., for Luther Marie Vaughn, owner.

The Metropolitan Planning Commission DEFERRED Zone Change 2004S-085G-13 to August 26, 2004, at the request of the applicant. (9-0)

Items 7 & 8 together

7. **2004Z-092G-14**
Map 76-01, a portion of Parcel 82
Subarea 14 (1996)
District 12 (Gotto)

A request to change from RS10 district to RM6 district a portion of property located at Lebanon Pike (unnumbered), approximately 730 feet east of Tulip Grove Road, (16.54 acres), requested by Lose & Associates, applicant for Eatherly Family Holding Company, owner. (See PUD Proposal No. 2004P-092G-14).

Staff Recommendation - *Approve, with conditions* subject to traffic recommendation from Public Works prior to the Planning Commission meeting.

APPLICANT REQUEST

Rezoned 16.54 acres from residential (RS10) to residential (RM6) a portion of property at Lebanon Pike (unnumbered), as part of a requested new Planned Unit Development. The property is located along the south side of Lebanon Pike, just west of the Wilson County line.

Existing Zoning

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

Proposed Zoning

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

SUBAREA 14 PLAN

Residential Low-Medium (RLM) - RLM policy is a policy category designed to accommodate residential development within a density range of about 2 to 4 dwelling units per acre. The predominant development type in RLM areas is single-family, although some townhomes and other forms of attached housing may be appropriate. The Subarea 14 Plan specifically states that the intent is to promote development in accordance with the standard RLM policies.

Policy Conflict - Yes. The associated PUD plan proposes to develop a larger tract than just the 16.54 acres associated with this rezoning request. The total subdivision acreage is proposed at 52.23 acres and includes a portion of Wilson County. The PUD plan proposes a total of 180 living units in Davidson County (90 townhouses and 90 single-family lots). Although the overall density is proposed at 4 units per acre, which includes the 32 single-family lots in Wilson County, the Davidson County portion is 4.2 units per acre. Additionally, the northernmost portion of the subject parcel has hillside slopes at and above 25%. Approval of this zone change should be conditioned on the overall density for the proposed development, including the portion in Wilson County, remaining at or below 4 units per acre

RECENT REZONINGS - No

TRAFFIC PUBLIC WORKS' RECOMMENDATION: Since the applicant did not submit the required Traffic Impact Study until the end of the day on July 12, 2004, the Metro Public Work Department has not made a recommendation on this proposal.

Typical Uses in Existing Zoning District: RS10

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached ()	42.83	3.7	158	1512	119	160

Typical Uses in Proposed Zoning District: RM6 with PUD*

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/Townhome ()	16.54	6	90	528	40	47

Typical Uses in Proposed Zoning District: RS10 with PUD*

Land Use (ITE Code)	Acres	Units Per Acre	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached ()	26.29	3.7	90	862	68	91

* The proposed PUD plan includes a 26.29 area that is already zoned RS10. This only includes the portion in Davidson County.

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--	--			-122	-11	-22

METRO SCHOOL BOARD REPORT

Projected student generation: 11 Elementary 7 Middle 5 High

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

[Note: Items #7 & #8 were discussed by the Metropolitan Planning Commission together. Please see Item #8 for actions and resolutions.]

8. **2004P-018G-14**
Heritage Hills
Map 76-01, Parcels 82 and 83
Subarea 14 (1996)
District 12 (Gotto)

A request for preliminary approval for a Planned Unit Development district located at Lebanon Pike (unnumbered), east of Tulip Grove Road, at the Wilson County Line, (42.83 acres in Davidson County), classified RS10 and proposed for RS10 and RM6, to permit 90 townhomes and 90 single-family lots on the Davidson County side, requested by Lose and Associates, for the Eatherly Family Holding Company Partnership, owner. (See Zone Change Proposal No. 2004Z-092G-14).

Staff Recommendation - *Approve*, subject to traffic recommendation from Public Works prior to the Planning Commission meeting, and subject to the plan being revised prior to Third Reading at Council. If the plan is not revised, the recommendation is to disapprove.

APPLICANT REQUEST

Preliminary PUD - Request to adopt a preliminary Planned Unit Development to allow for 90 townhouses and 90 single-family lots on 42.83 acres within Davidson County. The site is located along the south side of Lebanon Pike at the Davidson / Wilson County line.

PLAN DETAILS

Site Design - The plan proposes a total of 209 units where 90 units will be townhouses and 119 units will be single-family lots. The subdivision includes 29 single family units in Wilson County and, 90 single-family in Davidson County. All 90 of the townhouses will be located in Davidson County. The townhouses are proposed in the northernmost portion of the property, just south of Lebanon Pike. This area is proposed to be rezoned from the current RS10 district to RM6 district.

