



Project No.

Associated Case
Council Bill
Staff Reviewer

Request to adopt the updated Land Use Policy Application document

None
None
Wood

Staff Recommendation

Approve

REQUEST

Adopt the updated Land Use Policy Application document

Background

The Commission deferred this item indefinitely at its February 26, 2004 meeting to allow time for additional changes to be made to the document. Those changes have been made, and staff is bringing the document back to the Commission for adoption.

Land Use Policy Application is the document that contains all of the land use policies that are used in Nashville's community (subarea) planning process. This document came into existence in 1993 and has not been amended since then. It is being updated at this time to:

- Add all of the new policy categories that have come into existence since the adoption of the North Nashville Community Plan update in January 2002
- Add a section on the Transect, a planning categorization system that categorizes the areas of a region from the most rural to the most urban, and reorganize the document to fit the Transect.
- Make needed revisions to policy categories throughout the document

Adopting the revised Land Use Policy Application document will also affect existing subarea plans. Most of the subarea plans do not need to be amended to reflect the changes, since they incorporate Land Use Policy Application by reference and therefore when it changes, those plans are changed accordingly. The five newest subarea plans do need to be amended to reflect the updated land use policies because they do not incorporate Land Use Policy Application by reference. The amendments to those five subarea plans are in the next item on this agenda.



Metro Planning Commission Meeting of 5/13/04

Staff held three community meetings to discuss the changes to Land Use Policy Application. Those meetings were attended by 30 people who mainly had questions about the document.

The following narrative summarizes the changes to Land Use Policy Application that have been made since the draft considered at the February 26 meeting, and also notes how the five subarea plans that are to be amended are affected by the changes.

Summary of Changes

Appendix A: Land Use Intent by Structure Plan Area and Detailed Land Use Category has been deleted and the other three appendices have been relettered accordingly.

Natural Conservation (*Also affects Bellevue Community Plan: 2003 Update; Antioch-Priest Lake Community Plan: 2003 Update; Bordeaux-Whites Creek Community Plan: 2003 Update; and Joelton Community Plan: 2003 Update*): Commercial uses would no longer be allowed. Commercial policy areas will now have to be specifically mapped.

Rural (*Also affects Bellevue Community Plan: 2003 Update; Antioch-Priest Lake Community Plan: 2003 Update; Bordeaux-Whites Creek Community Plan: 2003 Update; and Joelton Community Plan: 2003 Update*): Commercial uses would no longer be allowed. Commercial policy areas will now have to be specifically mapped.

All Residential Areas (*Also affects The Plan for Subarea 8: the North Nashville Community – 2002 Update; Bellevue Community Plan: 2003 Update; Antioch-Priest Lake Community Plan: 2003 Update; Bordeaux-Whites Creek Community Plan: 2003 Update; and Joelton Community Plan: 2003 Update*): Infill at a higher density than the policy category would normally allow would be permitted under specific, limited circumstances.

Residential Low Density and Residential Low Medium Density Areas (*Also affects Bellevue Community Plan: 2003 Update; Antioch-Priest Lake Community Plan: 2003 Update; Bordeaux-Whites Creek Community Plan: 2003 Update; and Joelton Community Plan: 2003 Update*): Housing types other than single-family would be allowed in these areas unless otherwise specified by a special policy in the applicable subarea plan.

Residential Low Density, Residential Low Medium Density, Residential Medium Density, Residential Medium High Density, and Residential High Density Areas (*Also affects Bellevue Community Plan: 2003 Update; Antioch-Priest Lake Community Plan: 2003 Update; Bordeaux-Whites Creek Community Plan: 2003 Update; and Joelton Community Plan: 2003 Update*): Transitional offices would no longer be allowed in these policy areas.

Neighborhood General (*Also affects The Plan for Subarea 8: the North Nashville Community – 2002 Update; Antioch-Priest Lake Community Plan: 2003 Update; and Bordeaux-Whites Creek Community Plan: 2003 Update*): Unless an applicant submits an Urban Design Overlay, Planned



Metro Planning Commission Meeting of 5/13/04

Unit Development Overlay, or site plan to show how the neighborhood or portion of the neighborhood will be designed, these areas should not be rezoned to any district other than RS20 or RS15. (This change is made in the Standard Policies section).

Alley access is strongly preferred for lots 50 feet or less in width.

Commercial Arterial Existing (*Also affects Antioch-Priest Lake Community Plan: 2003 Update*): A statement has been added that commercial zoning between major intersections should not be intensified unless special circumstances apply, such as an existing pattern of intensive commercial zoning. Also, if an applicant seeks to rezone to an intensive commercial zoning district such as CS at a location between major intersections, requirements have been added for a) a market study demonstrating that there is a shortage of available CS zoned property within a 1.5 mile radius of the subject site and b) evidence that adjacent affordable housing will not be displaced or otherwise rendered unstable by the commercial expansion.

Part Two: Detailed Land Use Categories (*Also affects The Plan for Subarea 8: the North Nashville Community – 2002 Update; Bellevue Community Plan: 2003 Update; Antioch-Priest Lake Community Plan: 2003 Update; Bordeaux-Whites Creek Community Plan: 2003 Update; and Joelton Community Plan: 2003 Update*): The policy areas that can have Detailed Neighborhood Design Plans done for them have been changed. Also, a Planned Unit Development, Urban Design Overlay, or site plan will now be required for all areas where Detailed Neighborhood Design Plans have been done.

Part Three: Standard Policies for Areas Without Detailed Neighborhood Design Plans (*Also affects The Plan for Subarea 8: the North Nashville Community – 2002 Update; Bellevue Community Plan: 2003 Update; Antioch-Priest Lake Community Plan: 2003 Update; Bordeaux-Whites Creek Community Plan: 2003 Update; and Joelton Community Plan: 2003 Update*): The text has been rearranged. The language regarding a requirement for a site plan, Planned Unit Development, or Urban Design Overlay has been made consistent in the standard policies for Corridor Edge, Corridor General, Neighborhood General, Neighborhood Center, Neighborhood Urban, Community Center, Regional Activity Center, Mixed Use, Major Institutional, Community Uses Limited, Industrial, Industrial and Distribution, Impact, Major Transportation, and Special Use areas.



Project No.

Request to amend the following subarea plans: The Plan for Subarea 8: The North Nashville Community: 2002 Update; Bellevue Community Plan: 2003 Update; Antioch-Priest Lake Community Plan: 2003 Update; Bordeaux-Whites Creek Community Plan: 2003 Update; and Joelton Community Plan: 2003 Update

**Associated Case
Council Bill
Staff Reviewer**

None
None
Wood

Staff Recommendation

Approve

REQUEST

Amend the five subarea plans listed above to incorporate the provisions of the revised Land Use Policy Application document

Background

Unlike the other nine subarea plans, which incorporate the policies in Land Use Policy Application by reference, the five subarea plans listed above need to be amended in order to incorporate the provisions of the newly revised Land Use Policy Application document. The Bellevue and Antioch-Priest Lake community plans have appendices that contain land use policies that were excerpted from the most current working draft of Land Use Policy Application. The North Nashville, Bordeaux-Whites Creek, and Joelton plans all have their policies in the body of those plans. The amendments will change these five plans to make them consistent with the other nine subarea plans in that they will now incorporate land use policies by reference that are contained in Land Use Policy Application. Any special policies that are unique to these five subarea plans will be retained, as is also the case with the other nine subarea plans that are not being amended.

The amendments to each of the five subarea plans follow.

The Plan for Subarea 8: the North Nashville Community: 2002 Update is hereby amended as follows:



Metro Planning Commission Meeting of 5/13/04

1. By changing items 2 and 3 of Section 3.0.01, which follow the third paragraph on page 58, to read as follows. Added language is shown in italics and deletions are indicated by strike-through:

- 2) the general intent and design principles for the “structure plan area” where the site in question is located, which can be found in ~~Section 3.300 B~~ *a document called Land Use Policy Application, a General Plan component that is a companion document to all community plans and is incorporated by reference into this community plan*; and
- 3) the applicable standard and special policies found in *Land Use Policy Application Section 3.6.00*, in conjunction with ~~Table 12 in Section 3.6.00~~ and the table in Appendix C.

2. By changing the first paragraph of Section 3.3.00 B on page 64 to read as follows:

B. Formation of the “Structure Plan.” To formulate the “structure plan,” the four basic structural elements of communities and neighborhoods related to areas (open space, special districts, centers, and general residential areas) have been expanded into a set of nine “structure plan area” classifications. This set of “structure plan areas,” and the basic structural elements of the community that they correspond with, are summarized in the following chart and are described in detail in *Land Use Policy Application* ~~this subsection~~. The “structure plan” graphic also illustrates features other than the “structure plan areas.” All of these other features lay over the “structure plan areas” except for those that fall within public or railroad right-of-way. These “other” features are listed after the chart that presents the “structure plan areas.”

3. By changing the last paragraph on page 64 to read as follows:

The “structure plan” graphic is created by applying the various “structure plan areas” to the community, together with the other features listed above, based on the vision and goals for the overall mix and structure of the community’s physical development. Boundaries of “structure plan areas” are intended to be definitive. The “structure plan areas” are described in *Land Use Policy Application* ~~below~~, including their general characteristics, the types of areas to which they are intended to apply, and the general design principles for each area. [Note: ~~Key statements of intent are underlined~~; for a detailed listing of activities intended within each structure plan area see Appendix C.]

4. By deleting the material beginning with “Open Space” on page 65 and ending with the last bulleted item at the top of page 74.

5. By changing the second paragraph on page 88 to read as follows:

The land use categories, ~~and~~ building typologies, *and standard policies* are described in *Land Use Policy Application* ~~the next section~~. The ~~standard and~~ special policies are presented in Section ~~3.6.00~~ 3.5.00.

6. By deleting Section 3.5.00



Metro Planning Commission Meeting of 5/13/04

7. By changing the first paragraph of Section 3.6.00 as follows:

~~3.6.00~~ 3.5.00 LAND USE POLICIES FOR AREAS WHERE “DETAILED NEIGHBORHOOD DESIGN PLANS” ARE INCOMPLETE. As noted earlier, the “detailed neighborhood design plans” are intended to be the primary guide for land use and building types. However, provisional land use and building policies and guidelines associated with the “structure plan” are necessary for areas lacking “detailed neighborhood design plans” until they are completed, which may take some time. The standard policies for guiding physical development in the portions of a community for which a “detailed neighborhood design plan” has not been adopted are *contained in Land Use Policy Application* as follows.

8. By deleting the material beginning with Standard Policy 1 on page 93 through Standard Policy 14 ending on page 100, and also deleting the chart at the top of page 93.

9. By deleting Figure 19 on page 91

10. By deleting Table 12 on pages 94-97

11. By renumbering Section 3.7.00 as Section 3.6.00

12. By deleting Section 3.6.00 B (as renumbered)

13. By relettering Section 3.6.00 C as Section 3.6.00 B

14. By changing the first three bulleted items at the bottom of page 110 and top of page 111 to read as follows:

- the provisions in ~~Table 12 and~~ Appendix C
- the goals for designing and building the community’s neighborhoods presented in Section ~~3.7.00~~ 3.6.00 A;
- ~~the design principles in Section 3.7.00 B;~~ and,
- most importantly, extensive input from the residents and others with interests in the neighborhood.

15. By changing the second bulleted item that follows the phrase that reads “Additional information that should be gathered and taken into consideration includes:” at the top of page 111 to read as follows:

- any applicable special policies in Section ~~3.6.00~~ 3.5.00, (these actions may be modified by detailed plan);

16. By changing the first paragraph of item 6 on page 112 to read as follows:

6. Land Use Plan. The design plan should include a detailed land use plan formed using the detailed land use categories listed in *Land Use Policy Application* ~~Section 3.3.02 A.~~



Metro Planning Commission Meeting of 5/13/04

The application of these land use categories is governed by the underlying “structure plan area” and the provisions of *Land Use Policy Application Table 12* regarding which land use categories are appropriate within a given “structure plan area.” Along with the land use categories comprising the land use plan, the Land Use Plan Element should show the following:

17. By renumbering Section 3.8.00 as Section 3.7.00

18. By changing the first paragraph of page C-1 of Appendix C to read as follows:

Contained in this Appendix is the table that lists individual land use activities and indicates which ones are intended in each detailed “land use category” within each “structure plan area.” The individual land use activities are those in the Metropolitan Zoning Ordinance. The “structure plan areas” and detailed “land use categories” are those listed in *Land Use Policy Application Chapter Three of this plan on pages 64 and 88, respectively.*

19. By deleting Appendix D

20. By relettering Appendix E as Appendix D

21. By changing the references to Appendix E on pages 34, 58, 106, 117, 124, 125, 132, and 146 to reference Appendix D instead

22. By changing the Table of Contents to reflect the changes made to the document

The *Bellevue Community Plan: 2003 Update* is hereby amended as follows:

1. By changing the last paragraph on page 12 to read as follows. Added language is shown in italics and deletions are indicated by strike-through:

The following are brief descriptions of each Structure Plan area. *The complete Structure Plan policies are contained in a document called Land Use Policy Application, which like this community plan is a component of the General Plan. It is incorporated by reference into this community plan.* ~~For full descriptions and for the Standard Policies that guide development in Structure Plan areas without Detailed Neighborhood Design Plans (most of Bellevue), see Appendix C.~~

2. By deleting Appendix C and by relettering the remaining appendices accordingly.

3. By changing the Table of Contents to reflect the deletion of Appendix C and the relettering of the remaining appendices.

The *Antioch-Priest Lake Community Plan: 2003 Update* is hereby amended as follows:



Metro Planning Commission Meeting of 5/13/04

1. By changing the first paragraph on page 15 to read as follows. Added language is shown in italics and deletions are indicated by strike-through:

The Structure Plan is intended to guide the future development of the Antioch/Priest Lake community. To form the Structure Plan, the four basic physical or structural elements of communities and neighborhoods (rural and open space, general residential areas, centers, and special districts) have been expanded into a set of Structure Plan area classifications. *The complete Structure Plan policies are contained in a document called Land Use Policy Application, which like this community plan is a component of the General Plan. It is incorporated by reference into this community plan.* ~~For complete descriptions and standard policies that guide development in structure plan areas without detailed neighborhood design plans, see Appendix C.~~ The basic structural elements and the corresponding structure plan area classifications are:

2. By deleting Appendix C.
3. By changing the Table of Contents to reflect the deletion of Appendix C.

The *Bordeaux-Whites Creek Community Plan: 2003 Update* is hereby amended as follows:

1. By deleting pages 28-49
2. By inserting as the new page 28 the following text:

Land Use Policies

The complete Structure Plan policies are contained in a document called Land Use Policy Application, which like this community plan is a component of the General Plan. It is incorporated by reference into this community plan.

The *Joelton Community Plan: 2003 Update* is hereby amended as follows:

1. By deleting pages 26-41
2. By inserting as the new page 26 the following text:

Land Use Policies

The complete Structure Plan policies are contained in a document called Land Use Policy Application, which like this community plan is a component of the General Plan. It is incorporated by reference into this community plan.



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

Zone Change 2004Z-045G-12

None
None.
32 – Coleman
4 – Blue
McKinney Engineering for Janice Rose Jones, owner.
This item was deferred indefinitely by the Commission on April 8, 2004 at the request of Councilmember Coleman.

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions

APPLICANT REQUEST

Rezone 34.08 acres from agricultural/residential (AR2a) to residential single-family (RS10) district property at Route 1 Old Hickory Boulevard (unnumbered), north of Whittemore Lane and south of Legacy Drive.

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. This zoning would allow for approximately 17 dwelling units.

Proposed Zoning
RS10 district

RS10 requires a minimum 10,000 square foot lots and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. This zoning would allow for approximately 126 dwelling units.

