



Project No.
Associated Case

Zone Change 2001Z-060U-14
PUD Proposal 2003P-007U-14, Cumberland Yacht Harbor

Council Bill
Staff Reviewer

None, although one is being prepared.
Leeman

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Rezone 40 acres from residential single-family (RS10) to mixed-use general (MUG) district property at 252 Donelson Hills Drive, along the north side of Lebanon Pike.

Existing Zoning
RS10 district

RS10 zoning is intended for single-family homes on 10,000 square foot lots at a maximum density of 3.7 dwelling units per acre. The current zoning would permit 148 single-family lots on this property.

Proposed Zoning
MUG district/PUD

MUG zoning is intended for a moderately high intensity mixture of residential, retail, and office uses. It also permits a marina under the boat dock use category. MUG permits a maximum floor area ratio (FAR) of 3.0, and a maximum height of 65 feet at the setback line. (See PUD proposal 2003P-007U-14).

SUBAREA 14 PLAN POLICY
Natural Conservation (NC)

NC policy is designed for mostly undeveloped areas characterized by the widespread presence of steeply sloping terrain, unstable soils, floodplains or other environmental features that are constraints to development at urban intensities. The NC policy was applied to the floodplain of the Cumberland River and Mill Creek.

Policy Conflict

The MUG district is not typically consistent within the NC policy. A site specific PUD plan has been submitted however, limiting uses to residential and general commercial uses, and the plan proposes environmental mitigation measures. Since a marina is a unique use with a very limited number of potential sites, staff feels that this proposal is in line with the overall intent of the Concept 2010 General Plan. Within the "Residential Environment" component there is a section concerning parks and recreation facilities. The General Plan states: "The Cumberland River, tributaries and reservoirs constitute a major recreational



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resource in Davidson County. Acceptable water quality standards must be maintained in order to preserve the waterways for fishing, boating, and other water-related activities. Public access points and facilities such as docks and boat launches should be maintained, and new ones constructed as required by reasonable public demand... The recreation facilities of private or semiprivate organizations often provide a supplement to public facilities. The development of such facilities should be encouraged to the extent that legitimate demand can be shown to exist for the proposed facilities, and that compatible land development patterns can be served. (General Plan, page 26-28).

RECENT REZONINGS

None

TRAFFIC

Based on the trip generation numbers from the traffic impact study for the marina, condominiums, and retail uses, this proposal will generate 5,470 daily trips. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

1. At project access, construct one northbound entering lane, one southbound left turn lane with 150' storage and taper and one right turn lane with 150' storage and taper per AASHTO standards.
2. Construct a Left turn lane on Lebanon Road for cars entering project site. Include 200 ' storage and taper per AASHTO standards. The left turn lane shall be constructed to minimize the existing curvature of Lebanon Rd.
3. Developer shall design & install a traffic signal at the project access /Lebanon Road intersection. Design shall be submitted to Public Works for approval. The signal shall include a left turn phase for the eastbound left turns. The signal shall be installed when 25% of the traffic for any combination of the different land use development has been generated. Since a right turn acceleration lane will not be constructed, a right turn overlap phase for southbound right turns shall also be designed.



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4. Construct a minimum of 869 parking spaces.
5. Construct a continuous median, minimum 4' width or greater, from the project access entrance north to the traffic circle on project main road.
6. Construct one access road to outparcel from main project road. one lane exiting and one lane entering shall be constructed. Only right turn in and right turn out shall be allowed.
7. All roadways within the project shall be private. Developer shall provide all required signage and pavement markings per MUTCD standards. Developer shall be responsible for all road and landscape maintenance.

SCHOOLS

Students Generated

20 Elementary 13 Middle 10 High

Schools Over/Under Capacity

Students will attend Pennington Elementary School, Two Rivers Middle School, and McGavock High School. Pennington has been identified as being overcrowded by the Metro School Board.

CONDITIONS

The following conditions should be made part of the council bill and bonded or completed prior to final plat recordation.

1. At project access, construct one northbound entering lane, one southbound left turn lane with 150' storage and taper and one right turn lane with 150' storage and taper per AASHTO standards.
2. Construct a Left turn lane on Lebanon Road for cars entering project site. Include 200 ' storage and taper per AASHTO standards. The left turn lane shall be constructed to minimize the existing curvature of Lebanon Rd.
3. Developer shall design & install a traffic signal at the project access /Lebanon Road intersection. Design shall be submitted to Public Works for approval. The signal shall include a left turn phase for the eastbound left



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turns. The signal shall be installed when 25% of the traffic for any combination of the different land use development has been generated. Since a right turn acceleration lane will not be constructed a right turn overlap phase for southbound right turns shall also be designed.

4. Construct a minimum of 869 parking spaces.
5. Construct a continuous median, minimum 4' width or greater, from the project access entrance north to the traffic circle on project main road.
6. Construct one access road to outparcel from main project road. One lane exiting and one lane entering shall be constructed. Only right turn in and right turn out shall be allowed.
7. All roadways within the project shall be private. Developer shall provide all required signage and pavement markings per MUTCD standards. Developer shall be responsible for all road and landscape maintenance.



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Planned Unit Development 2003P-007U-14
Cumberland Yacht Harbor
None, although one is being prepared.
Zone Change Proposal 2001Z-060U-14
Leeman

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

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

Proposed Zoning
MUG district

A request to apply a Planned Unit Development district on 40 acres located along Donelson Hills Drive, Lebanon Pike and along Mill Creek.

This proposal includes 181 condominium units, 50,735 square feet of retail, restaurant, office, and convenience market uses, and a public marina including 225 boat slips.

The property has a base zoning of RS10 currently, while MUG is proposed (see Zone Change Proposal 2001Z-060U-14) with a PUD overlay.

PLAN DETAILS

Stormwater Management

This plan proposes to cut approximately 600,000 cubic yards of material from the 12.8 acre portion of the 40 acre site proposed for the waterway of the marina. Dirt/material is proposed to be relocated to other areas on site and to an area within the existing Belle Acres PUD on the south side of Mill Creek. Dredging of the Mill Creek channel will provide an average channel depth of seven feet and an average marina depth of 10 feet.