Access Issues - Access to the subdivision development will be via the following points:

1. Public roadway off of Lebanon Pike that will continue through the entire site to connect to the southernmost property line, which could possibly provide connection to Rowena Drive.
2. Oak Leaf Drive makes a T-type intersection in Wilson County. The southern leg of that intersection will abut the majority of the 32 lots within Wilson County and then re-enter Davidson County in the far southeast corner of the property.
3. The following connections were not made by the applicant, but were requested by Planning Department staff during the plan review process:
 1. Rehnea Drive, to the north, stubs out at the central portion of the property. The applicant is proposing an amenities center adjacent to this possible connection. In lieu of providing the connection, a parking lot is proposed to service this amenities area. The alignment of the proposed parking area and Rehnea Drive is perfectly situated for a street connection.
 2. The applicant proposes townhouses along private street 'C'. This street should be converted to a public street since parking for each townhouse unit is accommodated on-site. In addition, the topography of the site, particularly at this location, is suitable for a roadway connection to the west where the adjacent land is undeveloped. Staff recommends the plan be revised to include a stub street to the west (parcel 10) prior to third reading by Metro Council. If the plan is not revised, then staff's recommendation is to disapprove the application.
 3. It was requested that private street 'A' and 'B' connect to rid street 'A' of the permanently-stubbed end.

Variances/Environmental Concern - Although this site is encumbered by hillside, the majority of the slopes do not exceed 12 to 14%. Based on staff calculations, however, the northernmost portion of the site exceeds 25% slope. This is approximately where the townhouses associated with private street 'A' are located. The Metro Zoning Code requires that areas of 25% or greater slope be preserved and recorded as open space. Accordingly, the townhouses on 25% or greater slopes must be relocated and those areas preserved and recorded as common open space. If the plan does not change, the applicant will need to seek a variance from the Board of Zoning Appeals (BZA). Since the Zoning Code requires the Planning Commission to make a recommendation to the BZA, staff recommends disapproval of a hillside development variance.

A "B" buffer yard with a minimum width of 10 feet is also required by the Zoning Code between the RM6 and the R10 zoning behind the units on Private Street B. Currently, the plan does not show this required buffer yard. Staff also recommends that the plan be revised to include this buffer yard. If it is not revised, staff will recommend disapproval of this buffer yard variance to the BZA. No hardship has been identified by the applicant.

ZONING & LAND USE POLICY

RS10 - This request for preliminary PUD approval is associated with a zone change request to change the northern section of the property (parcel 82) from RS10 to RM6 to allow for the development of the townhouses.
Subarea 14

RLM Land Use Policy - The RLM policy calls for residential development at 2 to 4 dwelling units per acre. This PUD plan proposes an overall density of 4 dwelling units per acre; however, that number jumps to 4.2 units per acre in Davidson County alone.

TRAFFIC PUBLIC WORKS' RECOMMENDATION: The applicant did not submit the required Traffic Impact Study until the end of the day on July 12, 2004. As of July 15, 2004, the Metro Public Work Department has not made a recommendation on this proposal.

CONDITIONS (if approved)

1. Private Street 'C' must be converted to a public street with a stub connection to the abutting property to the west of this site.
2. All townhomes proposed along Private Street 'A' must be relocated elsewhere within the site so as to preserve areas of topography that exceed 25% slope.
3. A 'B' landscape buffer yard must be installed, at least 10 feet in width, along the south side of the townhome units proposed along Private Street 'B'.
4. A Tree Preservation / Removal and Grading Boundary Plan (24x36) must be submitted prior to, or in conjunction with, the submittal of the Final PUD application.
5. This preliminary plan is based upon the stated acreage. The actual number of dwelling units to be constructed may be reduced upon approval of a final site development plan if a boundary survey confirms there is less site acreage.
6. Prior to third reading at the Metro Council, the plan must be revised to include a stub-street to Parcel 10 to the west. If the plan is not revised to include this stub street, the staff recommendation is to disapprove.

Mr. Mitchell presented and stated that staff is recommending disapproval of Zone Change 2004Z-092G-14 and Planned Unit Development 2004P-018G-14 and is recommending re-referral to the Planning Commission prior to Third Reading at Council.

Ms. Fran Cole, 637 Rehnea Drive, spoke in opposition to the proposal.

Mr. David Coat, Lose & Associates, spoke in favor of the proposal.

Mr. Anthony King, spoke in opposition to the proposal.

Councilmember Gotto spoke in support of this proposal. He stated he will be conducting a community meeting regarding this project in mid-August. He expressed concerns regarding the condition relating to the connectivity of the cul-de-sac near Debbie Drive.

Ms. Nielson requested further clarification regarding the issue of connectivity in relation to Debbie Drive.

Mr. Small expressed concerns regarding the proposed zone density of the development.

Mr. Loring expressed concerns regarding the motion to disapprove and he suggested that they approve with conditions. He also disagreed with the condition regarding the connectivity of the cul-de-sac to Debbie Drive.

Mr. Bernhardt explained the necessity of the additional connectivity to Debbie Drive.