SUBAREA 12 PLAN POLICY

Residential Low Medium (RLM)

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

Policy Conflict

The proposed RS10 zoning district is consistent with the RLM policy. It is also consistent with the surrounding zoning districts in the area. These parcels are located off of Old Hickory Boulevard, which is a



Metro Planning Commission Meeting of 5/13/04

substandard collector road. This proposal is near the Old Hickory Hills subdivision, for which the Commission recommended conditional approval based on dedication of right-of way for road realignment and realignment of the road to correct the severe curve at this section of Old Hickory Boulevard. At the development stage, right-of-way dedication may be required to further the alignment of Old Hickory Boulevard. Access may also be required only through the adjacent Old Hickory Hills subdivision at the development stage.

RECENT REZONINGS

The Commission recommended approval of a zone change request on a portion of parcel 27 on March 25, 2004. Another portion of parcel 27 was rezoned by the Council in August 2003 and the Commission recommended approval in April 2003.

TRAFFIC

Public Works Recommendation

With the submittal of Final Development Plans and review by the Traffic Engineer, an Access Study will be required to determine the additional traffic generated by the proposed level of development and required mitigations.

Typical Uses in Existing Zoning District: AR2a

| Land Use (ITE Code) | Acres | Units Per Acre | Total Number of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|----------------|-----------------------|-----------------------|--------------|--------------|
| Single-Family Detached () | 34.08 | 0.5 | 17 | 163 | 22 | 22 |

Typical Uses in Proposed Zoning District: RS10

| Land Use (ITE Code) | Acres | Units Per Acre | Total Number of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|----------------|-----------------------|-----------------------|--------------|--------------|
| Single-Family Detached () | 34.08 | 3.7 | 126 | 1,206 | 98 | 133 |

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

| Land Use (ITE Code) | Acres | -- | Total Number of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|-----------------------|-----------------------|--------------|--------------|
| -- | -- | -- | +109 | 1,043 | +76 | +111 |



Metro Planning Commission Meeting of 5/13/04

METRO SCHOOL BOARD REPORT

Projected student generation:

24 Elementary 18 Middle 14 High

Schools Over/Under Capacity:

Students would attend Maxwell Elementary School, Antioch Middle School, or Antioch High School. All three schools have been identified as being over capacity by the Metro School Board. There is capacity at an elementary school within the cluster and capacity at the high school in an adjacent cluster. There are no middle schools with capacity in the Antioch cluster, however. This information is based upon data from the school board last updated January 16, 2004.

Fiscal Liability

The Metro School Board reports that due to the overcrowded condition of the school(s) impacted by this proposed rezoning and the lack of capacity of other middle schools within the cluster, approval of the rezoning and the development permitted by the rezoning will generate a capital need liability of approximately \$234,000 for additional school capacity in this cluster. A new middle school is presently programmed in the 10 year school capital plan. This estimate is based on maintaining current school zone boundaries.

Planned School Capital Improvements

| Location | Project | Projected Date |
|-------------------------------------|------------------------------|----------------|
| Antioch Cluster (New middle school) | Purchase land and construct | FY03-04 |
| Antioch High School | District Wide ADA Compliance | FY03-04 |

CONDITIONS

1. Prior to the approval of any preliminary plat on this property, an access study must be submitted to the Planning Department and the Public Works Department for review and approval.



| | |
|------------------------------|--|
| Project No. | <u>Zone Change 2004Z-012U-08</u> |
| Associated Case | None |
| Council Bill | None |
| Council District | 21 – Whitmore |
| School Board District | 1 - Thompson |
| Requested by | Ragan-Smith Associates, Inc., applicant, for Charles Binkley and Eatherly Family Holding Co., owners |
| Re-hearing | This item was disapproved by the Planning Commission on January 8, 2004. |
| Staff Reviewer | Harris |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

Rezone 11.71 acres from residential (R6) to residential multi-family (RM15) district a portion of property at Clarksville Pike (unnumbered), north of Metrocenter Blvd.

Existing Zoning
R6 district

R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.72 dwelling units per acre including 25% duplex lots. R6 zoning allows a total of 72 lots or 90 total units on this site including 25% duplex lots.

Proposed Zoning
RM15 district

RM15 is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. The RM15 district would allow 176 units.

**NORTH NASHVILLE
COMMUNITY PLAN POLICY**

Community Center (CC)

CC is intended for dense, predominantly commercial areas at the edge of a neighborhood. These areas are intended to contain predominantly commercial and mixed-use development as well as neighborhood and community oriented public and public benefit activities. Residential, mixed use and nonresidential development proposals other than civic and public benefit should meet all of the following criteria to be considered on their merits: If available, Traditional Neighborhood Development (TND) regulations should apply. If TND regulations are not available, several conventional zoning districts apply if accompanied by an Urban Design or Planned Unit Development overlay district.



Metro Planning Commission Meeting of 5/13/04

Policy Conflict

The proposed zoning district (RM15) is consistent with the North Nashville Community Plan's Corridor Center policy. The Commission recommended disapproval of this request in January because there was no overlay accompanying the zone change in which the Corridor Center policy called for in the subarea plan. The Land Use Policy Application (LUPA) document (also on this agenda) adds language allowing for a site plan to be submitted and reviewed by staff as an alternative to an overlay district in such cases as this one. The design standards that would typically be accomplished by a PUD plan are achieved through a site plan submitted by the applicant. The applicant has been cooperative and has submitted revised plans incorporating suggestions from staff.

RECENT REZONINGS

The Planning Commission recommended disapproval of a request to rezone this property to RM15 in January 2004, since there was no site plan submitted.

TRAFFIC

Based on the trip generation numbers for residential multi-family (RM15), this proposal is expected to generate approximately 990 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 Recommendation

"With the submittal of Final Development Plans and review by the traffic engineer, a Traffic Impact Study may be required to determine the additional traffic generated by the proposed level of development and the required mitigations."

METRO SCHOOL BOARD REPORT

Projected student generation:

11 Elementary 8 Middle 7 High

Schools Over/Under Capacity:

Students would attend Brookmeade Elementary, Hill Middle School and Hillwood High School. Hill has been identified as being overcrowded by the Metro School Board. There is capacity at a middle school within the Hillwood cluster. This information is based upon data from the school board last updated January 16, 2004.



Metro Planning Commission Meeting of 5/13/04

Planned School Capital Improvements:

| Location | Project | Projected Date |
|------------------------|----------------|-----------------------|
| Brookemeade Elementary | Renovation | FY07-08 |
| Hillwood High | Renovation | FY07-08 |



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

[Zone Change 2004Z-051G-06](#)
None
None
35 – Tygard
9 – Norris
James and Carolyn Gunter, owners
Deferred from the April 22, 2004, Commission meeting.

Staff Reviewer
Staff Recommendation

Harris
Disapprove

APPLICANT REQUEST

Rezone 6.46 acres from commercial neighborhood (CN) and residential single-family and duplex (R80) to commercial service (CS) district property at Highway 70 S (unnumbered), along the east side of Old Charlotte Pike.

Existing Zoning
CN district

Commercial Neighborhood is intended for very low intensity retail, office, and consumer service uses, which provide for the recurring shopping needs of nearby residential areas.

R80 district

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

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.

**BELLEVUE 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 district (CS) is not consistent with the RLM policy, which is intended for residential



Metro Planning Commission Meeting of 5/13/04

development within a density range of two to four dwelling units per acre. There is CS zoning adjacent to this parcel, however, there was a zone change request to RM15 for this parcel in January. The Commission recommended approval of the RM15 and the bill has been deferred at Council.

RECENT REZONINGS

Parcel 026 was rezoned in June 2003, from AR2a to RS15. The Commission recommended approval with conditions. The conditions were based on a more detailed TIS and conservation easements for the floodplain/way at the development stage.

TRAFFIC

Public Works Recommendation

With the submittal of Final Development Plans and review by the Traffic Engineer, a Traffic Impact Study may be required to determine the additional traffic generated by the proposed level of development and required mitigations.

Typical Uses in Existing Zoning District: CN

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-----------------------|-------|-------|------------------|-----------------------|--------------|--------------|
| Shopping Center (820) | 6.46 | 0.066 | 18,572 | 798 | 19 | 70 |

Typical Uses in Proposed Zoning District: CS

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-----------------------|-------|-------|------------------|-----------------------|--------------|--------------|
| Shopping Center (820) | 6.46 | 0.066 | 18,572 | 798 | 19 | 70 |

Maximum Uses in Existing Zoning District: CN

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|------|------------------|-----------------------|--------------|--------------|
| General Office (710) | 6.46 | 0.25 | 70,349 | 775 | 142 | 158 |

Maximum Uses in Proposed Zoning District: CS

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-----------------------|-------|------|------------------|-----------------------|--------------|--------------|
| Shopping Center (820) | 6.46 | 0.60 | 168,838 | 7,250 | 174 | 633 |

Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District

| Land Use (ITE Code) | Acres | -- | -- | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|----|-----------------------|--------------|--------------|
| -- | -- | -- | -- | 6,475 | +32 | +475 |



Project No.

Subdivision 2004S-109G-02

Project Name

Eaton Estates

Associated Cases

None

Council District

10 - Ryman

School District

3 - Garrett

Requested By

Dale and Associates, surveyor, for Harold and Jeanette Clark, owners

Deferral

This item was deferred at the April 22, 2004, Planning Commission meeting to allow staff to send public hearing notices.

Staff Reviewer

Leeman

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Preliminary Plat

This request is to subdivide 9.4 acres into 3 single-family lots along the north side of Lickton Pike, and the east side of Freeman Hollow Road.

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.

SUBDIVISION DETAILS

This plat is consistent with the Subarea 2 Plan's Natural Conservation (NCO) policy intended for undeveloped areas with the presence of steep terrain, unstable soils, and floodway/floodplain. In areas where development is appropriate some very low intensity commercial, community facility developments, and residential densities consistent with RLM policy may be appropriate.

The proposed lot sizes range from 2.6 acres to 3.4 acres. Since this is not a cluster lot subdivision, there is no open space requirement. Access to Lots 2 and 3 will be from a joint access easement from Lickton Pike. Lot 1 will be accessed from an existing driveway to Freeman Hollow Road. All three lots will be served by private septic systems, requiring Health Department approval. Sidewalks are not required on this plat since the property is zoned AR2a.



Metro Planning Commission Meeting of 5/13/04

STORMWATER

There is stream buffer along the western side of lots 1 and 3 that cannot be crossed without approval from the Metro Stormwater Committee.

TRAFFIC Metro Public Works Recommendation

No exception taken.

CONDITIONS

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

1. Performance bonds must be posted to secure the satisfactory construction, installation, and dedication of all required public improvements prior to final plat recordation.
2. NES approval shall be submitted prior to final plat recordation.
3. Prior to the recording of any final plat for this property, the Metro Health Department shall approve the proposed septic fields.

[VIEW SKETCH](#)



| | |
|------------------------------|---|
| Project No. | <u>Zone Change 2004Z-046G-14</u> |
| Associated Case | 2004P-009G-14 |
| Council Bill | None |
| Council District | 12 - Gotto |
| Council District | 4 - Nevill |
| School Board District | |
| Requested By | Lose & Associates, Inc. for Frank Batson Homes, applicant and optionee, for F.E. Smith, Jr., owner. |
| Staff Reviewer | Mitchell |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST

Rezone 117.92 acres from agricultural (AR2a) to residential (R15) district as part of a requested new Planned Unit Development. The property is located along the north side of John Hager Road and along the west side of Earhart Road.

Existing Zoning
AR2a district

Agricultural/residential requires a minimum lot size of 2 acres and is 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. Currently, the AR2a district would permit a total of 59 lots.

Proposed Zoning
R15 district

R15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25% duplex lots. The R15 district would permit a maximum of 291 lots, or 364 total units with 25% duplex. The proposed PUD includes a total of 290 units.

SUBAREA 14 PLAN

Residential Low-Medium (RLM)

RLM policy is a policy category designed to accommodate residential development within a density range of 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 calls for careful consideration of the density of development in the area where this project is proposed. The rocky terrain, the widespread presence of sinkholes (which may have limited drainage capacity), and the



Metro Planning Commission Meeting of 5/13/04

Policy Conflict

potential impact of runoff on J. Percy Priest Lake require the additional consideration. Additionally, the area's accessibility to the regional road system is limited.

No. The associated PUD plan proposes 290 single-family and duplex homes on the 118-acre tract, for a gross density of 2.46 dwelling units per acre – which is at the low end of the RLM density range. In addition, although this area's accessibility to the regional road system is limited, the applicant is proposing to relocate John Hager Road so that it aligns with John Hager Road on the east side of Earhart Road. This significant roadway improvement, in conjunction with the roadway widening and sidewalk improvements (along John Hager) that will be occurring as part of the construction of Ruby Major Elementary should greatly improve the immediate roadway network in the area.

RECENT REZONINGS

No

TRAFFIC Metro Public Works Recommendation:

Public Works recommends conditional approval, subject to the following conditions, generated from review of the required Traffic Impact Study (TIS), being met prior to adoption by the Metro Council:

1. Construct realigned John Hager Rd as collector cross-section with wide outside lanes (WOL) per the Strategic Plan for Bikeways.
2. Provide continuous center turn lane on new section of John Hager Rd with 75 ft of dedicated storage for eastbound left turns at streets A, D, and E. Provide 150 feet of dedicated storage for eastbound left turns at the intersection with Earhart Road.
3. Provide 2 exit lanes and 1 entering lane for street D at intersection With John Hager Road.
4. Trails shall intersect roadways at street intersections.



Metro Planning Commission Meeting of 5/13/04

Typical Uses in Existing Zoning District: AR2a

| Land Use (ITE Code) | Acres | Units Per Acre | Total # of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|--------|----------------|------------------|-----------------------|--------------|--------------|
| Single-Family Detached (210) | 117.92 | 0.5 | 59 | 565 | 51 | 67 |

Typical Uses in Proposed Zoning District: R15/Res PUD

| Land Use (ITE Code) | Acres | Units Per Acre | Total # of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------------|--------|----------------|------------------|-----------------------|--------------|--------------|
| Single-Family Detached/Attached (210) | 117.92 | 2.47 | 291 | 2785 | 206 | 281 |

Change in traffic between Typical Uses in existing and proposed zone

| Land Use (ITE Code) | Acres | -- | -- | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|------|-----------------------|--------------|--------------|
| | | | +232 | 2220 | +155 | +214 |

METRO SCHOOL BOARD REPORT

Projected student generation: 48 Elementary 31 Middle 24 High

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

Planned School Capital Improvements:

| Location | Project | Projected Date |
|--------------------------------------|--|---------------------------------|
| Dodson Elementary Renovation | Dodson Elementary School – Renovate Facility | Proposed G.O. Bonds FY2007-2008 |
| McGavock Cluster Middle School - New | Construct a NEW Middle School for 800 Students in the McGavock | Proposed G.O. Bonds FY2008-2009 |
| District Wide Elementary Gyms | Construct Elementary P.E. Rooms at Kings Lane, Glencliff, McGavock, J.E. Moss, Norman Brinkley, Crieve Hall, Kirkpatrick, Ross | Approved G.O. Bonds FY2003-2004 |



Metro Planning Commission Meeting of 5/13/04

CONDITIONS

1. Because this project will generate more than 100 students, the Council bill should also include a condition stating the following: “No final PUD or plat for development on the site shall be approved until a school site, in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students, shall be offered for dedication to the Metro Board of Education, the offer of such school site being proportional to the development’s student generation potential.”
2. A condition addressing Metro Public Works conditions has been placed in the associated PUD staff report.



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

Planned Unit Development 2004P-009G-14
Bridgewater PUD
2004Z-0046G-14
None
12 - Gotto
4 - Nevill
Lose & Associates, Inc., applicant, for Frank Batson Homes, applicant and optionee, for F.E. Smith, Jr., owner.

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions, and recommend approval of the sidewalk variance request for "old" John Hager Road due to topographic constraints, but recommend disapproval of the sidewalk variance request along Earhart Road since no unique hardship exists.