The applicant was granted approval by the Metro Stormwater Management Committee on December 19, 2002, "To allow the disturbance of the existing Mill Creek floodway and floodway buffer to accommodate the proposed development as shown on the plan of record. To allow the disturbance of the proposed floodway buffer as shown on the plan of record."

On May 22, 2003, the Stormwater Management Committee is scheduled to hear the applicant's request to allow uncompensated cut-and-fill. Staff will update



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Corp of Engineers

the Commission at the meeting as to the outcome of this request.

Staff is recommending conditional preliminary PUD approval with conditions including requiring Corps of Engineer's approval prior to final PUD approval. The applicant will be required to obtain a 404 Permit from the Corps of Engineers prior to final PUD approval. The applicant will be required to obtain a letter of map revision from FEMA, and an Aquatic Resource Alteration Permit (ARAP) from the Tennessee Department of Environment and Conservation (TDEC), as well.

Plan Design

The PUD plan is designed with the buildings oriented toward the marina (Mill Creek). Staff is recommending conditional approval with a condition that the final site design for the outparcel and the corner of the commercial building facing Lebanon Pike be subject to design modifications to orient the buildings toward Lebanon Pike with any final PUD submittal for these portions of the plan.

Property Owners Signatures/
Railroad Permission

Since this plan requires off-site dredging of Mill Creek, additional signatures of adjacent property owners will be required. Prior to adoption of the Preliminary PUD plan by the Metro Council, the applicant will be required to obtain signatures from the owners of the following parcels: Map 84, Parcel 12, Map 94, Parcel 16, Map 95-01 Parcel 69, Map 95-06, Parcel 6.01, and Map 95-02, Parcel 137.

Greenway/Conservation Easement

The proposed plan provides a "Conservation/Greenway public access trail easement area" through the development. The Metro Greenways Commission has approved the proposed design that provides a trail from the Cumberland River to Lebanon Pike, including a pedestrian bridge from the marina area to the Belle Acres PUD. This will be conditioned upon the applicant providing construction details of the trail with the final PUD. The trail standards must be approved by the Metro Greenway Commission at the final PUD stage.

TRAFFIC

The plan proposes private driveways throughout the development, while several changes are proposed at the



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Traffic Engineer's Recommendation

entrance at Lebanon Pike. A new traffic signal is proposed at this intersection, as well as a westbound right-turn lane and an eastbound left-turn lane.

Approval with conditions, including the following conditions to be completed by the developer:

1. At project access, construct one northbound entering lane, one southbound left turn lane with 150' storage and taper and one right turn lane with 150' storage and taper per AASHTO standards.
 2. Construct a Left turn lane on Lebanon Road for cars entering project site. Include 200 ' storage and taper per AASHTO standards. The left turn lane shall be constructed to minimize the existing curvature of Lebanon Rd.
 3. Developer shall design & install a traffic signal at the project access /Lebanon Road intersection. Design shall be submitted to Public Works for approval. The signal shall include a left turn phase for the eastbound left turns. The signal shall be installed when 25% of the traffic for any combination of the different land use development has been generated. Since a right turn acceleration lane will not be constructed a right turn overlap phase for southbound right turns shall also be designed.
 4. Construct a minimum of 869 parking spaces.
 5. Construct a continuous median, minimum 4' width or greater, from the project access entrance north to the traffic circle on project main road.
 6. Construct one access road to outparcel from main project road. one lane exiting and one lane entering shall be constructed. Only right turn in and right turn out shall be allowed.
 7. All roadways within the project shall be private. Developer shall provide all required signage and pavement markings per MUTCD standards. Developer shall be responsible for all road and landscape maintenance.
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CONDITIONS

1. Prior to the issuance of any permits, the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Departments of Public Works and Water Services shall forward confirmation of preliminary approval of this proposal to the Planning Commission.
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 prior to the issuance of any building permits.
4. Prior to adoption of the Preliminary PUD plan by the Metro Council, the applicant will be required to obtain signatures from the following property owners: Map 84, Parcel 12, Map 94, Parcel 16, Map 95-01 Parcel 69, Map 95-06, Parcel 6.01, and Map 95-02, Parcel 137.
5. The final site design for the out parcel and the corner of the commercial building facing Lebanon Pike be subject to design modifications to orient the buildings toward Lebanon Pike with any final PUD submittal for these portions of the plan.
6. Prior to final PUD approval, the developer must obtain a 404 Permit from the Corp of Engineer's. The applicant will be required to obtain a letter of map revision from FEMA, and an Aquatic Resource Alteration Permit (ARAP) permit from the Tennessee Department of Environment and Conservation (TDEC), as well.
7. The final PUD plan shall indicate the construction details of the trail. The trail standards must be approved by the Metro Greenway Commission, prior to submittal of the final PUD plan.
8. At project access, construct one northbound entering lane, one southbound left turn lane with 150' storage and taper and one right turn lane with 150' storage and taper per AASHTO standards.
9. Construct a left turn lane on Lebanon Road for cars entering project site. Include 200 ' storage and taper per AASHTO standards. The left turn lane shall be



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constructed to minimize the existing curvature of Lebanon Rd.

10. Developer shall design & install a traffic signal at the project access /Lebanon Road intersection. Design shall be submitted to Public Works for approval. The signal shall include a left turn phase for the eastbound left turns. The signal shall be installed when 25% of the traffic for any combination of the different land use development has been generated. Since a right turn acceleration lane will not be constructed a right turn overlap phase for southbound right turns shall also be designed.
11. Construct a minimum of 869 parking spaces.
12. Construct a continuous median, minimum 4' width or greater, from the project access entrance north to the traffic circle on project main road.
13. Construct one access road to outparcel from main project road. one lane exiting and one lane entering shall be constructed. Only right turn in and right turn out shall be allowed.
14. All roadways within the project shall be private. Developer shall provide all required signage and pavement markings per MUTCD standards. Developer shall be responsible for all road and landscape maintenance.