Mr. McLean moved, and Mr. Ponder seconded the motion, which passed unanimously to approve with conditions both Zone Change 2004Z-092G-14 and Planned Unit Development 2004P-018G-14 subject to the Traffic Impact Study being approved by the Commission prior to Third Reading at Council and subject to the plan to show a stub street connection to Map 76-01, Parcel 10, and where if neither of the above conditions are met prior to third reading at Metro Council then the recommendation is to disapprove. **(8-0)**

Resolution No. 2004 –249

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004Z-092G-14 is **APPROVED (9-0)**.

The proposed RM6 district is not entirely consistent with the Subarea 14 Plan’s Residential Low Medium (RLM) policy, but the associated PUD plan proposes an overall density of 4 dwelling units per acre. A Traffic Impact Study (TIS) was submitted and the Metro Public Works Department has not made a recommendation on this proposal. Therefore, this proposal must be referred back to the Planning Commission so a final recommendation regarding traffic conditions can be made. Also, a stub street must be provided to the property to the west. If the stub street is not provided, then the Commission’s recommendation is to disapprove.”

Resolution No. 2004 –250

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004p-018g-14 is **APPROVED, subject to the Traffic Impact Study (TIS) being approved by Metro Public Works prior to third reading at Metro Council, and subject to the plan being revised to show a stub street connection to Map 76-01, Parcel 10, and where if neither of the above conditions are met prior to third reading at Metro Council, then Disapproved. (9-0)**”

9. **2004Z-095U-11**
Map 133-2 Parcel 193
Subarea 11 (1999)
District 16 (McClendon)

A request to apply the Historic Landmark Overlay District to 3210 Avenal Avenue Buell-King/Petway House, north of Antioch Pike, (2.8 acres), requested by the Metro Historic Commission, applicant for Robert H. King, Etux, owner.

Staff Recommendation - Approve

APPLICANT REQUEST - To apply the Historic Landmark Overlay District to 3210 Avenal Avenue, north of Antioch Pike.

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.

SUBAREA 11 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 - None. The Historic Landmark Overlay District is consistent with the RM policy called for in this area. The Metro Historic Zoning Commission (MHZC) recommended approval of this district and found that this property is “historically significant.” It was also determined to be National Register eligible by the Metro Historical Commission staff.

Design guidelines were also adopted by the MHZC to protect this structure “from alterations that would lessen the architectural significance, new construction or additions not in character with the landmark area or structure, and from the loss of architectural, archaeological, or historically important structures or sites.”

RECENT REZONINGS - This property was rezoned from R8 to RS7.5 in November 2003, by Council. The Planning Commission recommended approval in October 2003.

TRAFFIC - This rezoning is not expected to have a significant effect on traffic in these areas.

METRO SCHOOL BOARD REPORT

This rezoning is not expected to have a significant effect on student generation projections.

Approved (9-0), *Consent Agenda*

Resolution No. 2004 –251

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004Z-095U-11 is **APPROVED. (9-0)**

The proposed Historic Landmark Overlay District (HLOD) is consistent with the Subarea 11 Plan’s Residential Medium (RM) policy. The Metro Historic Zoning Commission (MHZC) recommended approval of this district and found that this property is “historically significant.”

10. **2004Z-098U-05**
Map 72-13, Various Parcels
Subarea 5 (1994)
District 5 (Murray)

A request to change from RM20, OR20, and RM40 to RS5 district located along McClurkan Ave., Trevecca Ave., Strouse Ave., and Douglas Ave., (24.50 acres), requested by Councilmember Pam Murray, applicant, for various property owners.

Staff Recommendation - *Approve*

APPLICANT REQUEST -Rezone 24.50 acres from residential multi-family (RM20, RM40) and office/residential (OR20) to residential single-family (RS5) district properties located along Douglas, West, Strouse, and McClurkan Avenue.

Existing Zoning

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

RM40 district - RM40 is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre.

OR20 district - Office/Residential is intended for office and/or multi-family residential units at up to 20 dwelling units per acre.

Proposed Zoning

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

SUBAREA 5 PLAN POLICY

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

Policy Conflict - The proposed RS5 district is consistent with the RM policy intended for residential development at a density of four to nine dwelling units per acre. It is also consistent with the development pattern in the area which is predominantly single-family homes. The RM40, RM20, and OR20 zoning districts are not consistent with RM policy because they permit more than nine dwelling units per acre.

Section 17.40.650 of the Zoning Code states “a structure containing a two-family *nonconforming* use within an RS district may be restored within one year regardless of percentage of damage or destruction.”

RECENT REZONINGS - None

TRAFFIC - This rezoning is not expected to have a significant effect on traffic.

METRO SCHOOL BOARD REPORT

This rezoning is not expected to have a significant effect on student generation projections.