APPLICANT REQUEST
Preliminary PUD

Request to approve a new Preliminary Planned Unit Development Overlay to allow for the development of 192 single-family detached lots and 98 single-family attached (duplex) lots on approximately 118 acres. The applicant is also requesting sidewalk variances to construct sidewalks along what will become "old" John Hager Road and along their frontages of Earhart Road. The property is located along the north side of John Hager Road and along the west side of Earhart Road.

PLAN DETAILS
Site Design:

The proposed plan calls for the development of three different housing types. The predominant type is the more traditional, suburban-style lot that will be within the 8,000 to 10,000-square foot range. The second type is a more traditional approach, with garages designed to the rear of each site and accessed by a private alley. The last housing type proposed is the single-family attached units that will be marketed more for the elderly demographic, and are located within their own "alcove" of the subdivision. Staff does not support the applicant's proposal to segregate this section from the rest of the development. A condition has been recommended, below, that requires greater interconnectivity between housing types. If vehicular connectivity is simply not an option for the applicant, then staff recommends that the proposed pedestrian



Metro Planning Commission Meeting of 5/13/04

Access & Connectivity:

paths be clearly signed and shown to provide an alternative approach to the one-way-in, one-way-out proposal.

The development attempts to mold itself into the existing residential fabric by providing connections to John Hager Road at, essentially, two points, access to Earhart Road, and access to the north to a yet-to-be-named, or built, roadway. The internal connectivity is adequate, but staff had concerns during the plan review process with regards to Subdivision Regulation connectivity compliance. In light of these concerns, the applicant has indicated that the plan would be revised to provide greater connectivity to the 15 acres of property located between this site and Earhart Road. With this last-minute revision, there will be four points of public roadway access to the new subdivision. The new plan will be presented at the Planning Commission meeting.

Relocation / Realignment of John Hager Road

As part of this PUD, the applicant is proposing to realign John Hager Road on the west side of Earhart Road. Since the project site is located in the northwest corner of the current location of John Hager and Earhart, the developer is proposing to bring John Hager to the north, beginning around the recently-platted Hager's Grove subdivision, and extending the collector road to directly across from the existing T-type intersection of John Hager and Earhart. Staff supports the utilization of the preferred collector street cross-section as called for in the Metro Nashville Bicycle & Pedestrian Plan. This alternate roadway cross-section provides a wider sidewalk (6 feet) and Wide-Outside Lanes (WOL) for bicycles.

TRAFFIC Metro Public Works Recommendation

Public Works recommends conditional approval, subject to the following conditions, generated from review of the required Traffic Impact Study (TIS):

1. Construct realigned John Hager Rd as collector cross-section with wide outside lanes (WOL) per the Strategic Plan for Bikeways.
2. Provide continuous center turn lane on new section of John Hager Rd with 75 ft of dedicated storage for



Metro Planning Commission Meeting of 5/13/04

eastbound left turns at streets A, D, and E. Provide 150 feet of dedicated storage for eastbound left turns at the intersection with Earhart Road.

3. Provide 2 exit lanes and 1 entering lane for street D at intersection with John Hager Road.
4. Trails shall intersect roadways at street intersections.

CONDITIONS

1. A greater amount of connectivity must be provided between the attached homes and the detached homes via vehicular or pedestrian connections. If only required to provide better pedestrian linkages between the attached homes and the rest of the development, staff recommends that the paths must be a minimum of 4 feet wide, lighted, and clearly marked as such.
2. All internal pedestrian paths, excluding public sidewalks, because of their standard construction requirements, shall be a minimum of 4 feet in width and either paved or constructed with a permanent material such as pea gravel with railroad lumber edges. Since the attached units are marketed towards the elderly demographic, a “main” trail shall be established between the attached units and the amenities center that is paved and lighted.
3. The developer shall determine what areas of the entire pedestrian path may create potential safety concerns, such as areas that lack visibility from adjacent homes, and shall light these areas of the path.
4. In light of recommendation #4 from the Public Works Department, staff recommends that the Planning Commission require the applicant to work with the Planning Department and the Public Works Department to find the best terminus / intersection locations for the proposed pedestrian paths.
5. A Tree Preservation / Removal and Grading Boundary Plan (24x36) shall be submitted prior to, or in conjunction with, the submittal of the Final PUD application.



Metro Planning Commission Meeting of 5/13/04

6. 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.
7. Prior to final plat recordation, all traffic mitigation recommendations provided by the Public Works Department shall be completed or bonded with the appropriate performance agreement.



| | |
|------------------------------|---|
| Project No. | <u>Zone Change 2004Z-047U-12</u> |
| Associated Case | 114-78-U-12 |
| Council Bill | None |
| Council District | 27 - Foster |
| School Board District | 2 - Blue |
| Requested By | Ragan-Smith & Associates, Inc., applicant, for Gertrude Tibbs Ezell, owner. |
| Staff Reviewer | Mitchell |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

Rezone 21.87 acres from residential single-family and duplex (R8) to residential multi-family (RM15) district as part of a requested amendment to the existing Planned Unit Development. The property is located along the north side of McMurray Drive, approximately one-quarter mile east of Edmondson Pike.

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. R8 zoning without a PUD would allow for 135 lots, or 169 units with 25% duplex lots. The existing PUD was approved for 162 total multi-family units.

Proposed Zoning
RM15 district

RM15 is intended for single-family, duplex and multi-family dwellings at a density of 15 dwelling units per acre. The RM15 zoning allows a maximum of 328 multi-family units, but the proposed PUD limits the number of units to 218 total units.

SUBAREA 12 PLAN

Residential Medium-High (RMH)

RMH is a policy category designed and intended for existing and future residential areas characterized by densities of about 9 to 20 dwelling units per acre. Good accessibility is essential for all RMH areas. All development in RMH areas should have direct or good indirect access to an arterial street. As specifically stated in the Subarea 12 Plan for this area, this area is currently developed at densities of approximately 15



Metro Planning Commission Meeting of 5/13/04

Policy Conflict

units per acre. The intent is to conserve this area in accordance with the standard RMH policies.

No. The associated PUD plan proposes 218 condominium townhomes, which will be compatible with much of the existing multi-family development in the area. The provision of 218 units on 21.87 acres proposes a gross density of 10 dwelling units per acre, which is below the average density for the area. The currently-approved PUD plan associated with this property allows for the development of 162 elderly townhomes, which proposes a density of 7 dwelling units per acre. In addition, and as required above, there is good access to the Edmondson Pike arterial roadway. The entrance to this development will be approximately one-quarter mile east of Edmondson Pike.

RECENT REZONINGS

No

TRAFFIC Metro Public Works Recommendation

“This is an old PUD which is being amended to allow 218 townhomes in place of 162 retirement units. The access drive is shown approximately 1200 feet from Edmondson Pike. McMurray Drive has a horizontal curve and grade change near the eastern portion of this property. McMurray Drive is a collector road with 50 feet of ROW. Because of the road geometrics and area topography, adequate sight distance may be an issue.”

The TIS has been reviewed and the following conditions will be required in order to recommend approval of this project:

1. Dedicate 1/2 of the required 60 ft collector ROW.
2. Construct 1/2 of the collector cross section along the property frontage.
3. Construct an Eastbound left turn lane with 75 ft of storage and transition per AASHTO on McMurray Dr. at the project access drive.
4. Provide adequate sight distance for project access dr. /McMurray Dr intersection. Submit graph of sight triangles per AASHTO guidelines.
5. Construct 1 entering lane and 2 exiting lanes for project access drive. The left turn lane shall have 50 ft of storage and transition per AASHTO standards.



Metro Planning Commission Meeting of 5/13/04

Typical Uses in Existing Zoning District: R8 with Residential PUD

| Land Use (ITE Code) | Acres | Units Per Acre | Total Number of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---|-------|----------------|-----------------------|-----------------------|--------------|--------------|
| Low Rise Residential Condo/Townhome (231) | 21.78 | -- | 162* | N/A | 109 | 127 |

*Based on approved PUD plan

Typical Uses in Proposed Zoning District: RM15 with Residential PUD

| Land Use (ITE Code) | Acres | Units per Acre | Total Number of units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---|-------|----------------|-----------------------|-----------------------|--------------|--------------|
| Low Rise Residential Condo/Townhome (231) | 21.78 | -- | 218* | N/A | 146 | 170 |

*Based on proposed PUD plan.

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

| Land Use (ITE Code) | Acres | -- | Total Number of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|-----------------------|-----------------------|--------------|--------------|
| -- | -- | -- | -- | -- | +37 | +43 |

METRO SCHOOL BOARD REPORT

Projected student generation:

16 Elementary 11 Middle 10 High

Schools Over/Under Capacity:

Students would attend Crieve Hall Elementary School, Croft Middle School, and Overton High School. Crieve Hall and Overton have been identified as being over capacity by the Metro School Board. There is capacity at an elementary school within the cluster, and at a high school within an adjacent cluster. This information is based upon data from the school board last updated January 16, 2004.

Planned School Capital Improvements:

| Location | Project | Projected Date |
|------------------------|--|----------------|
| Crieve Hall Elementary | Renovation of Glendale as an elementary school serving this cluster currently underway | FY2003-04 |

COMMENTS

1. A condition addressing Metro Public Works conditions has been placed in the associated PUD staff report.



Project No.
Project Name

Planned Unit Development 114-78-U-12
Edmondson Place Townhomes PUD
(Formerly known as McMurray
Townhomes)

Associated Case
Council Bill
Council District
School Board District
Requested By

2004Z-047U-12
None
27 - Foster
2 - Blue
Ragan-Smith Associates, applicant, for Gertrude Tibbs
Ezell, owner

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Amend PUD

Request to amend a 26-year old preliminary Planned Unit Development to allow for the development of 218 townhome units on 21.87 acres. The property is located along the north side of McMurray Drive, approximately one-quarter mile east of Edmondson Pike.

PLAN DETAILS

History:

This residential PUD was originally adopted by the Metro Council in 1978, and encompasses a larger land area than the 21.87 acres being amended by this request. The adjacent condominium complex to the west is also a part of this plan and has been completed for many years. The portion of the PUD affected by this request currently allows for the development of 162 townhomes.

Site Design:

The proposed plan calls for the development of 218 townhomes – an increase in the number of units by 56. With the addition of 56 units, a PUD is required to be amended before Metro Council. In doing so, all current requirements within the Metro Zoning Code are applicable. In this instance, the proposed plan meets current Code requirements with regards to parking, landscape buffering, impervious percentages, and floor area ratio.

Proposed Zone Change:

Although the original PUD plan was approved for multi-family uses, it was approved under a previous Zoning Code that had different requirements than today. The previous Code did not require the base



Metro Planning Commission Meeting of 5/13/04

Access & Connectivity:

zoning to be consistent with the uses proposed in the PUD. The applicant is proposing a zone change as part of this PUD amendment application. The requested zone change is from the R8 district to RM15 district. Staff is recommending approval of the associated zone change because it complies with the adopted Land Use Plan.

Access to the site is provided via one ingress and egress point on McMurray Drive. The previously-approved plan provided an access point onto a small alley, McMurray Court, located to the east of the site. Staff supports the removal of this access point since it exited onto a substandard public street, as well as disrupted the character of the small neighborhood on the alley. Staff supports all traffic entering and exiting the site via McMurray Drive only, which is designated as a collector street on the adopted Major Street Plan. Connectivity to other adjacent properties is not possible since development has already occurred on all sides of this site. In addition, all drives within this project are proposed to be private.

TRAFFIC Metro Public Works Recommendation

Public Works recommends conditional approval, subject to the following conditions, generated from review of the required Traffic Impact Study (TIS):

1. Dedicate 1/2 of the required 60-foot collector ROW.
2. Construct 1/2 of the collector cross section along the property frontage.
3. Construct an Eastbound left turn lane with 75 feet of storage and transition per AASHTO on McMurray Drive at the project access drive.
4. Provide adequate sight distance for project access drive /McMurray Drive intersection. Submit graph of sight triangles per AASHTO guidelines.
5. Construct one entering lane and two exiting lanes for project access drive. The left turn lane shall have 50 feet of storage and transition per AASHTO standards.

CONDITIONS

1. In accordance with the e-mail sent by the applicant to Planning Staff on May 5, 2004, and prior to final PUD approval, the developer needs to work with



Metro Planning Commission Meeting of 5/13/04

the adjacent property owner, located on Map 161-00 / Parcel 007, to allow legal access so as to not create a landlocked parcel.

2. A Tree Preservation / Removal and Grading Boundary Plan (24x36) shall be submitted prior to, or in conjunction with, the submittal of the Final PUD application.
3. All trash receptacles and dumpsters shall be located in inconspicuous areas of the development, but shall still be easily accessible to sanitation services.
4. 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.
5. Prior to final plat recordation, all traffic mitigation recommendations provided by the Public Works Department shall be completed or bonded with the appropriate performance agreement.



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

[Zone Change 2004Z-054G-03](#)
None
None
1 – Gilmore
1 – Thompson
William C. Sanders, Jr., owner

Staff Reviewer
Staff Recommendation

Harris
Approve

APPLICANT REQUEST

Rezone 4.76 acres from agricultural residential (AR2a) district to industrial restrictive (IR) district property at 4511 Amy Lynn Drive, approximately 220 feet south of Ashland City Highway.

Existing Zoning
AR2a district

Agricultural/residential requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. The AR2a district is intended to implement the natural conservation or interim nonurban land use policies of the general plan.

Proposed Zoning
IR district

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

**BORDEAUX-WHITES CREEK
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 IR zoning district is not consistent with the RLM policy calling for residential development within a density range of two to four dwelling units per acre. Although it is not consistent with the policy, it is consistent with surrounding zoning pattern on the south side of Ashland City Highway. The development pattern in this area is rural residential along the north



Metro Planning Commission Meeting of 5/13/04

side of Ashland City Highway and industrial development along the south side. There is a TVA line that runs diagonally through the property and an existing borrow pit near the property. This property was used as the borrow pit during the construction of the Bicentennial Mall. Based upon these existing sites conditions, industrial zoning is appropriate. Residential development may not be feasible from a marketability standpoint at this location given the existing industrial zoning nearby.

Further industrial rezonings in this area should be limited to the south side of Ashland City Highway.

RECENT REZONINGS

Parcel 029 was rezoned from AR2a to IR in March 2001. The Planning Commission recommended disapproval in October 2000. The item was re-referred to the Commission in March 2001, and the Commission recommended approval. Parcel 057 was also rezoned from AR2a to RS40 in August 1999 and the Commission recommended disapproval in July 1999.

TRAFFIC

Metro Public Works Recommendation “No Exception Taken.”

Typical Uses in Existing Zoning District: AR2a

| Land Use (ITE Code) | Acres | Units Per Acre | Total Number of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|----------------|-----------------------|-----------------------|--------------|--------------|
| Single-Family Detached () | 4.76 | 0.5 | 2 | 19 | 2 | 2 |

Typical Uses in Proposed Zoning District: IR

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------|------------------|-----------------------|--------------|--------------|
| Warehousing () | 4.76 | 0.044 | 9,123 | 45 | 5 | 5 |

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

| Land Use (ITE Code) | Acres | -- | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|------------------|-----------------------|--------------|--------------|
| -- | -- | -- | -- | +26 | +3 | +3 |



Metro Planning Commission Meeting of 5/13/04

Maximum Uses in Existing Zoning District: AR2a

| Land Use (ITE Code) | Acres | Units Per Acre | Total Number of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------------|-------|----------------|-----------------------|-----------------------|--------------|--------------|
| Single-Family Detached () | 4.76 | 0.5 | 2 | 19 | 2 | 2 |

Maximum Uses in Proposed Zoning District: IR

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|-----|------------------|-----------------------|--------------|--------------|
| General Light Industrial () | 4.76 | 0.6 | 124,407 | 867 | 115 | 122 |

Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District

| Land Use (ITE Code) | Acres | -- | -- | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|----|-----------------------|--------------|--------------|
| -- | -- | -- | -- | +848 | +113 | +120 |



| | |
|-----------------------------|--|
| Project No. | <u>Zone Change 2004Z-055G-13</u> |
| Associated Case | None |
| Council Bill | None |
| Council District | 32 – Coleman |
| School District | 6 – Awipi |
| Requested by | Saeed Sassan, 101 Construction Company, Inc., owner/applicant |
| Staff Reviewer | Harris |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

Rezone 3.26 acres from industrial restrictive (IR) district to industrial general (IG) district property at 12761 Old Hickory Blvd., approximately 300 feet north of Logistics Way.