Project No.
Associated Case
Council Bill

Zone Change 2001Z-121U-07

None.
BL2003-1368, This item was re-referred to the Planning Commission from the Metro Council. It was last heard by the commission on December 6, 2001.
Leeman

Staff Reviewer

Staff Recommendation

Disapprove as contrary to the General Plan

APPLICANT REQUEST

Rezone 0.34 acres from multi-family residential (RM40) and single-family and duplex (R6) districts to commercial services (CS) district a portion of property at 5012 Delaware Avenue, near the corner of Delaware Avenue and 51st Avenue North.

The applicant is seeking this zone change to make the entire parcel the same zoning. This property is split into four separate legal lots, two of which are currently zoned CS and the other two lots have residential zoning.

Existing Zoning

RM40 district

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

R6 district

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

Proposed Zoning

CS district

CS (commercial service) is intended for retail, consumer service, financial, restaurant, office, Auto-repair, Auto sales, self-storage, light manufacturing and small warehouse uses

SUBAREA 7 PLAN POLICY

Commercial Arterial
Existing (CAE)

CAE policy is intended to recognize existing areas of “strip commercial” which is characterized by commercial uses that are situated in a linear pattern along arterial streets between major intersections. The predominant uses are retail and office activities such as eating establishments, automobile sales, rental, and service, hotels and motels, and consumer services.



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Residential Medium (RM)

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

Policy Conflict

Yes. A commercial zoning pattern exists in this area from 52nd Avenue North back to the applicant's currently zoned CS portion of property, along Delaware Avenue. The Subarea 7 Plan's Residential Medium (RM) policy is applied from the edge of the applicant's property zoned CS. The Subarea 7 Plan recognized the existing commercial properties along 51st Avenue North and designated that area as a Commercial Arterial Existing (CAE) policy. The Subarea 7 Plan also limits the commercial area to the property fronting 51st Avenue North from Charlotte Avenue north to Centennial Boulevard. Expansion of the commercial policy into the residential policy area is strongly discouraged. The applicant currently has a business located on the portion of the CS zoned property. The portion of the property that is residentially zoned has two single-family homes and is adjacent to a single-family home. Rezoning this property to CS would create a non-conforming use for the existing residences.

RECENT REZONINGS

Yes, this request was originally heard by the Planning Commission on December 6, 2001. While staff recommended disapproval as Contrary to the General Plan, the Planning Commission approved the request.

MPC Recommendation from 2001

The Planning Commission found that although this portion of parcel 328 falls within the Subarea 7 Plan's Residential Medium (RM) policy, it is on the edge of the Commercial Arterial Existing (CAE) policy. The front portion of parcel 328 falls within a commercial policy and is already zoned CS. Rezoning the remainder of this parcel will clean-up the Subarea 7 Land Use Policy Map where the commercial policy should have been applied originally.

TRAFFIC

Traffic Engineer's Findings

Since this item was referred back from the Metro Council on May 6th, there was not sufficient time to get new information from the Public Works Department on



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this request. However, in December 2001, the Metro Traffic Engineer indicated that Delaware Avenue and 51st Avenue North can accommodate the traffic that would be generated by changing this property to CS zoning.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-051G-06
None
None
Leeman

Staff Recommendation

Disapprove

APPLICANT REQUEST

Rezone 0.51 acres from commercial-limited (CL) to commercial services (CS) at Highway 100 (unnumbered), east of the Natchez Trace Parkway.

Existing Zoning
CL district

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

Proposed Zoning
CS district

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

SUBAREA 6 PLAN POLICY

Neighborhood
Conservation (NCO)

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

Due to their environmentally sensitive character, NCO areas are generally unsuitable for conventional suburban or urban development. The predominant types of land use anticipated in these areas are very low intensity residential, commercial (convenience scale) and community facility developments. Examples of low intensity, non-residential development include convenience retail, athletic fields, and hiking trails. Agricultural uses are also found in NCO areas. Specific residential densities in NCO areas should be determined by physical site characteristics and the availability of services, particularly sewers. In general, the more



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environmentally sensitive or remote a site is, the lower the acceptable density. In general, densities should not exceed one dwelling unit per two acres.

Policy Conflict

Yes. The proposed CS district is not consistent with the intent of the Bellevue Community Plan's NCO policy calling for neighborhood scaled commercial uses in an area such as this. The CS district is more intense than what is called for at this interchange. CS zoning allows for more intense commercial uses than what the plan calls for, and it does not permit residential uses. The existing CL is appropriate for this interchange.

RECENT REZONINGS

No. However, this property was rezoned from CS to CL with the overall zoning update on January 1, 1998. The councilmember at the time supported this change.

TRAFFIC

Based on typical uses in the CS zoning, approximately 561 trips per day could be generated. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

No exception taken.



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2003Z-052U-08
None
2003P-009U-08
Reed

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 16.57 acres from office and residential (OR40) and commercial services (CS) to residential multi-family (RM20) on the west side of Athens way between Ponder Pl. and Dominican Dr.

Existing Zoning
OR40 district

Office/Residential is intended for office and/or multi-family residential units at up to 40 dwelling units per acre

CS district

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

Proposed Zoning
RM20/PUD

Intended for single-family, duplex, and multi-family dwellings at a maximum density of 20 dwelling units per acre. The subarea plan notes that these requests are appropriate when accompanied by a Planned Unit Development overlay district to assure appropriate design and that the type of development conforms with the intent for NU areas and the location in question.

SUBAREA 8 PLAN POLICY
(NU) Neighborhood Urban

NU is intended to apply to existing areas with a diverse mix of residential and nonresidential uses that are envisioned to remain as such, and for emerging and future areas where a similar mix of development is planned. NU areas include single- and multi-family residential and civic and public benefit activities.