Approved, with the removal of Parcel 225 (9-0), *Consent Agenda*

Resolution No. 2004 –252

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004Z-098U-05 is **APPROVED WITH THE REMOVAL OF PARCEL 225. (9-0)**”

X. PRELIMINARY SUBDIVISION PLATS

11. **2004S-188U-05**
Inglewood Place, Resubdivision of Lot 14
Map 72-07, Parcel 68
Subarea 5 (1994)
District 7 (Cole)

Request to re-subdivide Lot 14 (parcel 68) into 2 lots, with a variance request for lot depth-to-width ratio and a variance for sidewalk installation along Kirkland Avenue, property located along the south side of Kirkland Avenue, approximately one-quarter mile east of Gallatin Pike, requested by R. L. Montoya, surveyor and applicant, for Edwin R. and Annie E. Fulcher, owners.

Staff Recommendation - *Approve* final plat, and *approve* following variance requests: 1) Variance for sidewalk construction along Kirkland Avenue, and 2) Variance for Lot Depth-to-Width Ratio.

APPLICANT REQUEST - Final Plat with Variance Requests

Request for preliminary and final plat approval for a 2-lot subdivision, and a request for variances for sidewalk construction on Kirkland Avenue and for Lot Depth-to-Width Ratio. The property is located along the south side of Kirkland Avenue, approximately one-quarter mile east of Gallatin Pike.

ZONING

RS7.5 district - RS7.5 district requires a minimum lot size of 7,500 square feet and is intended for single-family dwellings at an overall density of 4.9 dwelling units per acre.

VARIANCE REQUESTS

Section 2-6.1 Sidewalk Construction: The applicant is requesting a variance for sidewalk construction along the south side of Kirkland Avenue fronting the newly-created lot. The stated hardship is that “there are no sidewalks in the area, plus there is a storm grate in the same location [as the required sidewalk].”

A section of sidewalk approximately 50 feet in length will require significant reconstruction of the roadway by construction of a curb and gutter system for a relatively short section of sidewalk in a mid-block location, which is inconsistent with good planning and design. In addition, staff researched the Sidewalk Priority Program, as published by Metro Public Works, and found that Kirkland Avenue is not scheduled for new sidewalks within any future timeframe.

Section 2-6.2.1 Lot Depth-to-Width Ratio - The applicant is requesting a variance from the Subdivision Regulation requirement that the average lot width cannot be less than 25% of the average lot depth.

Staff supports granting this variance since all the lots along Kirkland Avenue, on both sides of the street, are very deep lots and have historically been platted as such.

TRAFFIC PUBLIC WORKS’ RECOMMENDATION - No exception taken

Approved with variance for lot depth-to-width ration and a variance from sidewalk requirement along Kirkland Avenue **(9-0)**, *Consent Agenda*

Resolution No. 2004 –253

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004S-188U-05 is **APPROVED WITH A VARIANCE for Lot Depth-to-Width Ratio and with the granting of a sidewalk variance. (9-0)**”

12. **2004S-214G-14**
Cooks Landing Subdivision
Map 109, Parcel 176
Subarea 14 (1996)
District 12 (Gotto)

A request for preliminary plat approval for 42 lots abutting the south margin of Stewarts Ferry Pike, approximately 1500 feet east of Old Hickory Boulevard (17.13 acres), classified within the RS15 District, requested by Cooks Land Partnership, owner/developer, Joseph G. Petrosky Associates, LLC, surveyor.

Staff Recommendation - *Approve with conditions*

APPLICANT REQUEST

Preliminary Plat - Subdivide 17.13 acres into 42 single-family lots along the south side of Stewarts Ferry Pike, east of Old Hickory Boulevard.

ZONING

RS15 district - RS15 district, requiring a minimum lot size of 15,000 square feet and intended for single-family dwellings at an overall density of 2.47 dwelling units per acre. The RS15 district permits a maximum of 42 single-family lots on this property.

SUBDIVISION DETAILS - This plat is consistent with the Subarea 14 Plan’s Residential Low Medium (RLM) policy calling for two to four dwelling units per acre. Proposed lot sizes range from 10,000 square feet to 18,300 square feet. The proposed subdivision provides 2.57 acres (15%) of open space. While there is no floodplain on this property, several lots are designated as Critical Lots due to steep topography.

Connectivity - One stub-street is provided to the large tract of land to the south. Staff considered requiring more connectivity, but since there are limitations on future development in this area, it was determined that no additional stub-streets were necessary. The limitations were mainly the steep topography and the proximity to Percy Priest Lake to the south, which limits overall connectivity in the future. Staff also considered requiring a stub-street to the

west that would tie into Old Hickory Boulevard, but because Old Hickory Boulevard dead-ends into the lake, it was deemed unnecessary.

Sidewalks are proposed along the frontage of Stewarts Ferry Pike, as well as along both sides of Cooks Landing Drive and all of the new internal streets.

TRAFFIC PUBLIC WORKS' RECOMMENDATION - Revise and Resubmit.