Existing Zoning
IR district

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

Proposed Zoning
IG district

Industrial General is intended for a wide range of intensive manufacturing uses.

**ANTIOCH-PRIEST LAKE
COMMUNITY PLAN POLICY**

Industrial (IN) policy

IN policy is intended for one of several types of special districts. IN areas are dominated by one or more activities that are industrial in character. Types of uses intended in IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses.

Policy Conflict

The proposed zoning district (IG) is consistent with the IN policy. It is also consistent with surrounding zoning districts along the east side of Old Hickory Boulevard. The subarea plan calls for a Planned Unit Development (PUD) to accompany zone changes within the IN policy in which there is no campus or master plan, or when there is no detailed neighborhood design plan. Although a plan has not been submitted, this parcel is already zoned for industrial uses.



Metro Planning Commission Meeting of 5/13/04

RECENT REZONINGS

Parcel 104 was rezoned in January 2004, from IR to IG. The Commission recommended approval on September 11, 2003. The front portion of parcel 207 was rezoned from OR20 to IR in December 2000. The Commission recommended approval in August 2000.

TRAFFIC

Public Works Recommendation

“No Exception Taken.”

Typical Uses in Existing Zoning District: IR

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------|------------------|-----------------------|--------------|--------------|
| Warehousing () | 3.26 | 0.106 | 15,052 | 75 | 7 | 7 |

Typical Uses in Proposed Zoning District: IG

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-----------------------------|-------|-------|------------------|-----------------------|--------------|--------------|
| General Heavy Industrial () | 3.26 | 0.302 | 42,885 | 65 | 22 | 30 |

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

| Land Use (ITE Code) | Acres | -- | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|------------------|-----------------------|--------------|--------------|
| -- | -- | -- | +27,833 | -10 | 15 | 23 |

Maximum Uses in Existing Zoning District: IR

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-----------------------------|-------|-------|------------------|-----------------------|--------------|--------------|
| General Light Industrial () | 3.26 | 0.272 | 38,625 | 270 | 36 | 38 |

Maximum Uses in Proposed Zoning District: IG

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-----------------------------|-------|-------|------------------|-----------------------|--------------|--------------|
| General Heavy Industrial () | 3.26 | 0.302 | 42,885 | 65 | 15 | 23 |

Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District

| Land Use (ITE Code) | Acres | -- | -- | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|--------|-----------------------|--------------|--------------|
| -- | -- | -- | +4,260 | -205 | -21 | -15 |



| | |
|------------------------------|--|
| Project No. | <u>Zone Change 2004Z-056U-03</u> |
| Associated Case | 88P-042U-03 & 2004P-012U-03 |
| Council Bill | None |
| Council District | 3 - Hughes |
| Council District | 3 - Garrett |
| School Board District | |
| Requested By | Dale & Associates, applicant, for Jane D. & Dowlen Parmley and Howard Scott, owners. |
| Staff Reviewer | Mitchell |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

Rezone 38.44 acres from shopping center neighborhood (SCN), residential single-family (RS20 and RS15) to residential single-family (RS10 – 32.49 ac.) and residential multi-family (RM9 – 5.95 ac.) district, as part of a requested new Planned Unit Development. The property is located along the east side of Whites Creek Pike, approximately two-thirds of a mile north of Briley Parkway.

Existing Zoning

SCN district

Shopping Center Neighborhood is intended for a limited range of retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas. The existing PUD called for 80,000 square feet of commercial uses.

RS20 district

RS20 requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre.

RS15 district

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

Proposed Zoning

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. The proposed PUD plan includes 91 single-family homes.

RM9 district

RM9 is intended for single-family, duplex and multi-family dwellings at a density of 9 dwelling units per acre. The proposed PUD plan includes 46 townhomes.



Metro Planning Commission Meeting of 5/13/04

BORDEAUX – WHITES CREEK PLAN (SUBAREA 3)

Residential Low-Medium (RLM)

RLM policy is a policy category designed to accommodate residential development within a density range of 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 newly updated and adopted Bordeaux – Whites Creek Plan states that in areas designated with an RLM policy, proposals for single-family residential development, civic activities, and low-rise public benefit uses may be considered on their merits.

Policy Conflict

No. The associated PUD plan proposes to develop the 38.44-acre tract with 91 single-family homes and 46 condominium townhomes at an overall density of 3.56 dwellings / lots per acre. If a PUD was not proposed, the RS10 portion (32.49 acres) of the tract would provide up to 120 single-family lots. The RM9 portion (5.95 acres) would provide up to 54 multi-family units. With the adoption of the associated PUD, the applicant is proposing to reduce the available units / lots each zone district to keep the overall density below the 4 dwelling units per acre ceiling of the RLM land use policy.

RECENT REZONINGS

No

TRAFFIC Metro Public Works Recommendation:

Public Works recommends conditional approval, subject to the following conditions, generated from review of the required Traffic Impact Study (TIS):

1. Construct project access road with 2 exiting 12-foot wide lanes and 1 entering 12-foot wide lane. Left turn lane shall have 50 feet of storage with transition per AASHTO standards.
2. Construct 12-foot wide southbound left turn lane on Whites Creek Pike (WCP) at the project access with 100 feet of storage and transition per AASHTO standards.



Metro Planning Commission Meeting of 5/13/04

3. Construct 12-foot wide northbound right turn lane on WCP at the project access with 100 feet of storage and transition per AASHTO standards.
4. Provide adequate sight distance for the access road. Remove vegetation along east side of WCP to provide a minimum 425 feet of sight distance. Locate access road at crest of hill and submit sight triangles and road profile in conjunction with the PUD construction drawings.
5. Provide pedestrian and bike access to future Greenway west of site and future bike lanes on WCP.
6. Dedicate or reserve ROW for the U4 and right turn lane on WCP.

Typical Uses in Existing Zoning District: RS15

| Land Use (ITE Code) | Acres | Units per Acre | Total # of Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|----------------|-----------------|-----------------------|--------------|--------------|
| Single-family detached (210) | 25.64 | 2.47 | 63 | 603 | 48 | 64 |

Typical Uses in Existing Zoning District: SCN

| Land Use (ITE Code) | Acres | FAR | Total Square Feet | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------|-------|-----|-------------------|-----------------------|--------------|--------------|
| Office and Retail* (710) | 12.8 | -- | 80,000* | 881 | 124 | 120 |

* Based on approved PUD plan

Typical Uses in Proposed Zoning District: RS10 with PUD

| Land Use (ITE Code) | Acres | Units Per Acre | Total # of Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|----------------|-----------------|-----------------------|--------------|--------------|
| Single-family detached (210) | 32.49 | 3.7 | 98* | 938 | 74 | 99 |

*Based on proposed PUD plan

Typical Uses in Proposed Zoning District: RM9 with PUD

| Land Use (ITE Code) | Acres | Units Per Acre | Total # of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---|-------|----------------|------------------|-----------------------|--------------|--------------|
| Low Rise Residential Condo/Townhome (231) | 5.95 | 9 | 46* | N/A | 31 | 36 |

* Based on proposed PUD plan.

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

| Land Use (ITE Code) | Acres | -- | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|----|------------------|-----------------------|--------------|--------------|
| -- | -- | -- | -- | -- | -67 | -49 |



Metro Planning Commission Meeting of 5/13/04

METRO SCHOOL BOARD REPORT

Projected student generation:

28 Elementary 15 Middle 18 High

Schools Over/Under Capacity:

Students would attend Alex Green Elementary School, Ewing Park Middle School, and Whites Creek High School. Alex Green Elementary and Ewing Park Middle schools have been identified as being over capacity by the Metro School Board. There is capacity at an elementary and middle school within the Whites Creek cluster. This information is based upon data from the school board last updated January 16, 2004.

COMMENTS

1. A condition addressing Metro Public Works conditions has been placed in the associated PUD staff report.



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

Planned Unit Development 2004P-012U-03
Parmley Cove PUD
88P-042G-03 & 2004Z-056U-03
None
3 - Hughes
3 - Garrett
Roy Dale & Associates, applicant, for Jane D. & Dowlen Parmley and Howard Scott, owner

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Cancel PUD & New PUD

Request to cancel an existing, unbuilt, preliminary Planned Unit Development (88P-042G-03) that has already been partially cancelled, and a request to approve a new preliminary Planned Unit Development overlay to allow for the development of 91 single-family lots and 46 condominiums on 38.44 acres. The property is located along the east side of Whites Creek Pike, approximately two-thirds of a mile north of Briley Parkway.

PLAN DETAILS

History:

The original residential PUD (88P-042G-03) was adopted by the Metro Council in 1988, and encompassed a larger land area than the 38.44-acre parcel was affected by this request. A portion of the PUD was previously cancelled in 1991, which was approved for single-family residential homes.

Site Design:

The applicant is requesting to cancel the remaining portion of the existing PUD – all of which is located within the SCN district along Whites Creek Pike. The new PUD plan proposes 91 single-family homes on the majority of the site and proposes 46 condominium units on a 5.95-acre portion in the northwest corner adjacent to Whites Creek Pike.

Access & Connectivity:

Access to the site is provided via a new public street from Whites Creek Pike. A stub street connection is being provided to the north for future development, but no connections have been provided to the east due to topographical constraints and land areas designated as Natural Conservation.



Metro Planning Commission Meeting of 5/13/04

TRAFFIC

Metro Public Works Recommendations

Public Works recommends conditional approval, subject to the following conditions, generated from review of the required Traffic Impact Study (TIS):

1. Construct project access road with two exiting 12-foot wide lanes and one entering 12-foot wide lane. Left turn lane shall have 50 feet of storage with transition per AASHTO standards.
2. Construct 12-foot wide southbound left turn lane on Whites Creek Pike (WCP) at the project access with 100 feet of storage and transition per AASHTO standards.
3. Construct 12-foot wide northbound right turn lane on WCP at the project access with 100 feet of storage and transition per AASHTO standards.
4. Provide adequate sight distance for the access road. Remove vegetation along east side of WCP to provide a minimum 425 feet of sight distance. Locate access road at crest of hill and submit sight triangles and road profile in conjunction with the PUD construction drawings.
5. Provide pedestrian and bike access to future Greenway west of site and future bike lanes on WCP.
6. Dedicate or reserve ROW for the U4 and right turn lane on WCP.

CONDITIONS

1. A Tree Preservation / Removal and Grading Boundary Plan (24x36) shall be submitted prior to, or in conjunction with, the submittal of the Final PUD application.
2. 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.
3. Prior to final plat recordation, all traffic mitigation recommendations provided by the Public Works Department shall be completed or bonded with the appropriate performance agreement.



| | |
|------------------------------|--|
| Project No. | <u>Zone Change 2004Z-057G-12</u> |
| Associated Case | 2004P-013G-12 |
| Council Bill | None |
| Council District | 31 - Toler |
| School Board District | 2 - Blue |
| Requested By | Barge, Waggoner, Sumner & Cannon, Inc., applicant, for Hoover, Inc., owner. |
| Staff Reviewer | Mitchell |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

Rezone 75.29 acres from agricultural (AR2a) to residential single-family and duplex (R15 – 16.2 acres), to residential multi-family (RM9 – 28.94 acres), and to shopping center community (SCC – 30.15 acres) districts, as part of a requested new Planned Unit Development. The property is located along the north side of Nolensville Pike, across from the current terminus of Concord Road.

Existing Zoning

AR2a district

Agricultural/residential requires a minimum lot size of 2 acres and is 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. Currently, 38 lots would be permitted on this property.

Proposed Zoning

R15 district

R15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25% duplex lots. The R15 district would allow 40 total lots or 50 total units with 25% duplex lots.

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 a total of 260 multi-family units

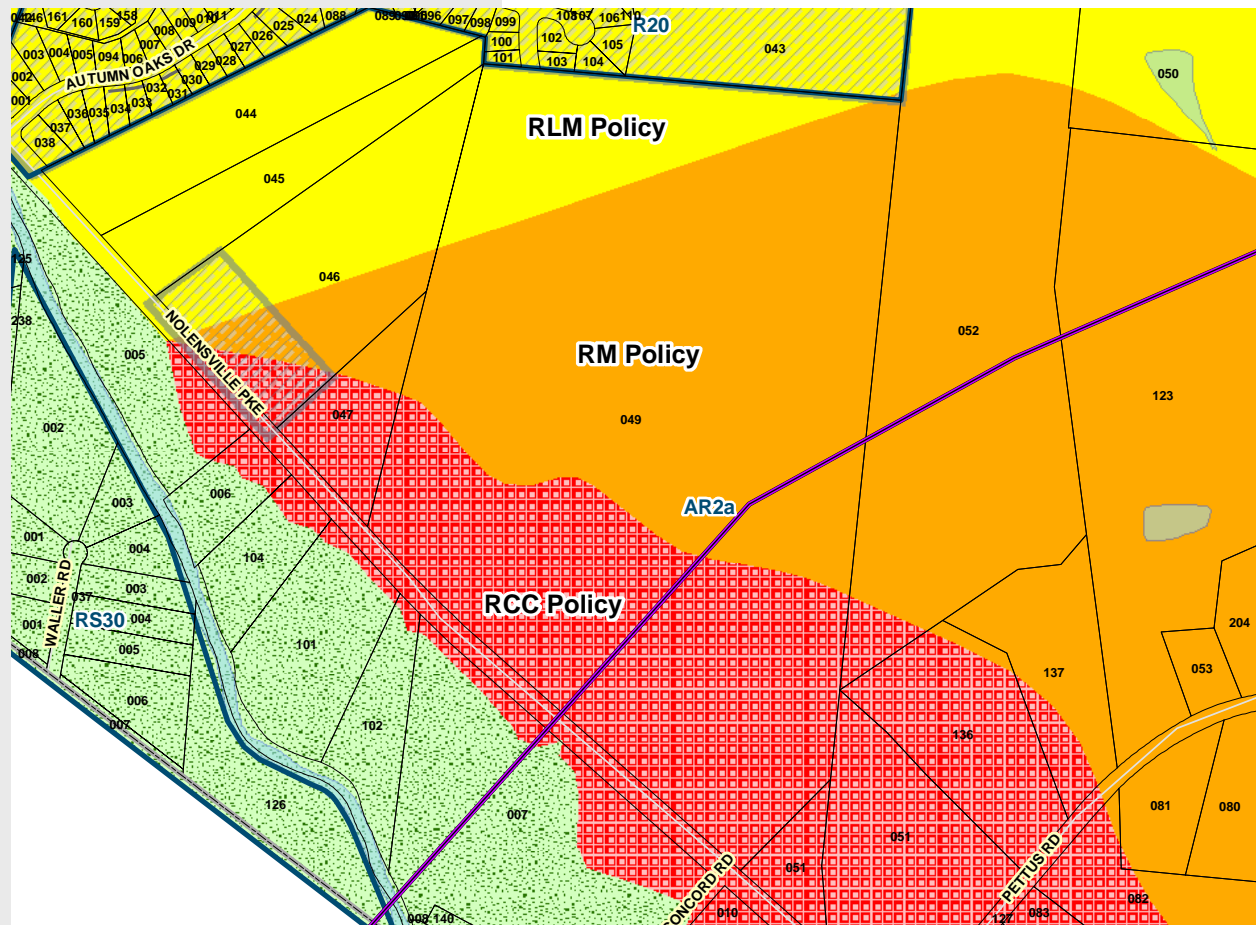
SCC district

Shopping Center Community is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area. The SCC district would allow a total of 656,667 square feet of shopping center uses.