POLICY CONFLICT

None. The change removes the CS zone and supports low-rise residential in keeping with the subarea plan.

RECENT REZONINGS

None.



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TRAFFIC

This development could generate 2,197 vehicle trips per day. (Trip Generation, 6th Edition, Institute of Transportation Engineers, 1996.) Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

Approval with conditions. (Traffic engineers conditions are included with the staff report for the related PUD, 2003P-009U-08).

FINDINGS

SCHOOLS

26 Elementary 17 Middle 13 High

Schools Over/Under Capacity

Students would attend Andrew Jackson Elementary, Dupont-Hadley Middle School and McGavock High School. Andrew Jackson and Dupont Hadley have been identified as overcrowded by the Metro School Board. McGavock is not yet at capacity.

CONDITIONS

Staff recommends that approval of this zoning request be conditioned upon adoption of the PUD overlay district, to assure appropriate design and that the type of development conforms with the intent for NU areas and the location in question.



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Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 2003P-009U-08
Parc at Metro Centre
None
Zone Change Proposal 2003Z-052U-08
Reed

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

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

SUBAREA 8 PLAN DESIGNATION

(NU) Neighborhood Urban

This classification is for fairly intense, expansive areas that are intended to contain a significant amount of residential development in a mixed use neighborhood.

P.U.D. PERFORMANCE STANDARDS & PROVISIONS

Section 17.36.050(A)

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

The proposed plan does a better job than a conventional subdivision of preserving the environmentally sensitive areas of steep slopes (>20%) through placement of structures, parking areas and grading.

PLAN DETAILS

The property is classified in the Subarea 8 Plan as NU: Neighborhood Urban, which contemplates substantial residential development in a mixed use neighborhood. This request is for 242 units of mid-rise apartments on 16.57 acres for a density of 14.6 du/ac. The accompanying zone change (2003Z-052U-08) would change the underlying zone to RM20 which allows up to 20 du/ac.



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TRAFFIC ENGINEER'S FINDINGS

ATHENS Way and SOUTH SITE ACCESS

1. Construct project access driveway as far north on Athens Way without adversely impacting sight distance.
2. Install striping per figure 7 of the TIS dated April 30, 2003.
3. Project Access driveway shall be constructed with 1 exiting 11' lane and 1 entering 11' lane.
4. Install stop sign and stop bar on access drive.
5. Vehicular Gates shall be installed a minimum of 75' from the location of the eastbound stop bar
6. The project drive shall be designed to allow vehicles denied entry the ability to safely return to Athens Way
7. Monument signage, landscaping, and fencing shall be set back from the road so that sight distance is not restricted at this intersection.

ATHENS WAY/ NORTH SITE ACCESS

1. Install a northbound left turn lane with 100' storage and taper per AASHTO standards
2. Construct access drive with a minimum 22' of pavement for 1 exiting lane and 1 entering lane.
3. Install stop bar and stop sign.
4. Install vehicular access gates 75' from stop bar.
5. Install for 'RESIDENTS ONLY SIGN' clearly visible to traffic on Athens Way.
6. Signs, fencing and landscaping shall be located so sight distance is not restricted.

PEDESTRIAN and BIKE FACILITIES

1. The developer shall install a sidewalk along the west side of Athens way. Pedestrian signals and associated ADA compliant facilities shall be installed at the Dominican Drive and Metrocenter blvd intersection.

The developer shall provide all required signage for this development.



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CONDITIONS

1. Prior to the issuance of any building permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works and Water Services.
2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
3. Prior to the issuance of any building permits, a final plat shall be recorded, including the posting of any bonds for necessary improvements. A PUD boundary plat shall also be submitted in conjunction with the final plat.
4. Construct project access driveway as far north on Athens Way without adversely impacting sight distance.
5. Install striping per figure 7 of the TIS dated April 30, 2003.
6. Project Access driveway shall be constructed with 1 exiting 11' lane and 1 entering 11' lane.
7. Install stop sign and stop bar on access drive.
8. Vehicular Gates shall be installed a minimum of 75' from the location of the eastbound stop bar.
9. The project drive shall be designed to allow vehicles denied entry the ability to safely return to Athens Way.
10. Monument signage, landscaping, and fencing shall be set back from the road so that sight distance is not restricted at this intersection.

ATHENS WAY/ NORTH SITE ACCESS

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4. Install vehicular access gates 75' from stop bar
5. Install for 'RESIDENTS ONLY SIGN' clearly visible to traffic on Athens Way
6. Signs, fencing and landscaping shall be located so sight distance is not restricted.



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PEDESTRIAN and BIKE FACILITIES

1. The developer shall install a sidewalk along the west side of Athens way. Pedestrian signals and associated ADA compliant facilities shall be installed at the Dominican Drive and Metrocenter blvd intersection.

The developer shall provide all required signage for this development.



Project No.
Associated Case

Zone Change 2003Z-054G-12
2003Z-055G-12 and 2001UD-001G-12, Lenox Village
Expansion UDO

Council Bill
Staff Reviewer

None
Leeman

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 14.06 acres from agricultural/residential (AR2a) to mixed-use limited (MUL) at 6116, 6120, and 6130 Nolensville Pike.

Existing Zoning
AR2a district

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

Proposed Zoning
MUL district

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

SUBAREA 12 PLAN POLICY
Mixed Use (MU) policy

MU policy is intended to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Predominant uses include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential densities are comparable to medium, medium-high, or high density.

Residential Medium (RM) policy

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

Policy Conflict

No. On May 10, 2001, the Planning Commission adopted an amendment to the Subarea 12 Plan that included a special urban design treatment area for the Lenox Village Urban Design Overlay. Under the amendment to the subarea plan, the area designated for



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specialized design standards is expandable to include property that is contiguous or across a public way so long as the expanded area maintains a fully interconnected and compatible pattern of development.

The proposed MUL district is consistent with the intent of the Subarea 12 Plan's special policy area for Lenox Village.