1. Show right-of-way on Stewarts Ferry Pike.
2. Revise right-of-way radius on turnarounds to 41.5 feet (30 feet of pavement + 2.5 feet of curb and gutter + 5 feet of sidewalk).
3. Demonstrate adequate sight distance for proposed Cooks Landing Drive access on Stewarts Ferry Pike in Access Study.
4. Cooks Landing Drive should be straightened.

CONDITIONS

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

1. Prior to final plat approval, adequate sight distance must be demonstrated for the Cooks Landing Drive access to Stewarts Ferry Pike in the form of an Access Study that must be approved by Metro Public Works.

Approved with conditions **(9-0)**, *Consent Agenda*

Resolution No. 2004 –254

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004S-214G-14 is **APPROVED WITH CONDITIONS. (9-0)**”

Conditions of Approval:

1. Prior to final plat approval, adequate sight distance must be demonstrated for the Cooks Landing Drive access to Stewarts Ferry Pike in the form of an Access Study that must be approved by Metro Public Works.”

XI. FINAL PLATS

- 13. 97S-014U-03**
Forest Vale Subdivision
Map 059-01, Parcels 28-34
Subarea 3 (2003)
District 1 (Gilmore)

A recommendation from the Metropolitan Department of Law to rescind the original approval of the preliminary and final approval for seven lots abutting the northeast corner of Briley Parkway and Buena Vista Pike, opposite Beal's Lane (3.52 acres), classified within the R15 District, requested by Howard Fisher, owner/developer, H & H Land Surveying, Inc., surveyor. The original plat was approved without the required sewer line extension being built or properly bonded.

The Metropolitan Planning Commission DEFERRED Final Plat 97S-014U-03 to August 26, 2004, at the request of the applicant. (9-0)

XII. PLANNED UNIT DEVELOPMENTS (revisions)

14. **122-83-U**
The Woodlands PUD
Subarea 12 (1997)
Map 172-00, Parcel 179
District 31 (Toler)

Request for revision to preliminary PUD plan and for final PUD approval to allow for the development of 15 lots in a portion of the existing PUD (classified R15), located along the south side of Old Hickory Boulevard and approximately 1 mile west of Nolensville Pike. Requested by Prestige Homes, applicant, for Jeffrey Hitt & J.D. Eatherly, owners.

The Metropolitan Planning Commission DEFERRED Planned Unit Development 122-83-U to August 12, 2004, at the request of the applicant. (9-0)

15. **2004P-006U-10**
Lone Oak Village PUD
Map 131-03, Parcels 49 & 50
Subarea 10 (1994)
District 25 (Shulman)

Request for revision to preliminary PUD plan and for final PUD approval to allow for the development of a 7-lot single-family subdivision (classified RS10), located along the west side of Lone Oak Road and approximately 800 feet south of Shackelford Lane. Requested by Wamble & Assoc., PLLC, applicant, for Alldredge Kirby Development, LLC, owner.

Staff Recommendation - *Approve with conditions*

APPLICANT REQUEST

Final PUD - Request for final Planned Unit Development approval to allow for the development of seven single-family houses proposed to front a new public cul-de-sac. The property is located along the west side of Lone Oak Road, approximately 830 feet south of Shackelford Road in the Green Hills area.

PLAN DETAILS

Site PlanThe plan proposes seven single-family lots on a new public cul-de-sac that will run westward off of Lone Oak Road. The plan also proposes a standard 46-foot right-of-way with a sidewalk on the south side of the street where the new homes are proposed.

MPC Action on March 11, 2004 - As part of the request to adopt the new PUD, the applicant was required to either install a sidewalk on the north side of the new street or request a variance from the requirement. The applicant sought the variance, which the commission disapproved; however, the Commission required the applicant to work with Metro to come up with a suitable off-site location for the sidewalk since it was agreed that a sidewalk on the north side of the new street was not feasible or practical.

Metro Council Action - Prior to adoption of the new PUD by Metro Council, an amendment was submitted that required the developer to construct 180 linear feet of sidewalk, in accordance with current Metro Public Works' standards, within the Lone Oak Road right-of-way. This portion of sidewalk will extend from the southeast corner of Shackelford Road and Lone Oak Road and extend southward along the east margin of Lone Oak Road approximately 180 linear feet.

TRAFFIC PUBLIC WORKS' RECOMMENDATION - All comments were adequately addressed by the applicant.

CONDITIONS

1. The developer of said Planned Unit Development shall not be required to construct a sidewalk on the northern boundary of the proposed cul-de-sac shown on the plans approved by the Planning Commission. As a condition for the Council's approval of this PUD, however, the developer shall construct 180 linear

feet of sidewalk, in accordance with current Metro Public Works' standards, from the southeast corner of Shackleford Road and Lone Oak Road and extending southward along the east margin of Lone Oak Road approximately 180 linear feet, ending at the existing driveway opposite the intersection of Lone Oak Road with Warfield Drive.

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 Metro 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 and possibly the Metro Council.