Metro Planning Commission Meeting of 5/13/04

SUBAREA 12 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 12 Plan specifically states that the intent is to preserve and promote development in accordance with the standard RLM policies.

Residential Medium (RM)

RM is a policy category designed to accommodate residential development within a density range of about 4 to 9 dwelling units per acre. A variety of housing types are appropriate in RM areas. The most common types include compact single-family detached units, townhomes, and walk-up apartments. Specifically regarding this area of RM, the plan recognizes that this policy area is centered around the proposed alignment



Metro Planning Commission Meeting of 5/13/04

Retail Concentration Community (RCC)

of the southeast arterial proposed to intersect Nolensville Pike. "The application of RM policy in this area is to provide development opportunities that would support the community-scale commercial node."

RCC is a policy intended for established and committed concentrations of community scale retail development that are to remain, as well as provide opportunities at appropriate locations for additional retail concentrations. Overall, RCC areas are intended to contain from 100,000 to 500,000 square feet of floor space serving a customer base of 35,000 to 100,000 people within a radius of 1 to 5 miles.

Policy Conflict

No. The associated PUD plan proposes to develop the 75.29-acre tract, which crosses the three land use categories, in accordance with the adopted Subarea Plan. The single-family portion of the PUD, 16.2 acres, is proposed for 40 lots, which proposes a density of 2.5 lots per acre. That density is within the RLM density range of 2 to 4 units per acre. The RM policy area will be developed with 248 townhomes and 5 additional single-family lots. The provision of these 253 units proposes a density of 8.7 dwellings / lots per acre. A density of 8.7 falls within the 4 to 9 density range of the RM policy. The overall density proposed for the residential portion of the PUD is 6.3 dwelling units per acre. The commercial portion of the PUD proposes 236,851 square feet of retail, restaurant, and fueling facilities. This square footage falls within the RCC intention of 100,000 to 500,000 square feet of floor area.

RECENT REZONINGS

No

TRAFFIC

Metro Public Works Recommendation:

Public Works recommends conditional approval, subject to the following conditions, generated from review of the required Traffic Impact Study (TIS):

1. The internal site road between Nolensville Road and Autumn Oaks Way shall be 60 feet of ROW and 3 lanes of pavement with a center turn lane.
2. Developer shall construct an eastbound right turn lane with 100 feet of storage on Concord Road at Nolensville Road.



Metro Planning Commission Meeting of 5/13/04

3. Developer shall submit warrant analysis for the intersection of Concord Road, Nolensville Pike and the project driveway to the Metro Traffic Engineer. The warrant analysis shall be submitted prior to the issuance of Use and Occupancy permits for 25%, 50%, 75% and 100% of the commercial development. When the signal is warranted, developer shall have the signal designed, plans approved by the Metro Traffic Engineer, and installed.
4. Dedicate and/ or reserve 1/2 of a S4 arterial ROW or 60 ft of ROW for the SE Arterial along the SE property line to align with the Concord Road improvement.
5. Construct a 12 ft center turn lane along property frontage. Center turn lane shall extend from northern property line to the Pettus Road intersection with transition per AASHTO standards.
 - Install 150 ft dedicated left turn lane storage at the north site driveway.
 - Install 175 ft dedicated left turn storage at second project access.
 - Install 200 ft of left turn storage at Pettus.
6. Install northbound right turn lane on Nolensville Road at both project access driveways with 100 feet of storage and transition per AASHTO standards. Dedicate ROW for the left turn and right turn lanes and dedicate or reserve 1/2 of the required ROW for a U6 arterial along Nolensville Road property frontage and reserve 5 feet of ROW for future bike lane to accommodate bike lanes on Nolensville Road as identified in the Nashville Bike Plan. Additional ROW shall also be reserved and or dedicated for the recommended sidewalk construction along arterials.
9. Install signalization at both project driveways when each is warranted. Conduct traffic counts and submit warrant analysis to metro traffic engineer for signal approval. The warrant analysis shall be submitted prior to the issuance of Use and Occupancy permits for 25%, 50%, 75% and 100% of the commercial development. Any necessary road improvements to accommodate signals, signal interconnect, and poles shall be constructed. Video detection equipment shall be utilized for the private driveway. Install pedestrian signals and associated ADA-compliant facilities, if sidewalks are required.
10. The developer shall construct a 12-foot wide right turn lane with 300 feet of storage and transition per AASHTO standards on Burkitt Road at its intersection with Nolensville Road. Right turn lane shall be constructed prior to the issuance of Use and Occupancy permits for 30% of the commercial development.
11. Subject to final approval of construction plans for all proposed public streets.



Metro Planning Commission Meeting of 5/13/04

Typical Uses in Existing Zoning District: AR2a

| Land Use (ITE Code) | Acres | Units Per Acre | Total Number of Lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|----------------|----------------------|-----------------------|--------------|--------------|
| Single-family detached (210) | 75.29 | 0.5 | 38 | 364 | 29 | 39 |

Typical Uses in Proposed Zoning District: SCC with PUD

| Land Use (ITE Code) | Acres | FAR | Total Floor Area | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-----------------------|-------|-----|------------------|-----------------------|--------------|--------------|
| Shopping Center (820) | 29.15 | -- | 218,000* | 9361 | 225 | 818 |

Typical Uses in Existing Zoning District: RM9 with PUD

| Land Use (ITE Code) | Acres | Units Per Acre | Total Number of Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------------|-------|----------------|-----------------------|-----------------------|--------------|--------------|
| Low Rise Res. Condo/Townhome (231) | 29.94 | -- | 248* | -- | 167 | 194 |

Typical Uses in Existing Zoning District: R15 with PUD

| Land Use (ITE Code) | Acres | FAR | Total Number of lots | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|-----|----------------------|-----------------------|--------------|--------------|
| Single-Family Detached (210) | 16.2 | -- | 60* | 574 | 45 | 61 |

*Adjusted as per proposed PUD

METRO SCHOOL BOARD REPORT

Projected student generation:

24 Elementary 17 Middle 15 High

Schools Over/Under Capacity:

Students would attend Shayne Elementary School, Oliver Middle School, and Overton High School. Overton High School has been identified as being over capacity by the Metro School Board. There is capacity at an elementary and middle school within the cluster; however, these schools have yet to open. Additionally, there is available capacity at a high school at an adjacent cluster. This information is based upon data from the school board last updated January 16, 2004.

COMMENTS

1. A condition addressing Metro Public Works conditions has been placed in the associated PUD staff report.



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

Planned Unit Development 2004P-013G-12
Legg Development PUD
2004Z-057G-12
None
31 - Toler
2 - Blue
Barge, Waggoner, Sumner & Cannon, Inc., applicant,
for Hoover, Inc., owner

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Preliminary PUD

Request to approve a new Preliminary Planned Unit Development overlay to allow for the development of 236,851 square feet of commercial retail, restaurant, and fuel facilities on 30.15 acres; 248 townhome units and 5 single-family lots on approximately 28.94 acres; and for 40 single-family lots on approximately 16.2 acres. The property is located along the north side of Nolensville Pike, across from the current terminus of Concord Road.

PLAN DETAILS

Site Design:

The proposed plan calls for the development of all 236,000 square feet of commercial area to be developed adjacent to Nolensville Pike. The commercial portion will have three points of access onto Nolensville – with one of the access points being proposed as a public roadway that will lead to the townhome and single-family portions. All single-family lots are located in the northernmost portion of the site at the top of the hill – abutting the Autumn Oaks residential PUD. Two stub streets will provide connections between these new lots and the existing Autumn Oaks development. Between the single-family and commercial, the townhomes will fill out the remainder of the slope and will overlook the commercial area.

Access & Connectivity:

Access to the site is provided via Nolensville Road and through a portion of the Autumn Oaks subdivision. There are three points of ingress and egress proposed along Nolensville Road. The northernmost access is proposed as a public road that will lead into the residential portion. The center access point will remain



Metro Planning Commission Meeting of 5/13/04

private, but will provide access to both the commercial as well as the townhomes to the north. The third, southernmost access point, will act as a temporary point of ingress and egress due to the proposed Southeast Arterial roadway. Until that proposed roadway is built, this access point would provide direct access to the commercial portion and would act as one end of a loop road proposed to the rear of the commercial area.

In order to incorporate better pedestrian connections between the single-family, townhome, and commercial portions, staff is recommending that the applicant provide that additional pedestrian paths / linkages be provided between development types.

Southeast Arterial Managed Access Roadway:

The proposed SE Arterial roadway is projected, at this time, to extend northeasterly from the terminus of Concord Road. This location would place the limited access roadway directly on top of this development's southernmost point of ingress and egress. The developer recognizes that the roadway is a planned major arterial and that provisions must be made to allow for its construction. The developer has agreed to dedicate or reserve the required right-of-way for the road, and at such time as construction commences, their southernmost access point would be completely removed with no access to the new roadway.

The designation of Managed Access Roadway requires, at this time, that only major arterials and collector streets can connect to the new roadway. However, it should be noted that the roadway is still in its preliminary planning stage, and not yet determined whether future access to a development / property of this scale will be appropriate. To date, the Metropolitan Planning Organization (MPO) and the Metro Public Works Department have not supported private access to the planned roadway.

TRAFFIC Metro Public Works Recommendations

Public Works recommends conditional approval, subject to the following conditions, generated from review of the required Traffic Impact Study (TIS):



Metro Planning Commission Meeting of 5/13/04

1. The internal site road between Nolensville Road and Autumn Oaks Way shall be 60 feet of ROW and 3 lanes of pavement with a center turn lane.
2. Developer shall construct an eastbound right turn lane with 100 feet of storage on Concord Road at Nolensville Road.
3. Developer shall submit warrant analysis for the intersection of Concord Road, Nolensville Pike and the project driveway to the Metro Traffic Engineer. The warrant analysis shall be submitted prior to the issuance of Use and Occupancy permits for 25%, 50%, 75% and 100% of the commercial development. When the signal is warranted, developer shall have the signal designed, plans approved by the Metro Traffic Engineer, and installed.
4. Dedicate and/ or reserve 1/2 of a S4 arterial ROW or 60 ft of ROW for the SE Arterial along the SE property line to align with the Concord Road improvement.
5. Construct a 12 ft center turn lane along property frontage. Center turn lane shall extend from northern property line to the Pettus Road intersection with transition per AASHTO standards.
 - Install 150 ft dedicated left turn lane storage at the north site driveway.
 - Install 175 ft dedicated left turn storage at second project access.
 - Install 200 ft of left turn storage at Pettus.
6. Install northbound right turn lane on Nolensville Road at both project access driveways with 100 feet of storage and transition per AASHTO standards. Dedicate ROW for the left turn and right turn lanes and dedicate or reserve 1/2 of the required ROW for a U6 arterial along Nolensville Road property frontage and reserve 5 feet of ROW for future bike lane to accommodate bike lanes on Nolensville Road as identified in the Nashville Bike Plan. Additional ROW shall also be reserved and or dedicated for the recommended sidewalk construction along arterials.
7. Install signalization at both project driveways when each is warranted. Conduct traffic counts and submit warrant analysis to metro traffic engineer for signal approval. The warrant



Metro Planning Commission Meeting of 5/13/04

analysis shall be submitted prior to the issuance of Use and Occupancy permits for 25%, 50%, 75% and 100% of the commercial development. Any necessary road improvements to accommodate signals, signal interconnect, and poles shall be constructed. Video detection equipment shall be utilized for the private driveway. Install pedestrian signals and associated ADA-compliant facilities, if sidewalks are required.

8. The developer shall construct a 12-foot wide right turn lane with 300 feet of storage and transition per AASHTO standards on Burkitt Road at its intersection with Nolensville Road. Right turn lane shall be constructed prior to the issuance of Use and Occupancy permits for 30% of the commercial development.
9. Subject to final approval of construction plans for all proposed public streets.

CONDITIONS

1. Owner agrees on behalf of itself and any tenants, now or in the future, to abandon any access on the southeastern boundary of the property with the construction of any public roadway in that location. Abandonment of said access shall be effective upon the funding and commencement of construction of the proposed roadway, currently known as the Southeast Arterial Roadway, adjacent to this property, and notice of the same from the Metropolitan Government of Nashville and Davidson County to the record owner of the parcel abutting said roadway. The Owner and its successors, tenants, or assigns, shall have no right of compensation for the abandonment of access, and owner agrees to not hinder the construction and / or closing of said access.
2. A unified system of pedestrian linkages, in addition to the currently proposed public sidewalks, shall be provided between each type of use to allow for greater flexibility / availability of pedestrian movement throughout the development and to discourage vehicular usage within the development between uses.



Metro Planning Commission Meeting of 5/13/04

3. Proposed sidewalks / paths between the townhomes and the commercial portion shall be lighted to provide safe pedestrian access to these areas.
4. A Tree Preservation / Removal and Grading Boundary Plan (24x36) shall be submitted prior to, or in conjunction with, the submittal of the Final PUD application.
5. All trash receptacles and dumpsters shall be located in inconspicuous areas of the development, but shall still be easily accessible to sanitation services.
6. 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.
7. Prior to final plat recordation, all traffic mitigation recommendations provided by the Public Works Department shall be completed or bonded with the appropriate performance agreement.



| | |
|-----------------------------|--|
| Project No. | <u>Subdivision 2004S-037G-04</u> |
| Project Name | Subdivision Harlan Heights |
| Council Bill | None |
| Associated Cases | None |
| Council District | 4 - Craddock |
| School District | 3 - Garrett |
| Requested By | Jerry Harlan, owner |
| Staff Reviewer | Fuller |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST

| | |
|-------------------------|---|
| Preliminary Plat | This request is to subdivide 3 existing lots into 4 lots located at the southwest corner of the intersection of Old Hickory Boulevard and East Marthona Road. |
|-------------------------|---|

ZONING

| | |
|---------------|--|
| RS20 district | <u>RS20</u> district allows single-family and requires a minimum lot size of 20,000 square feet. |
|---------------|--|

SUBDIVISION DETAILS

| | |
|---------------------------|--|
| Lot Comparability (2-4.7) | <p>The existing house is proposed to remain on a 2.28 acres lot fronting Old Hickory Boulevard. The three lots fronting East Marthona Road are proposed to be approximately 20,000 square feet each. Sidewalks are not required in the RS20 district.</p> <p>Lot comparability was applied to this proposal and yielded a minimum lots size of 29,933 square feet and a minimum frontage of 87.52 feet. All lots pass the frontage requirement, but lots 1 through 3 fail for minimum lot size. The subdivision does not qualify for a lot comparability waiver as it is located in the RL land use policy (1-2 dwelling units per acre) and is 3,500 feet from a commercial land use policy (1,780 feet short).</p> <p>Staff recommends that lot 2 be combined into lots 1 and 3 to meet the minimum lot area required by the comparability regulations. It is also recommended that Lot #4 (Parcels 73 and 74) as shown on the preliminary plat, be divided into two lots since this would meet Zoning and Lot Comparability standards. As drawn, lot 4 requires a variance for 3 times the minimum lot size (in this case, 3 times 20,000 is 60,000 square feet).</p> |
|---------------------------|--|



Metro Planning Commission Meeting of 5/13/04

PUBLIC WORKS RECOMMENDATION

Access to lot 3 should be restricted to East Marthona Road.

CONDITIONS

1. Access to lot 3 is restricted to East Marthona Road.
2. Prior to final plat approval, Lot 2 must be divided and combined into lot 1 and lot 3, reducing the total number of lots in this subdivision from 3 to 2 fronting on East Marthona.
3. Lot #4 (Parcels 73 and 74) as shown on the preliminary plat, should be divided into two lots since this would meet Zoning and Lot Comparability standards.



Project No.
Project Name
Council Bill
Associated Cases
Council District
School District
Requested By

[Subdivision 2004S-070G-03](#)
Fontanel
None
None
3 - Hughes
3 - Garrett
Fontanel Properties, LLC, owner/developer and
Advantage Land, surveyor

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions, including variances for street design standards and lots in excess of three times the minimum lot size required by the RS20 zoning.