The Subarea 12 Plan outlines the General Design Goals and Objectives for the Lenox Village Special Urban Design Treatment Area, as follows:

1. Insure the compatible integration of retail, office, and institutional uses with residential uses;
2. Insure the compatible integration of a variety of housing types, including single-family homes, townhouses and multi-family, in order to accommodate the housing needs of a diverse population;
3. Maintain a scale and form of development that emphasizes sensitivity to the pedestrian environment, as well as to other non-vehicular modes of transportation;
4. Minimize the intrusion of automobiles into the setting through strategies such as "shared parking," in which adjacent land uses having different peak-hour parking demands can share parking facilities;
5. Minimize the need for vehicles to travel on Nolensville Pike, or to travel significant distances on Nolensville Pike, by providing neighborhood commercial uses within close proximity to residents;
6. Achieve "traffic calming" benefits through: an integrated street network providing options for traffic flow, the avoidance of excessively wide streets, and the provision of on-street parking;
7. Provide for a variety of strategically-located and carefully-designed public and/or common spaces, including streets, greens and informal open space;
8. Insure the compatibility of buildings with respect to the specific character of their immediate context within the UDO district boundary;



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9. Encourage active ground floor uses, such as restaurants, shops and services, to animate the street within the Village Center portion of the area.

RECENT REZONINGS

Yes. The Planning Commission approved the Lenox Village UDO and associated zone change on May 10, 2001.

TRAFFIC

Based on typical uses in the MUL zoning, between 2,029 and 26,224 trips per day could be generated. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

A traffic impact study will be required with any subdivision plat submitted to the Planning Department.

SCHOOLS

Students Generated

28 Elementary 20 Middle 16 High

Schools Over/Under Capacity

Students will attend Maxwell Elementary School, Antioch Middle School, and Antioch High School. All of these schools have been identified as being overcrowded by the Metro School Board.

*The numbers for MUL zoning are based upon students that would be generated if the MUL zoning were to develop as residential instead of office and commercial. This also assumes each multi-family unit has 1,500 sq. ft. of floor area.



Project No.
Associated Case

Zone Change 2003Z-055G-12
2003Z-054G-12 and 2001UD-001G-12, Lenox Village
Expansion UDO

Council Bill
Staff Reviewer

None
Leeman

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 79.3 acres from residential single-family (RS10) to mixed-use limited (MUL) (1.60 acres) and residential multi-family (RM9) (77.70 acres) properties at 6340, 6350 Hills Chapel Road, and Hills Chapel Road (unnumbered), southeast of the Lenox Village UDO.

Existing Zoning
RS10 district

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

Proposed Zoning
MUL district

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

RM9 district

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

SUBAREA 12 PLAN POLICY
Mixed Use (MU) policy

MU policy is intended to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Predominant uses include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential densities are comparable to medium, medium-high, or high density.

Residential Medium (RM) policy

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

Policy Conflict

No. On May 10, 2001, the Planning Commission adopted an amendment to the Subarea 12 Plan that



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included a special urban design treatment area for the Lenox Village Urban Design Overlay. Under the amendment to the subarea plan, the area designated for specialized design standards is expandable to include property that is contiguous or across a public way so long as the expanded area maintains a fully interconnected and compatible pattern of development.

The proposed MUL district is consistent with the intent of the Subarea 12 Plan's special policy area for Lenox Village.

The Subarea 12 Plan outlines the General Design Goals and Objectives for the Lenox Village Special Urban Design Treatment Area, as follows:

1. Insure the compatible integration of retail, office, and institutional uses with residential uses;
2. Insure the compatible integration of a variety of housing types, including single-family homes, townhouses and multi-family, in order to accommodate the housing needs of a diverse population;
3. Maintain a scale and form of development that emphasizes sensitivity to the pedestrian environment, as well as to other non-vehicular modes of transportation;
4. Minimize the intrusion of automobiles into the setting through strategies such as "shared parking," in which adjacent land uses having different peak-hour parking demands can share parking facilities;
5. Minimize the need for vehicles to travel on Nolensville Pike, or to travel significant distances on Nolensville Pike, by providing neighborhood commercial uses within close proximity to residents;
6. Achieve "traffic calming" benefits through: an integrated street network providing options for traffic flow, the avoidance of excessively wide streets, and the provision of on-street parking;
7. Provide for a variety of strategically-located and carefully-designed public and/or common spaces, including streets, greens and informal open space;



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8. Insure the compatibility of buildings with respect to the specific character of their immediate context within the UDO district boundary;
9. Encourage active ground floor uses, such as restaurants, shops and services, to animate the street within the Village Center portion of the area.

RECENT REZONINGS

Yes. The Planning Commission approved the Lenox Village UDO and associated zone change on May 10, 2001.

TRAFFIC

Based on typical uses in the MUL and RM9 zoning, between 231 and 4,097 trips per day could be generated by the MUL zoning and approximately 4,723 trips per day could be generated by the RM9 zoning. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

A traffic impact study will be required with any subdivision plat submitted to the Planning Department.

SCHOOLS

Students Generated

 56 Elementary 39 Middle 32 High

Schools Over/Under Capacity

Students will attend Maxwell Elementary School, Antioch Middle School, and Antioch High School. All of these schools have been identified as being overcrowded by the Metro School Board.

*The numbers for this calculation are based upon the associated Urban Design Overlay plan for this area.



Project No.

**Urban Design Overlay Proposal
2001UD-001G-12**

Council Bill
Associated Cases
Staff Recommendation

Lenox Village Amendment
N/A
None.
Approve with conditions

APPLICANT REQUEST

To amend the Urban Design Overlay District in order to expand the area of the district by adding 14.06 acres along Nolensville Pike, and by adding 92.44 acres east of Nolensville Pike along both sides of the tributary to Mill Creek, to increase the maximum permitted number of residential units by 806 and to increase the potential area for mixed use development.