Approved with conditions **(9-0)**, *Consent Agenda*

Resolution No. 2004 –255

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004P-006U-10 is **APPROVED WITH CONDITIONS. (9-0)**

Conditions of Approval:

1. The developer of said Planned Unit Development shall not be required to construct a sidewalk on the northern boundary of the proposed cul-de-sac shown on the plans approved by the Planning Commission. As a condition for the Council's approval of this PUD, however, the developer shall construct 180 linear feet of sidewalk, in accordance with current Metro Public Works' standards, from the southeast corner of Shackleford Road and Lone Oak Road and extending southward along the east margin of Lone Oak Road approximately 180 linear feet, ending at the existing driveway opposite the intersection of Lone Oak Road with Warfield Drive.
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 Metro 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 and possibly the Metro Council.”

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- 16. 2003P-010U-07**
Jardin de Belle PUD
Map 130-09, Parcel 93
Map 130-13, Parcels 3, 4, 5 & 6
Subarea 7 (2000)
District 34 (Williams)

Request for final PUD approval to allow for the development of a 34-lot single-family subdivision (classified R8), located along the north side of Forrest Park Drive and along the west side of Page Road. Requested by Littlejohn Engineering Associates, applicant, for Tarragon Realty Investors, Inc., owner.

Staff Recommendation - *Approve with conditions*

APPLICANT REQUEST - Final PUD

Request for final Planned Unit Development approval to allow for the development of a 34-lot, single-family, Charleston-style subdivision on 6.18 acres. Property is located along the north side of Forrest Park Drive, east of Maybelle Lane, and west of Page Road.

PLAN DETAILS

Site Plan This final PUD plan is consistent with the preliminary plan as approved by the Metro Planning Commission on November 13, 2003, and by the Metro Council on January 21, 2004.

The PUD plan proposes 34 single-family lots where a 29-unit apartment complex, 2 duplexes, and 2 single-family homes currently exist, on the northwest corner of Page Road and Forrest Park Drive. The development proposes a mix of Charleston-style Single Houses, Double Houses, and Georgian center-entrance homes that are more centrally balanced. The Single and Double Houses traditionally have a much thinner lot width than typical suburban residential development. Every lot is proposed to have either rear access or side access leading to a rear-located garage / carriage house. The plan proposes a single one-way street for ingress and egress off Forrest Park Drive. Only 8 lots front Forrest Park Drive, while the remaining lots front the one-way internal street.

The applicant has retained the orientation of the homes toward the internal one-way street – which keeps the highest portions (3-story) of the homes internal to the project. Additionally, the Charleston-style home replicates the front façade to the sides and rear of the house to enhance architectural styling.

Stormwater management facilities are proposed in the northeast corner of the site and are proposed to be handled by a dry detention facility that will be heavily landscaped, with a berm, along Page Road.

TRAFFIC PUBLIC WORKS' RECOMMENDATION - All comments were adequately addressed by the applicant.

CONDITIONS

1. The project shall be developed in accordance with the 'Conceptual Streetscape Elevation – Page Road & Maybelle Lane', as prepared by Littlejohn Engineering Associates, Inc., and dated November 7, 2003.
2. The project shall be developed in accordance with the 'Conceptual Streetscape Plan – Page Road & Maybelle Lane', as prepared by Littlejohn Engineering Associates, Inc., and dated November 7, 2003.
3. Per the submitted Tree Preservation Plan, as completed by The Parke Company, and dated May 27, 2004, all conditions (listed A through N) for tree preservation care shall be met as required by the certified arborist.
4. Should any tree that is tagged, fenced, and appropriately protected for preservation die within one year of the issuance of the grading permit, a tree of the same species, shall be planted in its place. The size of the replanting, whether measured using DBH (diameter at breast height) or caliper, shall be determined by the certified arborist to ensure survivability, healthy growth, yet also act to replace the canopy of the existing shade trees.

5. All construction activity, whether temporary or semi-permanent, shall enter and exit the site via Forrest Park Drive.
6. The developer shall construct all proposed streetscape improvements, inclusive of the five-foot sidewalk and any other voluntary decorative improvements, prior to the issuance of the first Use & Occupancy Permit for the 34-lot development.
7. 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.
8. 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.
9. 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.
10. These plans as approved by the Metro 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 and possibly the Metro Council.