APPLICANT REQUEST

Preliminary Plat

Subdivide 98.23 acres into a 10-lot subdivision, with variances for street design standards and lots in excess of three times the minimum lot size required by the RS20 zoning.

ZONING

RS20 District

RS20 district allows single-family lots and requires a minimum lot size of 20,000 square feet.

SUBDIVISION DETAILS

Existing Structures

An estate home exists at the rear of the tract.

Floodplain

A minimal amount of floodplain is located within one of the lots in this phase; however, the access road for these lots crosses the Whites Creek floodway and floodplain.

Existing Access Road

There is an existing access road originally designed to serve the estate at the rear of the property. The access road, including underground utilities and drainage, was designed to fit in to the original grade of the valley floor with little or no cut and fill to the sides of the valley. This road is approximately 12 feet wide with shoulders of 2 feet wide on each side.



Metro Planning Commission Meeting of 5/13/04

Variances

Lot Sizes (2-4.2 D)

The Subdivision Regulations require that the proposed lot area not exceed three times the minimum lot size required by the RS20 zoning. Exceptions may be made when land proposed for division contains floodplain or land otherwise unsuitable for development. In this case, the land is classified Natural Conservation because it has both topographic constraints and streams crossing the property. The developer's intent is to nestle the new homes with minimal land disturbance. The lot sizes range from 5 to 9 acres, with the estate remaining on a 34-acre lot. Staff recommends approval of this request, as the development proposal is more appropriate for the nature of the land than 20,000 square foot lots would be.

Street Standards (2-6.2.1 K (4) (d))

This request is to reduce the required private roadway section from a pavement width of 20 feet with shoulders of 8 feet to a pavement width of 12 feet with shoulders of 2 feet to allow the existing access drive to function unaltered as the roadway for the proposed lots.

The applicant has noted that there is sufficient flat area to increase the existing road; however, the Stormwater Management Committee has required it to remain in its existing size. Mature trees and vegetation would be lost and the sides of the valley walls would have to be cut into causing scarification and erosion problems if the road were brought up to standards.

The plan deals with the narrow cross section by providing vehicle turn-outs at each driveway to allow for vehicle passing and adequate site distance. Additionally, the development access on Whites Creek Pike will be gated and minimal traffic will be using the drive.

Staff recommends approval of the variance because not granting the variance would create destruction of the environment and loss of the rural fabric that this development is trying to preserve.

PUBLIC WORKS RECOMMENDATION

No exception taken.

1. It should be noted that the private access to Whites Creek Pike is subject to flood.



Metro Planning Commission Meeting of 5/13/04

2. Adequate site distance is required if existing street cross section it to remain.

STORMWATER

On March 18, 2004 the Stormwater Appeal Board approved a variance request to allow the subdivision without the requirement for additional permanent onsite stormwater quality measures, to allow the disturbance of the blueline stream buffer for driveway crossings and pull-outs, and to allow the detention pond and stream buffers to fall within lots as easements rather than dedicated open space.

1. Obtain approval from TDEC for all blueline stream crossings prior to issuance of a Grading Permit from Metro Water Services.
2. Provide a permanent gravel or paved access drive (10' wide minimum) to the detention pond for inspection and maintenance. Provide rights of ingress and egress to Metro Water Services.
3. Note all stream buffers on the subdivision plat as Undisturbed Stream Buffer.
4. The Undisturbed Stream Buffer areas shall be clearly defined, and Subdivision Plat referenced in the Restrictive Covenants. Provide copy of recorded Restrictive Covenants to Metro Water Services, Stormwater Division prior to obtaining plan approval.
5. Size all driveway culverts and provide calculations to Metro Water Services, Stormwater Division for approval prior to plat approval. Include driveway culvert sizes on the plat.
6. Only one driveway with pull-over per lot is allowed if a stream crossing is required to access said lot. Keep disturbance of the stream buffer to the minimum necessary to construct the driveway crossing and pull-over.

CONDITIONS

1. All areas in the floodplain or floodway designated undisturbed must be fenced off prior to the issuance of any grading permits.



Metro Planning Commission Meeting of 5/13/04

2. The elevation of the existing bridge and the elevation of the flood plain shall be clearly marked on the preliminary plat and future final plats.
3. All conditions of the Stormwater Appeal Board will be complied with in conjunction with approvals of the preliminary plat and final plat.
4. A joint access and maintenance agreement for the private road will be recorded in conjunction with the final plat.



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| Project No. | <u>Subdivision 2004S-104G-13</u> |
| Project Name | The Preserve at Old Hickory, Phase 1 |
| Associated Cases | None |
| Staff Reviewer | Fuller |
| Council District | 32 - Coleman |
| School District | 6 - Awipi |
| Requested By | Taylor-Duncan Interests, owner, MEC, engineer |
| | |
| Staff Reviewer | Fuller |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST

| | |
|-------------------------|--|
| Preliminary Plat | Subdivide 43.52 acres into 159 lots with 14.92 (34%) acres of open space. This plat only includes Phase 1. The future Phase 2 will be located north of the TVA line. |
|-------------------------|--|

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| ZONING | |
| RS7.5 District | |

RS7.5 district allows single-family and requires a minimum lot size of 7,500 square feet.

The maximum density for this project is 214 lots, but only 159 lots are proposed.

CLUSTER LOT OPTION

Under the proposed cluster lot option, lot sizes can be reduced up to two zoning districts (5,000 and 3,750 square feet) with the installation of landscape buffer yards along the perimeter of the site where the proposed lots are less than 10,000 or 7,500 square feet.

The plan proposes lots that range in size from 4,321 to 9,900 square feet, with the average being 5,891 square feet.

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

SUBDIVISION DETAILS

This development is part of the 238.97 acre "Belz-McDowell" rezoning in the Antioch area from the summer of 2003 (ORDINANCE NO. BL2003-1383 and 2003Z-030G-13).



Metro Planning Commission Meeting of 5/13/04

School Site Dedication

The rezoning was conditioned that prior to final plat approval, a school site, in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students, shall be offered for dedication to the Metro Board of Education, the offer of such school site being proportional to the development's student generation potential.

This dedication is the responsibility of the remainder of the property rezoned by Belz-McDowell and is not associated with this project. This was previously agreed to by the School Board Staff.

Southeast Arterial

Another condition of the rezoning was that the applicant either dedicate or reserve right-of-way for the Southeast Arterial. The original submittal for this development contained over 302 lots over approximately 90 acres and failed to provide for the Southeast Arterial. It has been determined that the Southeast Arterial will run parallel to the north side of the TVA easement traversing the property. The applicant is in the process of contacting TVA to negotiate using the TVA easement as the reservation for the future roadway and has requested to defer the Planning Commission review of that portion of the development. The reservation for the Southeast Arterial will be revisited with Phase 2 of this development.

PUBLIC WORKS RECOMMENDATION

1. Construct 2 exiting lanes and 1 entering lane for the project access road at OHB/Hobson Pk intersection. Both 12 ft wide exiting turn lanes shall have 150 ft storage length and transition per AASHTO standards.
2. Construct an eastbound left turn lane with 150 ft of storage and transition per AASHTO standards on OHB/Hobson pk at the project access road. The developer shall dedicate and/ or reserve 1/2 of the ROW for a S4 arterial (1/2 of 150ft ROW) along its Hobson Pk frontage.
3. Scarify and berm the abandoned old OHB intersection with OHB/ Hobson Pk when constructing the proposed access road at OHB/Hobson Pk and construct the stub street connection with the old OHB



Metro Planning Commission Meeting of 5/13/04

road alignment concurrently with intersection improvements.

4. Conduct annual traffic counts at the access road and OHB/Hobson pk intersection and submit signal warrant analysis to metro traffic engineer for signal approval. The developer shall submit signal plans for approval and install signal when justified.

5. The TIS for this project has identified that a 2nd eastbound and westbound travel lane for 500 ft on each side of the Hobson pk/Murfreesboro intersection is necessary to improve traffic flow at this intersection. The TIS recommended that \$10,000 be contributed as a pro-rata share toward the cost of these improvements. The developer shall contribute \$10,000 for signal modifications to be identified by metro for this intersection.

Plan comments:

The plan shall identify phase 1 limits, ROW dedication, left turn lane and transition on Hobson pk, and 2 exit lanes and 1 entry lane for project access road.

CONDITIONS

1. Plans will be submitted showing only Phase 1 of the development.

2. Prior to final plat recordation, all traffic mitigation recommendations provided by the Public Works Department shall be completed or bonded with the appropriate performance agreement.



Project No.
Project Name
Council Bill
Associated Cases
Council District
School District
Requested By

[Subdivision 2004S-139G-04](#)
Margaret Heights Subdivision, Section 2
None
None
9 - Forkum
3 - Garrett
Margaret Dillard, owner, and Dale and Associates,
Surveyor

Staff Reviewer
Staff Recommendation

Fuller
Approve with conditions, including submission of a revised preliminary plat prior to May 13, 2004.

APPLICANT REQUEST

Preliminary Plat

Subdivide 6.84 acres into 4 lots on the south side of Hudson Road, replacing 3 existing parcels. This plat will result one additional building site.

ZONING

RS40 District

RS40 district allows single-family lots and requires a minimum lot size of 40,000 square feet.

SUBDIVISION DETAILS

An existing home exists on proposed lot 1.

The land use policy in the area is RLM and borders Interim Non-Urban. In August 2001, Dillard Hill Estates was created by deed and included 6 total lots. Five of the six lots did not have public street frontage. The development appears to comply with the process for creating a subdivision with private streets in the Natural Conservation Policy, except that this land is classified RLM where this is not typically permitted. Six tracts were created and 3 of the tracts currently have new homes located on them. One tract has a cell tower. The driveway, or private street, is paved and there is a joint maintenance agreement involving all users of the drive.

The two proposed flag lots (lots 3 and 4) encompass Tract Two of Dillard Hill Estates. They will receive utilities from Hudson Road but will be required to use the existing access drive. Lots 3 and 4 will also be required to sign on to the joint maintenance agreement.



Metro Planning Commission Meeting of 5/13/04

Flag lots are generally not permitted but in this case are necessary to comply with the lot frontage requirement of the Subdivision Regulations. Lots 1 and 2 have been altered minimally to allow lots 3 and 4 access to Hudson Road.

PUBLIC WORKS

If access is intended to be directly to Hudson Road, then the driveways for lots 1, 3 and 4 would be too close together. If access to Lots 3 and 4 is intended to be via the shared private ingress/egress easement, then that private road should meet the standards described in the Metro Subdivision Regulations.

Traffic Comments:

Access to lots 3 and 4 are to be utilized through the shared private ingress/egress easement. No additional drive will be permitted on Hudson Road

CONDITIONS

1. A revised plat shall be submitted prior to final plat approval showing the following:
 - A vicinity map
 - Add the FEMA map information (Map 0231 F Effective 4/20/01).
 - Add the plat purpose note.
 - Use the standard 78-840 note, "Any excavation, fill or disturbance of the existing ground elevations must be done in accordance with stormwater management ordinance 78-840 and approved by the Metropolitan Department of Water Services.
 - Add the subdivision number 2004S-139G-04.
3. A revised joint maintenance agreement for the ingress/egress easement will be recorded in conjunction with the recording of the final plat.
4. Road must be brought up to minimum standards, as outlined in the Subdivision Regulations, if not already in place.



Project No.
Project Name
Associated Cases
Council District
School District
Requested By

[Subdivision 2004S-140G-04](#)
Pharris Place
None
4- Craddock
3- Pam Garrett
James Dillard, owner, and Dale and Associates,
Surveyor.

Staff Reviewer
Staff Recommendation

Leeman
*Approve with conditions, but disapprove sidewalk
variance on the opposite side of Rothwood Avenue.*

APPLICANT REQUEST
Preliminary Plat

Subdivide 3.51 acres into 15 single-family lots along the south side of Rothwood Avenue, at the southern terminus of Neelys Chase Drive.

ZONING
RS10 District

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

SUBDIVISION DETAILS

Since this is a cluster lot subdivision on a new road with an existing right-of-way, the lot comparability standards of the Subdivision Regulations were not used. The Subdivision Regulations exempt subdivision on new roads from the comparability analysis. Proposed lot sizes range from 5,145 square feet to 11,412 square feet.

Section 17.12.080 of the Zoning Code establishes the cluster lot standards. This section of the Code requires lots on an existing road to be 90% of zoning, or 9,000 square feet. However, the Planning Commission can allow smaller lots (down to 5,000 square feet in this case) if the lots on the opposite side are of similar size. The lots on the opposite side of the street are of similar size and the lots facing Lot #11-15 face Idlewild Drive. The Zoning Administrator also indicated that because the lots opposite Lot #11-15 face Idlewild Drive, the 90% rule would not apply.

History

On February 26, 2004, the Planning Commission approved the preliminary plat for the Rothwood Place subdivision, which was subdivided 1.2 acres into 4 lots along the south side of Rothwood Avenue. The current



Metro Planning Commission Meeting of 5/13/04

Sidewalks

plat will supercede the previous plat, resubdivide that same property, and includes additional land area.

Sidewalks are not required along Idlewild Drive since there are two existing homes that face this street, while approximately 600 feet of sidewalks are proposed along one side of Rothwood Avenue. This sidewalk will tie into the existing sidewalk. The applicant is requesting a sidewalk variance to build sidewalks on only one side of the extension of Rothwood Avenue since sidewalks only exist on one side of Rothwood currently, and because the existing PUD across the street does not have any lots fronting this portion of the street.

Staff recommends disapproval of the sidewalk variance since there is no unique property hardship that would prevent the sidewalks from being constructed in the right-of-way.

STORMWATER

A Stormwater appeal was made by the applicant to allow the subdivision to place a drainage filter swale in a 10 foot easement within lots 1 and 3. A variance from the Metro Stormwater Committee is required since this drainage feature is not proposed within common open space. Staff recommends approval subject to the Stormwater Committee's approval of this appeal.

TRAFFIC

Public Works Recommendation

No exception taken.

CONDITIONS

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

1. NES approval shall be submitted prior to final plat recordation.
2. Prior to final plat approval, the plat must be revised to include sidewalks on both sides of the extension of Rothwood Avenue, unless the Planning Commission grants a variance.



Project No.
Project Name

[Subdivision 2004S-092U-07](#)
**West Meade Farms, Resub of Lot 12,
revision to lot 2**

Associated Cases
Council District
School District
Requested By

None
23 - Whitson
9 - Harkey
Brad Bolton, owner,

Staff Reviewer
Staff Recommendation

Fuller
Approve

APPLICANT REQUEST
Final Plat Amendment

Change the platted setback at 223 Brook Hollow Road from 225 feet to 180 feet.

A similar request was heard by the Planning Commission on April 8, 2004. At that time the applicant requested that the setback be changed from 225 feet to 125 feet. The Planning Commission disapproved that request indicating that they felt that the setback should remain at 225 feet.

ZONING
RS80 District

The RS80 district requires a minimum 80,000 square foot lot and is intended for single-family dwellings at a density of 0.46 dwelling units per acre.

APPLICATION DETAILS

The proposed lot was created in 1998, and the subdivision plat was approved with the condition that the lot have a 225-foot setback on Brook Hollow Road. Staff was unable to locate discussion of this condition in the minutes or the staff report from the meeting, but it is assumed that this setback was required because it would put the house at the same setback as the house next door to the north (6301 Jocelyn Hollow Road).

The applicant also owns 6301 Jocelyn Hollow Road and intends to demolish the existing home and build a new home fronting Jocelyn Hollow Road, creating a side yard of 150 feet on Brook Hollow Road. The applicant requests this amendment to allow the setback on the lot in question to be similar to the side lot set back for the new house to be built at 6301 Jocelyn Hollow.



Metro Planning Commission Meeting of 5/13/04

Platted Setbacks

The house to the south of the subject property is set back 290 feet from Brook Hollow Road. The setbacks on the rest of Brook Hollow Road are not uniform and range from around 90 feet up to 400 feet.