Existing Zoning
RS10 zoning

Single family homes on lots of at least 10,000 square feet

Proposed Zoning
MUL and RM9 zoning with a UDO

Mixed commercial, office and residential use and Mixed housing type residential development in accordance with a design concept plan and design guidelines.

SUBAREA 12 PLAN

Policy

Residential Medium Density (RM)

Policy Conflict

No. The approval by the Planning Commission of the Subarea 12 plan amendment that enabled the Lenox Village UDO also authorized contiguous expansion of the UDO

STAFF ANALYSIS

With these two additions to the UDO, Lenox Village will be approaching the ideal size of a complete neighborhood. The smaller addition along Nolensville Pike will enable the provision of a better range of services as well as more residents immediately adjacent to those services. The larger addition includes the stream bed that provides a principal open space amenity in the original development, thereby greatly expanding this amenity. This will ultimately provide Lenox Village with a greenway connection to the Mill Creek leg of the countywide greenway system. The larger



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addition will also provide some limited opportunity for services convenient to nearby residents by allowing for the live/work building type. The southern end of the larger addition includes a portion of a previously platted conventional subdivision that will provide a good transition to the adjoining conventional development by retaining the lot pattern but utilizing residential buildings that fit into the neighborhood context of Lenox Village.

TRAFFIC

Traffic Study Submitted

No

Metro Traffic Engineer's Findings

An amended traffic study for the Lenox Village UDO is required for approval by Public Works prior to submittal of any final construction plans within the areas added to Lenox Village by this amendment of the UDO. Recommendations of the approved traffic study must be incorporated into the final construction plans for any applicable development in the added areas.

CONDITIONS

1. Prior to submittal of any final construction plans for approval within the areas added to the UDO by this amendment, a traffic study shall be prepared based on a scope approved by the Metro Traffic Engineer. The completed study shall be submitted to Metro Public Works Department for approval and the recommendations of the approved traffic study and any amendments made by the Metro Traffic Engineer shall be incorporated into the final construction plans for any applicable development in the areas added to the UDO by this amendment, plus any modifications to the existing Lenox Village as the approved Traffic Study and Metro Traffic Engineer might require.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-056U-13
None
None, although one has been requested.
Leeman

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Rezone 27.2 acres from industrial warehousing and distribution (IWD) to mixed-use limited (MUL) at Hamilton Crossings Road and Hamilton Church Road (unnumbered).

Existing Zoning
IWD district

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

Proposed Zoning
MUL district

MUL zoning is intended for a moderate intensity mixture of residential, retail, and office uses at a floor area ratio (FAR) of 1.0.

SUBAREA 13 PLAN POLICY

Community Center (CC)
(2003 Update)

CC policy is intended for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. Generally, CC areas are intended to contain predominantly commercial and mixed-use development with offices and/or residential above ground level retail shops.

Residential Medium (RM)
(1996 Plan)

The 1996 Subarea 13 plan applies RM policy to this area, which calls for four to nine dwelling units per acre.

Policy Conflict

Although there is a conflict with the current policy, the MUL district will bring the zoning closer to compliance with the existing RM policy area since it does allow for residential uses. The proposed MUL does implement the intent of the proposed Community Center policy scheduled to be considered by the Planning Commission in June, by allowing for a mixture of office, retail, and residential uses. Since this property falls at the intersection of two major thoroughfares, Hamilton Church Road and Murfreesboro Pike, the



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MUL is appropriate. It is also located in proximity of the new Super Wal-Mart on the other side of Hamilton Church Road.

RECENT REZONINGS

Yes. The Planning Commission recommended disapproval of a request to change from IWD to CS (2002Z-025U-13) on the south side of Hamilton Church Road at Murfreesboro Pike in March of 2002.

However, the Metro Council subsequently approved the CS zoning. This site is currently being developed for a Super Wal-Mart.

The subject property was rezoned from commercial general (CG) and CS to IWD in 1998 with the overall zoning update throughout the county.

TRAFFIC

Based on typical uses in MUL, this proposed zoning could generate approximately 3,934 trips if developed as office, 50,852 trips per day if developed as shopping center, and 4,629 trips per day if developed with 789 townhomes/condos at 1,500 square feet per unit. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

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

Conditions

Staff recommends a traffic impact study be submitted in conjunction with any site development plan or plat submitted to the Planning Department or Codes Department. The Council bill should include a condition requiring an access easement to be provided through this property to parcel 292 on tax map 149.

SCHOOLS

Students Generated

55 Elementary 38 Middle 31 High

Schools Over/Under Capacity

If the property were developed under the proposed zoning, 124 students could be generated. Students would attend Maxwell Elementary, Antioch Middle School and Antioch High School. All schools have been identified as overcrowded by the Metro School Board.



Metro Planning Commission Meeting of 5/22/03

*The numbers for MUL zoning are based upon students that would be generated if the MUL zoning were to develop as residential instead of office and commercial. This also assumes each multi-family unit has 1,500 sq. ft. of floor area.

CONDITIONS

1. A condition should to be added to the bill that a detailed traffic impact study needs to be approved by the Metro Traffic Engineer in conjunction with and subdivision or development application.
2. A condition should to be added to the bill requiring an access easement be provided through this property to parcel 292 on tax map 149.



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2003Z-057U-08
None
None
Reed

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone a .38 acre lot from CS to MUL at 1712 Jefferson Street, approximately 400 feet east of Dr. D.B. Todd Blvd.

Existing Zoning
CS

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

Proposed Zoning
MUL

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

SUBAREA 8 PLAN POLICY
Corridor Center (CC)

Intended for dense, predominantly commercial areas at the edge of a neighborhood, which extends along a major thoroughfare. The Subarea 8 plan contemplates MUL zoning for properties that front an arterial street and that develop conforming to design elements for CC areas and the general location. The existing use is non-conforming. In addition to retail/commercial uses there are residential units. MUL will allow the existing building and property to be upgraded.