Approved with conditions **(9-0)**, *Consent Agenda*

Resolution No. 2004 –256

“BE IT RESOLVED by the Metropolitan Planning Commission that 2003P-010U-07 is **APPROVED WITH CONDITIONS. (9-0)**

Conditions of Approval:

1. The project shall be developed in accordance with the ‘Conceptual Streetscape Elevation – Page Road & Maybelle Lane’, as prepared by Littlejohn Engineering Associates, Inc., and dated November 7, 2003.
2. The project shall be developed in accordance with the ‘Conceptual Streetscape Plan – Page Road & Maybelle Lane’, as prepared by Littlejohn Engineering Associates, Inc., and dated November 7, 2003.
3. Per the submitted Tree Preservation Plan, as completed by The Parke Company, and dated May 27, 2004, all conditions (listed A through N) for tree preservation care shall be met as required by the certified arborist.
4. Should any tree that is tagged, fenced, and appropriately protected for preservation die within one year of the issuance of the grading permit, a tree of the same species, shall be planted in its place. The size of the replanting, whether measured using DBH (diameter at breast height) or caliper, shall be determined by the certified arborist to ensure survivability, healthy growth, yet also act to replace the canopy of the existing shade trees.
5. All construction activity, whether temporary or semi-permanent, shall enter and exit the site via Forrest Park Drive.
6. The developer shall construct all proposed streetscape improvements, inclusive of the five-foot sidewalk and any other voluntary decorative improvements, prior to the issuance of the first Use & Occupancy Permit for the 34-lot development.
7. 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.

8. 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.
9. 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.
10. These plans as approved by the Metro 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 and possibly the Metro Council."

XIII. MANDATORY REFERRALS

17. **2004M-053G-06**
 Aerial encroachment/Sign for O'Charley's
 Map 128, Parcel 164
 Subarea 6 (2003)
 District 22 (Crafton)

A request for an aerial encroachment to replace an existing 144 square foot sign 14 feet above the ground with a 183 square foot sign 10 feet above the ground located at 110 Coley Davis Court, by O'Charley's, Inc, applicant.

Staff Recommendation - *Approve with conditions*

APPLICANT REQUEST

A request for aerial encroachment to replace an existing 144 square foot sign 14 feet above the ground with a 183 square foot sign, 10 feet above the ground, located at 110 Coley Davis Court.

APPLICATION REQUIREMENTS

License to Encroach Agreement - Yes – one was submitted in incorrect form.

Insurance Certificate - Yes – one was submitted providing general liability of \$1,000,000 for each occurrence and \$1,000,000 for aggregate coverage.

Property Owner Sign Application - No

Tenant Sign Application - Yes

DEPARTMENT AND AGENCY RECOMMENDATIONS - This item is recommended for approval by the Metro Public Works Department.

CONDITIONS - Prior to approval by the Metro Council, the following conditions shall be met.

1. The Certificate of Liability Insurance, as submitted, is inadequate and requires \$1 million per occurrence and \$2 million aggregate.
2. The License Agreement to indemnify Metro Government and the Certificate of Liability Insurance shall be executed by the same party.

Approved with conditions (9-0), *Consent Agenda*

Resolution No. 2004 –257

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004M-053G-06 is **APPROVED WITH CONDITIONS. (9-0)**”

Conditions of Approval:

1. The Certificate of Liability Insurance, as submitted, is inadequate and requires \$1 million per occurrence and \$2 million aggregate.
2. The License Agreement to indemnify Metro Government and the Certificate of Liability Insurance shall be executed by the same party.

- 18. 2004M-059G-02**
Brick Church Pike Easement Acquisition
Map 41-10, Parcel 17
Subarea 2 (1995)
District 3 (Hughes)

A request for easement acquisition for Stormwater construction of drainage system at 3913 Brick Church Pike, Metro Water Services Project No. 02-D-0173, requested by Metro Water and Sewerage Services.

Staff Recommendation - Approve

APPLICANT REQUEST - A request for easement acquisition for Stormwater construction of drainage system at 3913 Brick Church Pike, Metro Water Services Project No. 02-D-0173, requested by Metro Water and Sewerage Services.

APPLICATION REQUIREMENTS - None

DEPARTMENT AND AGENCY RECOMMENDATIONS - This item is recommended for approval by the Metro Water & Sewerage Services Department and Nashville Electric Service. Planning staff also supports the request.

Approved (9-0), *Consent Agenda*

Resolution No. 2004 –258

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004M-059G-02 is **APPROVED. (9-0)**”

- 19. 2004M-060U-10**
Craighead Patten Properties Drainage Acquisition
Map 131-02, Parcels 129 & 130
Subarea 10 (1994)
District 25 (Shulman)

A request for easement acquisition for Stormwater construction of drainage system, Craighead Patten Properties Drainage Acquisition, Metro Water Services Project No. 04-DL-0689, requested by Metro Water and Sewerage Services.

Staff Recommendation - Approve

APPLICANT REQUEST - A request for easement acquisition for Stormwater construction of drainage system, Craighead Patten Properties Drainage Acquisition, Metro Water Services Project No. 04-DL-0689, requested by Metro Water and Sewerage Services.

APPLICATION REQUIREMENTS - None

DEPARTMENT AND AGENCY RECOMMENDATIONS - This item is recommended for approval by the Metro Water & Sewerage Services Department and Nashville Electric Service. Planning staff also supports the request.