The final plat of West Meade Farms, Section I, recorded in 1948 put the setback for all other lots on Brook Hollow Road at 100 feet. Many of them are currently built at greater setbacks, but there are no restrictions from keeping someone from building at the 100 foot setback in the future.

Street Setbacks (Zoning Ordinance 17.12.030.)

In residential areas with an established development pattern, the required setback is the average of the lots immediately adjacent or the value specified in Table 12.12.030A, whichever is greater. However, if the average setback is greater than the standard required by the table, the setback shall not be more than twice that required by the table.

The average setback of the adjacent houses is 257 feet. The setback required by Table 17.12.030A is 40 feet. Therefore, the Code provides that the required setback is not required to be more than twice the value specified in the table, or 80 feet. The applicant's request to amend the setback is within allowable limits set out in the Zoning Code.



Project No.
Project Name

Subdivision 2004S-122G-04
Montague Park, Resubdivision of Lot 2 and part of Lot 3

Associated Cases
Council District
School District
Requested By

None
4 - Craddock
3 - Garrett
Chris Powell, applicant for Estella and Chris Pawlowski, owners.

Staff Reviewer
Staff Recommendation

Reed
Approve with conditions

APPLICANT REQUEST

A request for final plat approval to create 2 lots on 0.46 acres, a sidewalk variance along Grapevine and Due West for the newly created lot, a waiver of the lot comparability requirements, and approval to deviate from standard right-of-way requirements, located on the corner of Grapevine Avenue and Due West Avenue.

ZONING
RS10 District

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

SUBDIVISION DETAILS

Applicant wishes to split one residential lot into two lots. Originally there was not enough lot area to meet the 10,000 square foot minimum but applicant purchased additional property from the owner to the east.

Sidewalk Variance

Sidewalks are required along Due West and along Grapevine for proposed Lot 2 – B. Public Works finds no barriers to constructability. Applicant bases this request on the lack of sidewalks within ½ mile of the property, that there are no other sidewalks east of Gallatin Road and that a short section of sidewalk in a neighborhood where there are none would be aesthetically inconsistent and unpleasant.

Staff recommends disapproval of sidewalk variance requests that are based on lack of proximate sidewalks since there are no unique hardships that would prevent the sidewalks from being constructed.

Lot Comparability Waiver

Both proposed lots meet comparability for *frontage* on Grapevine Avenue and for frontage requirements on



Metro Planning Commission Meeting of 5/13/04

Right-of-way requirements

Due West. However, minimum lot size for proposed Lot 2-B on the corner of Due West and Grapevine fails lot *area* comparability for other lots on Due West. Comparability requires a minimum lot size of 15,214 square feet for Due West and proposed lot 2-B is only 10,031 square feet. The land use policy at this location is RLM – Residential Low-Medium density, with suggested densities of 2 to 4 dwelling units per acre.

The existing zoning, R10, and proposed lot sizes exceeding 10,000 square feet, qualify this proposal for a waiver of the lot comparability requirements at the discretion of the Planning Commission. Staff recommends approval of this request as in keeping with other lots in the area at the low end of the comparability range on both Grapevine and the north side of Due West Avenue.

This portion of Grapevine Avenue was dedicated to provide access to two re-subdivided lots on the west side of Grapevine between Due West and the east/west section of Grapevine (Parcels 74 to 77). It is an un-maintained, 20-foot public right-of-way and is not shown on the Official Street and Alley Acceptance and Maintenance Map that was established by Council Bill #65-539. However, the minimum standard for a residential street is 46 feet of right-of-way. Public Works has requested that the applicant provide 13 feet of additional right-of-way.

The applicant purchased a seven-foot strip of land from Parcel 79 adjacent to the east to achieve the minimum 10,000 square foot lot area for the RS10 zone. This reduced Parcel 79's frontage to 93 feet. The minimum frontage on Due West, to meet lot comparability, is 91 feet. If the applicant was required to dedicate an additional 13 feet of right-of-way for widening of Grapevine Avenue and applicant purchased more land from Parcel 79, Parcel 79 would then fail lot comparability for frontage on Due West.

This section of un-maintained right-of-way currently provides access to four lots. Only two of those lots, Parcels 75 and 76 actually require access from the north-south portion of Grapevine Avenue. Parcels 78 and 89 front on Due West and the east-west portion of Grapevine Avenue, respectively. Because this



Metro Planning Commission Meeting of 5/13/04

proposed subdivision will not increase traffic or the number of lots served and will not inhibit access to any other properties, Planning Staff does not recommend the request for dedication of 13 feet of additional right-of-way be made a condition of approval.

Traffic Metro Public Works Recommendation

No exception taken. This applies to traffic considerations only.

1. Applicant shall dedicate 13 feet of additional right-of-way for Grapevine Avenue on proposed Lots 2-A and 2-B from Due West Avenue to the south property line of proposed Lot 2-A.
2. Applicant shall construct Grapevine Avenue to current Metro standards.

If the Planning Commission imposes these condition(s), the Commission will also need to grant a Lot Comparability waiver for the revised Parcel 79 as the frontage would be reduced to 80 feet where lot comparability requires 91 feet.

CONDITIONS AND COMMENTS

1. Prior to recording, applicant shall re-submit the plat to include the new configuration of Parcel 79.
2. Note: The recommendations by Metro Public Works for Grapevine Avenue are not conditions for this final plat.



Project No.
Project Name
Associated Cases
Council District
School Board District
Requested By

[Subdivision 2004S-132U-10](#)
Wallace Lane Crossing
None
34 – Williams
8 - Harkey
Dale & Associates, surveyor, for The Wallace Land Trust, owner

Staff Reviewer
Staff Recommendation

Harris
Approve with conditions, including a lot comparability waiver

APPLICANT REQUEST
Final Plat

This request is to create 3 lots on 1.61 acres at the southwest corner of Abbott Martin Road and Wallace Lane.

ZONING
RS20 District

RS20 requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. The maximum number of lots allowed with the RS20 zoning is 3 single-family lots.

SUBDIVISION DETAILS

The plan proposes two lots fronting on Wallace Lane and one lot fronting on Abbott Martin Road. The plat also proposes to keep the existing residence with an existing driveway on Abbott Martin Road on lot 1. Sidewalks are not required since the parcels are zoned RS20 and the lots are 20,000 square feet or greater. The lot sizes range from a little more than 20,000 to 30,000 square feet.

Lot Comparability

The lots failed comparability for square footage for all three lots. The lot comparability figure for square footage on Wallace Lane is 29,675, while the square footage for lot 2 is 20,083 and 20,039 for lot 3. The lot comparability figure for square footage on Abbott Martin Road is 50,148 while lot 3 is proposed for 30,144.

Staff recommends approval of a lot comparability waiver. Section 2-4.7(A) of the Subdivision Regulations state that the Planning Commission may waive lot comparability if “the proposed lot sizes are consistent with the adopted land use policy that applies to the property.” The policy in this area is Residential



Metro Planning Commission Meeting of 5/13/04

Setbacks

Low Medium (RLM) policy, which calls for two to four dwelling units per acre. This subdivision plat is consistent with the RLM policy in that three lots are proposed on 1.61 acres, which is within the density range of the land use policy designated for this area. It is also consistent with the character of the area, which is comprised of various types of residential development and lot sizes.

Staff recommends approval with a condition requiring the setbacks for Lots 2 and 3 to be consistent with the existing setbacks along the west side of Wallace Lane and the setback on the opposite side of Wallace Lane fronting Abbott Martin Road.

TRAFFIC Public Works Recommendations

1. The radius of the driveway on Lot 1 encroaches on Lot 2. Should record an easement with the plat, unless the driveway is to be shared between Lots 1 and 2.
2. No access for Lot 2 to Abbott Martin Road, unless it is to share the existing driveway with Lot 1.
3. Driveways for lots 2 and 3 shall access Wallace Lane.

The applicant has added a note to the plat stating that driveways for Lot 2 and 3 shall access Wallace Lane.

CONDITIONS

1. Prior to final plat recordation, Note #6 must be changed to say: "The front setbacks for Lot 2 and 3 shall be 60 feet, the side setback along Abbott Martin Road shall be 60 feet, and all other setbacks shall be in compliance with the Metro Zoning Code."
2. An easement shall be recorded at the time of final plat recordation if lots 1 and 2 are not to share the existing driveway.



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| Project No. | Subdivision 2003S-133U-03 |
| Project Name | Dylan Downs |
| Associated Cases | None |
| Council District | 2 - Isabel |
| School District | 1 - Thompson |
| Requested By | DY Properties, owner, Dale & Associates, surveyor. |
| Staff Reviewer | Fuller |
| Staff Recommendation | <i>Staff recommends approval with a sidewalk variance.</i> |

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| APPLICANT REQUEST | |
| Final Plat | Subdivide one residential lot into two lots with a sidewalk variance, located on the north side of Yokley Road. |

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| ZONING | |
| RS7.5 District | RS7.5 zoning 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 |

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| PUBLIC WORKS RECOMMENDATION | No exceptions taken. |
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| SIDEWALK VARIANCE | <p>The applicant has requested a sidewalk variance because no sidewalks exist currently in the neighborhood, and because a steep slope that exists just outside of the roadway pavement. The applicant believes that a retaining wall would be required and that trees would have to be removed to accommodate the sidewalk construction.</p> <p>A sidewalk in this location is buildable, but some cut will be required. A retaining wall is most likely necessary, as stated by the applicant. Yokley Road is 20'-6" and does not need widening. Curb and gutter would be required. The sidewalk would be a mid-block sidewalk on a dead-end road.</p> <p>Staff recommends approval of the sidewalk variance. A section of sidewalk approximately 100 feet in length will require moderate reconstruction of the roadway with curb and gutter and a retaining wall for a relatively short section of sidewalk in a mid-block location, which is inconsistent with good planning and design.</p> |
|--------------------------|---|



Project No.
Project Name
Associated Cases
Council District
School District
Requested By

[Subdivision 2004S-136G-04](#)
Rippetoe Subdivision, Resubdivision of Lot 1
None
3 - Hughes
3 - Garrett
M.D. Rippetoe and C.H. Evilcizer, owners, Dale & Associates, surveyor.

Staff Reviewer
Staff Recommendation

Fuller
Approval with conditions

APPLICANT REQUEST

Final Plat

Subdivide one commercial lot into three lots, located on the southwest corner of the intersection of Darbytown Road and Dickerson Pike.

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.

DETAILS

Sidewalks

Sidewalks were not required on any of the lots since there is an existing building on each lot. The purpose of the plat is to allow the three existing buildings to be on individual lots.

PUBLIC WORKS RECOMMENDATION

No additional curb cuts are recommended on Dickerson Pike.

CONDITIONS

1. No additional curb cuts are allowed on Dickerson Pike.



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| Project No. | <u>Subdivision 2004S-141G-12</u> |
| Project Name | Indian Creek Estates, Section 2, 1st Revision |
| Council Bill | None |
| Associated Cases | None |
| Council District | 31 - Toler |
| School District | 2 – Blue |
| Requested by | Mickey Collins, developer and B.W.S.C., surveyor |
| Staff Reviewer | Fuller |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

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|-------------------|---|
| Final Plat | Request for relief from the sidewalk requirement on one side of Tee Pee Court. The final plat for this section was recorded in 1999, and showed a sidewalk on one side of the cul-de-sac. |
|-------------------|---|

SUBDIVISION DETAILS

A sidewalk is currently built on Tee Pee Court but was constructed under the old sidewalk standards. The sidewalk has not been accepted by Public Works and does not meet the Americans with Disabilities Act (ADA) guidelines. The driveways along Tee Pee Court currently slope away from the right-of-way. The removal and replacement of the sidewalk to meet current guidelines will result in the existing driveways being removed and re-graded well into the lots.

PUBLIC WORKS RECOMMENDATION

According to the set of construction plans stamped "approved" 01-07-98, the details for the sidewalks and the curb ramps are non-compliant by today's standards. The sidewalk detail indicates only a minimum cross-slope of 1/4" per foot, with no maximum slope shown. The detail for the curb ramps show the 3 foot wide ramp with a 1:12 slope as opposed to the 1/8" per foot as required by ADA today.

PLANNING STAFF RECOMMENDATION

In 1998, when this was approved, sidewalks were not required on permanent dead-end streets less than 300 feet in length. Tee Pee Trace is approximately 180 feet in length and a sidewalk was not a requirement of the regulations in place at the time of approval. The sidewalk appears to be constructed similarly to the construction plans approved in 1998. The developer appeared to be complying with the rules in place at the



Metro Planning Commission Meeting of 5/13/04

time of approval. Since there is an issue of liability to Metro for the acceptance of a non-ADA compliant sidewalk, the entire sidewalk may be removed since it was not a technical requirement at the time of PUD or construction plan approval.

CONDITIONS

1. A revised plat shall be resubmitted showing only the affected lots.
2. The revised plat shall show current stormwater notes, pipes, drainage easements and detention agreement recording information.
3. The final plat shall be signed by all affected property owners.



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| Project No. | <u>Subdivision 2004S-142G-12</u> |
| Project Name | Indian Creek Estates, Section 3, 1st Revision |
| Council Bill | None |
| Associated Cases | None |
| Council District | 31 - Toler |
| School District | 2 - Blue |
| Requested by | Mickey Collins, developer and B.W.S.C., surveyor |

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|-----------------------------|----------------|
| Staff Reviewer | Fuller |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST
Final Plat

Request for relief from the sidewalk requirement on one side of Cheoah Court. A petition has been submitted from the homeowners of Cheoah Court endorsing the relief request.

SUBDIVISION DETAILS

No sidewalk has been constructed on Cheoah Court. The applicant states that construction of a sidewalk now will involve disrupting landscaping and plantings of individual homeowners.

PUBLIC WORKS RECOMMENDATION

According to the set of construction plans stamped "approved" 01-07-98, the details for the sidewalks and the curb ramps are non-compliant by today's standards. The sidewalk detail indicates only a minimum cross-slope of 1/4" per foot, with no maximum slope shown. The detail for the curb ramps show the 3-foot wide ramp with a 1:12 slope as opposed to the 1/8" per foot as required by ADA today.

PLANNING STAFF RECOMMENDATION

In 1998, when this plat was approved, sidewalks were not required on permanent dead-end streets of less than 300 feet. Cheoah Court is approximately 240 feet in length, so sidewalks were not a requirement of any regulation at the time of approval. Staff recommends approval of the request to remove the sidewalk.

CONDITIONS

1. A revised plat shall be resubmitted showing only the affected lots.
2. The revised plat shall show current stormwater notes, pipes, drainage easements and detention agreement recording information.
3. The final plat shall be signed by all affected property owners.



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

[Planned Unit Development 154-73-G-14](#)

Hermitage Woods, Section 4

None

None

12 – Gotto

4 – Nevill

MEC, Inc., applicant, for R.E. Earhart & D.R. Pirtle, owners.

Staff Reviewer
Staff Recommendation

Mitchell

Approve

APPLICANT REQUEST

Cancel PUD

A request to cancel a portion of the Hermitage Woods Planned Unit Development located along the west side of Tulip Grove Road, south of Rockwood Drive and approximately 800 feet north of Central Pike. This portion, Section 4, is a multi-family portion of the PUD approved for 130 units.

DETAILS OF REQUEST

History

The approved preliminary PUD plan is a large PUD plan that allowed for the development of single-family, duplex, and multi-family housing on large tracts that abut Central Pike, Old Hickory Boulevard, and Rockwood Drive. This section of the PUD, which has remained vacant, is currently approved for 130 multi-family units. This section of the Hermitage Woods PUD is one of the only undeveloped sections remaining.

Subarea 14 Plan Policy

The subject site is located within Residential Medium-High (RMH) calling for 9 to 20 dwelling units per acre, and Residential Low-Medium (RLM), calling for 2 to 4 dwelling units per acre, land use policies of the Subarea 14 Plan. The RLM portion is a small sliver of the property in the northeast corner nearest of the Tulip Grove Road and Rockwood Drive intersection. The remaining portion falls under the RMH policy. The underlying RM15 base zoning is consistent with the RMH policy.