RECENT REZONINGS

None

Policy Conflict

No

TRAFFIC

Based on typical uses in the MUL district approximately 110 to 673 vehicle trips per day could be generated. (Institute of Transportation Engineers, 6th Edition, 1996.) Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

No exception taken.



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SCHOOLS

3 Elementary 2 Middle 2 High

Schools Over/Under Capacity

Students will attend Cockril Elementary, W.A. Bass Middle School and Pearl-Cohn High School. Cockril and W.A. Bass are at capacity. Pearl-Cohn is not yet at capacity.

CONDITIONS

Traffic conditions may be required by the Metro Public Works Department with the approval of any future development on this property.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-058G-14
None
None
Fuller

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 3.1 acres from Residential (RS15) to Residential Single-Family (RS10) at the southeast corner of John Hager Road and South New Hope Road.

Existing Zoning
RS15 zoning

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 zoning

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

SUBAREA 14 PLAN POLICY

Residential Low Medium

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

None.

RECENT REZONINGS

None.

A preliminary plat filed for this property was deferred indefinitely prior to the February 27, 2003 planning commission meeting. The Stormwater Management Committee denied the applicant's appeal to relocate a wet weather conveyance and stream buffer to move it to the rear of the proposed lots. The RS10 zoning will allow the applicant to essentially develop the same number of lots being proposed with RS15 zoning, while complying with the stream buffer requirements.



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TRAFFIC

Traffic Engineers Comments

Traffic conditions may be required by the Metro Public Works Department with the approval of any future development on this property.

SCHOOLS

Students generated

 2 Elementary 1 Middle 1 High

Schools Over/Under Capacity

Students will attend Dodson Elementary School, Dupont-Tyler Middle School and McGavock High School. Dodson Elementary School and Dupont-Tyler Middle School have been identified as being overcrowded by the Metro School Board.



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2003Z-059G-03
None
None
Reed

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 4.79 acres at from AR2a to RS10 6103 Mt. Pisgah Road.

Existing Zoning
AR2a district

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. The AR2a district is intended to implement the natural conservation or interim nonurban land use policies of the general plan.

Proposed Zoning
RS10 district

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

SUBAREA 3 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

None. Request conforms to subarea policy RLM: Residential, low to medium density. There is RS10, RS15 and RS20 zoning in the immediate vicinity as well as a residential PUD to the southeast. With RS10 zoning, a maximum of 20 units could be built.

RECENT REZONINGS

None

TRAFFIC

Based on typical uses in the RS10 district approximately 230 vehicle trips per day could be generated. (Institute of Traffic Engineers, 6th Edition, 1996.) Other uses at different densities could generate more or less traffic.

TRAFFIC ENGINEER'S FINDINGS

No exception taken.



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SCHOOLS

2 Elementary 2 Middle 1 High

Schools Over/Under Capacity

Students will attend Granbery Elementary, Oliver Middle School, and Overton High School. Granbery Elementary and Overton High School have been identified as being overcrowded by the Metro School Board. Currently Oliver Middle School is not open.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-060U-05
None
None.
Leeman

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 5.67 acres from industrial warehousing and distribution (IWD) to mixed-use general (MUG) at Main Street (unnumbered) at the intersection of Main Street and North 6th Street.

Although many different uses are allowed in MUG zoning, the applicant has indicated that this request is being made to allow for a rehabilitation hospital.

Existing Zoning
IWD district

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

Proposed Zoning
MUG district

Mixed Use General is intended for a moderately high intensity mixture of residential, retail, and office uses. MUG has a maximum FAR of 3.0 and a maximum height of 65 feet at the setback line and 1.5 feet to 1 foot of vertical to horizontal from there.

SUBAREA 5 PLAN POLICY

Residential Medium High (RMH) policy

RMH policy is intended for existing and future residential areas characterized by densities of nine to 20 dwelling units per acre. A variety of multi-family housing types are appropriate the most common types include attached townhomes and walk-up apartments.

Commercial Arterial Existing (CAE) policy

CAE policy is intended to recognize existing areas of “strip commercial” which is characterized by commercial uses that are situated in a linear pattern along arterial streets between major intersections. The predominant uses are retail and office activities such as eating establishments, automobile sales, rental, and service, hotels and motels, and consumer services.

Policy Conflict

No. The proposed MUG district allows for multi-family development in the range of the RMH policy,



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while it also allows for commercial development in accordance with the existing commercial Main Street strip. It is consistent with the CAE policy because it is not expanding the physical boundaries of what is already zoned for non-residential uses. Given this sites location, backing up to Ellington Parkway, higher intensity mixed-use zoning is appropriate.

RECENT REZONINGS

No.

TRAFFIC

Based on several uses allowed in MUG, this proposed zoning could generate between 2,460 for general office uses and 12,433 trips if developed as a hospital. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

The Public Works Department has indicated they will require a traffic impact study with the submittal of any development plan for the site.

SCHOOLS**Students Generated**

94 Elementary 70 Middle 50 High

Schools Over/Under Capacity

If the property were developed under the proposed zoning, 214 students could be generated. Students would attend Ross Elementary, Bailey Middle School and Stratford High School. Ross Elementary School has been identified as overcrowded by the Metro School Board.

*The numbers for MUG zoning are based upon students that would be generated if the MUG zoning were to develop as residential instead of office and commercial. This also assumes each multi-family unit has 1,200 sq. ft. of floor area.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-062U-10
None
None
Leeman

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 4.07 acres from residential single-family and two-family (R15 and R20) to residential single-family (RS15 and RS10) at Burtonwood Drive (unnumbered) at the end of Shys Hill Road.

Existing 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.

R20 district

R20 requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25% duplex lots.

Proposed Zoning
RS15 district

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

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.

SUBAREA 10 PLAN POLICY

Residential Low (RL)

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

Policy Conflict

No. The Land Use Policy Application Guide states: "Since RL areas are largely developed, the housing mix is already established and should not be disrupted." (p. 14). Since this neighborhood is predominantly developed as single-family, the RS10 and RS15 are appropriate. Although the proposed zoning would allow 14 single-family lots at 3.44 dwelling units per acre, the existing zoning allows a total of 13 dwelling units with 25% duplex at a density of 3.19 units per acre. Although the proposed zoning exceeds the RL



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policies recommended densities, the single-family homes are more in character with the surrounding neighborhood.