Approved (9-0), *Consent Agenda*

Resolution No. 2004 –259

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004M-060U-10 is **APPROVED. (9-0)**”

- 20.** **2004M-061U-10**
First Unitarian Universalist Church Drainage Acqui
Map 117-11, Parcel 13
Subarea 10 (1994)
District 25 (Shulman)

A request for easement acquisition for Stormwater construction of drainage system, First Unitarian Universalist Church Drainage Easement Acquisition, Metro Water Services Project No. 04-DL-0690, requested by Metro Water and Sewerage Services.

Staff Recommendation - *Approve*

APPLICANT REQUEST - A request for easement acquisition for Stormwater construction of drainage system, First Unitarian Universalist Church Drainage Easement Acquisition, Metro Water Services Project No. 04-DL-0690, requested by Metro Water and Sewerage Services.

APPLICATION REQUIREMENTS - None

DEPARTMENT AND AGENCY RECOMMENDATIONS - This item is recommended for approval by the Metro Water & Sewerage Services Department and Nashville Electric Service. Planning staff also supports the request.

Approved (9-0), *Consent Agenda*

Resolution No. 2004 –260

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004M-061U-10 is **APPROVED. (9-0)**”

- 21.** **2004M-062G-14**
Hickory Hill Lane Drainage Acquisition
Map 74-16, Parcel 156
Subarea 14 (1996)
District 14 (White)

A request for easement acquisition for Stormwater construction of drainage system at 2032 Hickory Hill Lane, Metro Water Services Project No. 03-D-0579, requested by Metro Water and Sewerage Services.

Staff Recommendation - *Approve*

APPLICANT REQUEST - A request for easement acquisition for Stormwater construction of drainage system at 2032 Hickory Hill Lane, Metro Water Services Project No. 03-D-0579, requested by Metro Water and Sewerage Services.

APPLICATION REQUIREMENTS - None

DEPARTMENT AND AGENCY RECOMMENDATIONS - This item is recommended for approval by the Metro Water & Sewerage Services Department and Nashville Electric Service. Planning staff also supports the request.

Approved (9-0), *Consent Agenda*

Resolution No. 2004 –261

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004M-062G-14 is **APPROVED. (9-0)**”

22. **2004M-063U-05**
Larkspur Drive Easement Acquisition
Map 60-3, Parcels 63 & 64
Subarea 5 (1994)
District 2 (Isabel)

A request for easement acquisition for Stormwater construction of drainage system at 3138 and 3140 Lakespur Drive, Metro Water Services Project No. 02-DL-0226, requested by Metro Water and Sewerage Services.

Staff Recommendation - *Approve*

APPLICANT REQUEST - A request for easement acquisition for Stormwater construction of drainage system at 3138 and 3140 Lakespur Drive, Metro Water Services Project No. 02-DL-0226, requested by Metro Water and Sewerage Services.

APPLICATION REQUIREMENTS - None

DEPARTMENT AND AGENCY RECOMMENDATIONS - This item is recommended for approval by the Metro Water & Sewerage Services Department and Nashville Electric Service. Planning staff also supports the request.

Approved (9-0), *Consent Agenda*

Resolution No. 2004 –262

“BE IT RESOLVED by the Metropolitan Planning Commission that 2004M-063U-05 is **APPROVED. (9-0)**”

XIV. OTHER BUSINESS

23. Executive Director Reports
24. Legislative Update
25. "Amendment to the Contract between TDOT and the MPC (for the MPO) for FY2004 obligating FHWA PL Funds"

Approved (9-0), *Consent Agenda*

XV. ADDENDUM

26. **2004M-058U-03**
J.B. Knowles Home for the Aged Lease Agreement
Map 80, Parcel 35
Subarea 3 (2003)

District 1 (Gilmore)

A Council bill to approve a lease agreement between Metro Government and the Metro Hospital Authority, for the J.B. Knowles Home for the Aged, and authorizing the transfer of all functions, operations, and obligations of the Knowles Home to the Hospital Authority.

Approved (9-0), *Consent Agenda*

XVI. ADJOURNMENT

The meeting adjourned at 6:50 p.m.

ADDENDUM to MINUTES

The following language is added to Item VII amending the Southeast Community Plan: 2004 Update and shall be added to the Community Plan:

Concerning the following connections, care should be taken during implementation so that the quality of life for area residents is not adversely impacted. These connections are planned to take place in areas, which although not fully developed, have a substantial amount of development in place already that will be impacted by the planned connections.

- Christiansted Lane Area: The planned connection of Christiansted Lane to Holt Hills Road, Bradford Hills Drive, and Mt. Pisgah Road should be implemented with the greatest sensitivity to the quality of life of area residents. Methods such as indirect connections and traffic calming measures should be employed to keep vehicle speeds low and to minimize traffic volumes.
- Cloverland Drive Extension to Williamson County: The continued advisability of this connection, along with its impacts on the surrounding road network, should be carefully studied prior to implementation. This connection should also be implemented with great sensitivity to the quality of life of area residents.



Chairman

Secretary