Future Development

Future development of this site should consider accessing the site from the existing stub-street connection located in the northwest corner of the site off of Rockwood Drive. The stub-street connection off



Metro Planning Commission Meeting of 5/13/04

of Tulip Grove Road has significant site visibility issues with vehicles potentially entering / exiting the site at the bottom of the hill.



Project No.
Project Name

Planned Unit Development 18-84-U-10
Burton Hills PUD (Covenant Presbyterian Church)

Council Bill
Associated Case
Council District
School Board District
Requested By

None
None
25 – Shulman
8 – Harkey
Covenant Presbyterian Church, owner.

Staff Reviewer
Staff Recommendation

Leeman
Approve with conditions

APPLICANT REQUEST

Revise PUD Condition

Request to revise a condition adopted by the Planning Commission limiting access through the Harding Place ingress/egress.

PUD PLAN DETAILS

This proposal revises a condition of the PUD that was adopted in February 2001, when the Covenant Presbyterian Church site was revised to include a private elementary school use. When the Commission approved that revision, the following condition was adopted:

Old Condition

1. Prior to the issuance of a use and occupancy permit for the elementary school, a locked and gated ingress/egress on Harding Place shall be installed. This gate shall be locked at all times, except during church related services or functions.

History

Over the past several years, the Planning Department has requested that the Burton Hills Homeowner’s Association, Covenant Presbyterian Church, and any affected parties continue to negotiate a solution to several problems that have arisen regarding the wording of the condition.

2004 Revised Condition

Due to the willingness of the Church to address lighting and other issues to the satisfaction of the affected neighbors and the neighborhood association, the Planning Commission is being asked to revise the approved condition as follows:

1. The Harding Place ingress/egress gate shall be allowed to remain open between sunrise and sunset, and when church services or functions are being held.



| | |
|------------------------------|---|
| Project No. | <u>Planned Unit Development 85-85-P-12</u> |
| Project Name | Brentwood Commons Commercial PUD |
| Associated Case | 94P-009U-12 |
| Council Bill | None |
| Council District | 31 - Toler |
| School Board District | 2 - Blue |
| Requested By | Craig Cole, GBT Realty Corporation, applicant, for Brentwood Properties Limited Partnership, owner. |
| Staff Reviewer | Mitchell |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST
Final PUD

Request for final PUD approval to allow for the extension of Brentwood Commons Way, a permanent cul-de-sac that extends north off Old Hickory Boulevard, west of the American General facility, so as to provide an additional point of connectivity between the Brentwood Properties PUD, Brentwood Commons PUD, and Old Hickory Boulevard.

PLAN DETAILS

The proposed revision extends Brentwood Commons Way to the north and west to allow for an additional point of ingress and egress to the adjacent PUD. Staff recommends approval since it is consistent with the revision that was approved by the Planning Commission on November 13, 2003. This connection would assist in easing traffic impacts on Franklin Pike Circle, regardless of what ultimately is constructed on the Brentwood Properties PUD (94P-009U-12). The Brentwood Properties PUD is on this same agenda also for final PUD approval to allow for the development of 172,000 square feet of retail, restaurant, and office.

METRO PUBLIC WORKS RECOMMENDATION

“We have been unable to identify any previous conditions that would disallow the road connection with the adjacent Brentwood Hills PUD. We will approve a connection between these two sites. We will not approve the traffic signal without warrant analysis documentation justifying the signal installation.”



Metro Planning Commission Meeting of 5/13/04

CONDITIONS

1. A new traffic signal shall not be installed at this new intersection unless and until a traffic signal analysis has been completed and approved by Metro Public Works.
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.



Project No.
Project Name

Planned Unit Development 94P-009U-12
Brentwood Properties Commercial PUD
The Shoppes of Brentwood Hills

Associated Case
Council Bill
Council District
School Board District
Requested By

85-85-P-12
None
31 - Toler
2 - Blue
GBT Realty Corp. & Gresham, Smith & Partners,
applicants, for GBT Realty Corp. & multiple tenants,
optionees.

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Final PUD

Request for final Planned Unit Development approval to allow for the development of 172,517 square feet of retail anchor, retail strip shops, restaurant, and office. This PUD plan, approved as an amendment to the previous Council-approved plan, was adopted by Metro Council on April 20, 2004 (BL2003-077). The property is located along the north side of Old Hickory Boulevard and along the east side of Franklin Pike Circle, east of Interstate 65.

PLAN DETAILS
Site Plan

The preliminary master plan proposes a 124,717-square foot anchor retail store that is located to the rear (north) of the property. Extending to the west and south of the anchor store, in an L-shape, is 42,400 square feet of strip retail – of which 8,000 square feet is proposed for office. Additionally, there is one out-parcel along Old Hickory Boulevard that is proposed for 5,400 square feet of restaurant.

Site Access

Access to the site is provided from Old Hickory Boulevard via one ingress/egress point, from Franklin Pike Circle via one ingress/egress, and then also from Brentwood Commons Way where the applicant is proposing to extend the cul-de-sac adjacent to AIG to provide additional connectivity. The request to extend Brentwood Commons Way was requested as part of this PUD plan’s request to amend the PUD. Both were heard before the Metro Planning Commission on November 13, 2003 (85-85-P-12).



Metro Planning Commission Meeting of 5/13/04

RECENT ACTIONS / CHANGES AT METRO COUNCIL LEVEL

While the request to amend the Brentwood Properties PUD was in the Council approval process, two amendments to the ordinance / PUD plan were adopted by the Metro Council.

- 1) Amendment #1 substituted the plan that limited vehicular access to Franklin Pike Circle for the plan previously reviewed by the Planning Commission. The Franklin Pike Circle ingress/egress point was revised to only allow right-in traffic coming from Old Hickory Boulevard and left-only traffic leaving the site – essentially forcing traffic back up to the Old Hickory Boulevard intersection. Amendment #1 also deleted Section 3, in its entirety, from the ordinance. That placed fifteen traffic conditions on the project that were generated from a review of the required Traffic Impact Study.
- 2) Amendment #2 approved the following requirement: *“GBT Realty and Development will make improvements to increase pedestrian safety for the benefit of Franklin Pike Circle at this retail site but not be limited to the following: sidewalks and bike paths, which improvements shall have a cost of at least fifty-thousand dollars (\$50,000). Improvements must be approved by Metro Government and the Council members from the 26th and 31st Districts.”*

METRO PUBLIC WORKS RECOMMENDATION

Metro Public Works provided comments and conditions based on the submitted Traffic Impact Study (TIS). They are as follows:

1. Restripe the southbound approach of Franklin Pike Circle at its intersection with Old Hickory Blvd. The restriping of this approach shall include 12 ft wide lanes for left, through and right turning movements.
2. Modify the traffic signal at Old Hickory Blvd. and Franklin Pike Circle to provide a southbound right turn overlap phase and a southbound left turn phase



Metro Planning Commission Meeting of 5/13/04

that operates concurrently with the northbound left turn signal phase.

3. Provide pedestrian crosswalks, signals and pushbuttons for the north, south and east legs of the Old Hickory Blvd. and Franklin Pike Circle intersection per Metro's ADA standards. Crosswalks are to be painted with thermoplastic paint.
4. Extend the existing eastbound left turn lane on Old Hickory Blvd. at Franklin Pike Circle. This left turn lane shall include 300ft of storage. The transition for this turn lane shall be designed per AASHTO standards.
5. Construct a sidewalk along the frontage of the proposed project site on Franklin Pike Circle.
6. Provide an internal pedestrian connection between the project site and the existing Holiday Inn and MTA bus stop adjacent to this PUD. A vehicular connection at this location shall be allowed with appropriate amendment of the adjacent PUD plan.
7. Provide a northbound 12 ft wide right turn lane on Franklin Pike Circle at the main project driveway. This turn lane shall include a minimum of 100ft. of storage. A smooth driving path through the curve shall be provided. This right turn lane shall be designed per AASHTO standards. The turn lane may need to be extended to Old Hickory Blvd to accommodate a smooth driving pattern.
8. Provide a right in/right out only 24 ft wide site access driveway off Old Hickory Blvd. without a raised concrete island. No median cut shall be allowed on Old Hickory Blvd. at this location. Construct a 12 ft wide westbound right turn lane on Old Hickory Blvd. with 100ft of storage at this intersection. The transition for this turn lane shall be designed per AASHTO standards.
9. Extend the existing eastbound left turn lane on Old Hickory Blvd. at the Brentwood Commons Drive. This left turn lane shall include 250' of storage with transition designed per AASHTO standards.
10. Modify the traffic signal at the intersection of Old Hickory Blvd. and Brentwood Commons Drive to include a southbound right turn overlap phase.



Metro Planning Commission Meeting of 5/13/04

11. No traffic signal shall be installed at the access drive and Brentwood Commons unless justified by warrant analysis.
12. Provide adequate parking per Metro zoning ordinance.
13. Design southbound left turn lane on Old Franklin Pike Circle at Old Hickory Blvd. to allow a smooth driving pattern for southbound through movement traffic.
14. Provide 100ft throat at access drives in order to minimize conflict between internal site traffic and vehicles entering and exiting site.
15. Install a southbound left turn lane with 75' of storage with transition per AASHTO standards on Franklin Pike Circle at project entrance

CONDITIONS

1. Evergreen trees (whether hardwood or softwood) of a greater maturity and greater caliper than the minimum required by the Metro Zoning Code shall be installed along the north property line to increase buffering to the residential area to the north of the property. These trees shall be in addition to the minimum Code requirements for buffering and screening. A supplemental planting plan shall be submitted to the Urban Forester and Metro Planning Department for review and approval prior to the issuance of any building permits.
2. Additional plantings, above the minimum Code requirements for buffering and screening, shall be provided along the slope and buffer area between the project site and Franklin Pike Circle roadway frontage in the northwest corner of the site. These additional plantings shall be delineated and noted on the above-mentioned supplemental planting plan.
3. Prior to final plat recordation, all traffic mitigation recommendations provided by the Public Works Department, except those that directly conflict with the Council approved plan, shall be completed or bonded with the appropriate performance agreement. This also includes the Council approved \$50,000 bicycle and pedestrian improvements, as amended into the Council Bill.



Metro Planning Commission Meeting of 5/13/04

4. Pursuant to Amendment #2 to the PUD ordinance, the applicant shall submit, for review and approval prior to final plat recordation, a Pedestrian & Bicycle Improvement Plan. This plan shall be submitted to the Planning Department, with copies of the plan sent to the 26th and 31st district Councilmembers.
5. 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.
6. 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.
7. 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 Planning Commission.
8. These plans as approved by the Metro Council 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.



Project No.
Project Name

[Planned Unit Development 84-87-P-13](#)
**The Crossings at Hickory Hollow
Commercial PUD**

Associated Case
Council Bill
Council District
School Board District
Requested By

None
None
32 – Coleman
6 - Awipi
Wamble & Associates, PLLC, applicant, for Mt. View
Food Mart, LLC, owner

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Revise Preliminary & Final PUD

Request for a revision to preliminary and for final Planned Unit Development approval for the Crossings at Hickory Hollow Commercial Planned Unit Development to allow for the development of a 2,645-square foot 2-bay automatic car wash. This portion of the PUD is located at the intersection of Mt. View Parkway, Crossings Place, and Hickory Hollow Parkway.

PLAN DETAILS

This portion of the larger commercial PUD was approved on July 8, 1999, as a revision to preliminary and final to allow for the development of the adjacent 6,180-square foot convenience market and fuel station. That revision also provided for the development of carwash and lube shop on parcel 387 – where the proposed automatic car wash will be constructed. Prior to the 1999, revision both parcels were approved for a larger 3,700-square foot convenience market and fuel station.

**METRO PUBLIC WORKS
COMMENTS**

No exceptions 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



Metro Planning Commission Meeting of 5/13/04

Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.

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 re-approval by the Planning Commission.



Project No.
Project Name

[Planned Unit Development 2004P-011U-08](#)
Germantown Partners Beer PUD
(Beer License Distance Exemption PUD)

Council Bill
Associated Case
Council District
School District
Requested By

None
None
19 – Wallace
1 – Thompson
Civil-Site Design Group, PLLC, applicant, for
Germantown Partners, LLC, owner.

Staff Reviewer
Staff Recommendation

Mitchell
Approve with conditions

APPLICANT REQUEST
Preliminary & Final PUD

Request for preliminary and final PUD approval to allow for a distance exemption from the beer licensure requirements for a proposed restaurant that is to be located at 1201 5th Avenue North. The property is located at the northwest corner of 5th Avenue North and Madison Street.

Reason for Request

Per Metro Ordinance BL2003-1353, restaurants that have already obtained a license from the Tennessee Alcoholic Beverage Commission permitting the sale of alcoholic beverages for on-premises consumption will be exempted from the minimum distance requirements for the issuance of beer permits if a commercial PUD is established over the subject property.

EXISTING ZONING
MUN district

Mixed-Use Neighborhood is intended for a low intensity mixture of residential, retail, restaurant, and office uses.

Although a restaurant is a permitted use by right within the MUN district, the intent of this PUD is to provide the Metro Council the ability to review the request and allow an exemption from the distance requirements from certain uses as required in order to obtain a license to sell beer on premise.

PLAN DETAILS

The plan proposes to add 2,003 square feet of floor area to 1,477 square feet of existing floor area to allow for the development of a new restaurant and bar with outdoor seating and an associated office. All parking is



Metro Planning Commission Meeting of 5/13/04

proposed to the rear of the building and will be accessed via the alley off of Madison Street. By utilizing Urban Zoning Overlay (UZO), parking exemptions, and on-street parking, the project successfully meets all parking requirements of the Metro Code.

METRO PUBLIC WORKS FINDINGS

No Exceptions Taken

RECOMMENDATION

Staff recommends approval of the request to establish a commercial PUD over the property that is currently zoned MUN district. This property is located within Subarea 8 and is designated as Mixed Use in Neighborhood Urban under the Germantown Detailed Land Use Plan. The Neighborhood Urban land use policy supports a mix of uses ranging from residential to light commercial and calls for preserving the existing urban character by providing for a mix of residentially-supportive uses.

CONDITIONS

1. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
2. 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.



Project No.
Project Name

[Mandatory Referral 2004M-033U-09](#)
**Aerial encroachment: Awning for
The Drunken Fish**

Council Bill
Council District
Requested By

None
6 - Jameson
Frank May, agent for The Drunken Fish

Staff Reviewer
Staff Recommendation

Reed
Approve

APPLICANT REQUEST

A request for an aerial encroachment in the public R.O.W. at 123 2nd Avenue North for an awning over an existing sidewalk. The awning will be 14' 6" wide and encroach a maximum of three (3) feet into the public right-of-way a minimum of nine (9) feet above the existing sidewalk.

Planning staff recommends approval, as the proposed awning will not interfere with access or circulation at or above street level.

DEPARTMENT AND AGENCY COMMENTS

No responding departments or agencies take exception.

RECOMMENDATION

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



Project No.
Project Name

[Mandatory Referral 2004M-034U-10](#)
**Alley closure: East of 8th Avenue South
between Lynwood & Alloway**

Council Bill
Council District
Requested By

None
17 - Greer
Kevin King, applicant for 1512 Company, owner.

Staff Reviewer
Staff Recommendation

Reed
Approve

APPLICANT REQUEST

A request to close an alley from the east margin of 8th Avenue South to 140 feet east of 8th Avenue South between Lynwood and Alloway, requested by Kevin King, applicant for 1512 Company, owner.

DEPARTMENT AND AGENCY COMMENTS

Both sides of this portion of the alley are owned by the applicant. The alley is not used for access to properties or structures. The surface is partial asphalt and gravel, is “unbuilt” and not maintained. Closure would eliminate a potential undesirable mid-block direct access to 8th Avenue South.

No responding departments or agencies take exception.

RECOMMENDATION

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