FUTURE SUBDIVISION

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

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

Included among those provisions are the following requirements:

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

RECENT REZONINGS

No.

TRAFFIC

Based on typical uses in the RS10 and RS15 single-family districts, approximately 134 vehicle trips per day could be generated. (Institute of Transportation



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Traffic Engineer's Findings

Engineers, 6th Edition, 1996) Other uses at different densities could generate more or less traffic

Traffic conditions may be required by the Metro Public Works Department with the approval of any future development on this property.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-063U-11
None
None.
Leeman

Staff Recommendation

Disapprove as contrary to the General Plan

APPLICANT REQUEST

Rezone 0.15 acres from office and residential (OR20) to commercial services (CS) at 1204 3rd Avenue South, near the intersection of Chestnut Street and 3rd Avenue South.

Existing Zoning
OR20 district

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

Proposed Zoning
CS district

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

SUBAREA 11 PLAN POLICY

Mixed-Use (MU) policy

MU policy is intended to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Predominant uses include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential densities are comparable to medium, medium-high, or high density.

Policy Conflict

Yes. This property fall within the Subarea 11 Plan's Mixed Use (MU) policy calling for the use of existing residential structures as offices and various professional services that do not require substantial structural alterations. The heavier commercial uses permitted within the CS district are not consistent with that policy. Extending CS zoning would encroach further into the residential areas to the south and consume more of the historic fabric of the area. These policy objectives are particularly viable in this area since these properties are across from Dudley Park.



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The existing OR20 zoning, MUL or MUN districts would be the preferred zoning tools to implement the existing MU policy. The Trimble Action Group (TAG), a local neighborhood group, has been working for several years with the Planning Department to preserve the area's historic structures and residential land uses. Approval of this zone change would be detrimental to TAG's effort to preserve the character of the area.

RECENT REZONINGS

Yes. The Planning Commission recommended disapproval as contrary to the General Plan on October 12, 2000, for a request to rezone this same parcel and two adjacent parcels to CS. A bill was never introduced at council.

TRAFFIC

Based on typical uses in CS, this proposed zoning could generate approximately 13 trips if developed as office, 168 trips per day if developed as retail. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

No exception taken.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-065U-07
None
None, although one has been requested.
Leeman

Staff Recommendation

Approve

APPLICANT REQUEST

Neighborhood Conservation
Overlay District (NCOD)

Apply the Neighborhood Conservation Overlay district to 149 lots on 45.23 acres on various parcels between Harding Place and Blackburn Avenue.

The NCOD is intended to protect the historical value of buildings, structures, and areas. To accomplish this intent, the Metropolitan Historic Zoning Commission (MHZC) is required to issue a preservation permit prior to any demolition, new construction, or additions based on compliance with the district’s design guidelines. However, minor alterations to existing buildings would not require review by the MHZC.

SUBAREA 7 PLAN POLICY

Residential Low
Medium (RLM) policy

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

None. Staff recommends approval since the NCOD is consistent with the Subarea 7 Plan’s Residential Low Medium (RLM) policy, while the Neighborhood Conservation Overlay will serve to protect and enhance the existing neighborhood character.

METRO HISTORIC ZONING COMMISSION

History and Significance
of Belle Meade Links Neighborhood
(Provided by the Metro Historic
Commission)

Within a few years of the final subdivision of the vast Belle Meade Plantation in 1906, the Bransford Realty Company purchased approximately 70 acres of land for development from the Belle Meade Land Company. Johnson Bransford turned to Ossian Cole Simonds of



Metro Planning Commission Meeting of 5/22/03

Chicago to design the landscape for his suburban acquisition.

Simonds (1855-1931) is today considered the father of the field of landscape architecture. With Frederick Law Olmstead, he founded the American Society of Landscape Architects in 1886. Simonds gained fame with his designs for Lincoln Park and Graceland Cemetery in Chicago and was awarded a silver medal at the Paris Exposition in 1900 for his work at Graceland. He worked in every state in the U.S., designing cemeteries, subdivisions, parks, and estates.

Following principles established by Olmstead, Simonds advocated design that emphasized existing topography and disturbed natural contours as little as possible. In designing the landscape for Bransford's two subdivisions, Deer Park and the Belle Meade Links, Simonds appropriated many of the concepts he had earlier applied to his work in cemeteries. Both are marked by curvilinear streets that respect the integrity of the land and its gently rolling form and by high quality landscaping. He included in Belle Meade Links what would today be called pocket parks, small, intimate spaces growing out of the local landform, building on the Olmsteadian belief that residential landscapes should knit the community together as well as provide a sense of spaciousness.

The plat of the Belle Meade Golf Links subdivision, as it was called then, was recorded on November 17, 1915. The earliest houses, built in the teens, are bungalows and Arts and Crafts cottages, followed by Revival styles, many Tudor, in the 1920s. The houses are appropriately sized and scaled for their 60-foot lots and, following Simonds' principles, allow the architecture to be integrated into the landscape, rather than overwhelming and obscuring it.

The significance of the Belle Meade Links neighborhood lies in its intact character and its status as one of very few extant examples in Nashville that follows the City Beautiful movement. It developed over time but has remained remarkably true to its original scale and design. It is also rare in Nashville in its sense of completeness; commercial



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development along Harding Road and other non-residential uses along its borders have not detracted from its integrity as an entity.

In 1999, the Historical Commission staff reviewed the neighborhood's historic status and found it Worthy of Conservation. Recent research that revealed its design by Simonds has caused the staff to determine that the district is eligible for listing in the National Register of Historic Places for its significance in early twentieth century suburban planning, along with its high percentage (72%) of historic structures.

Belle Meade Links also meets the criteria for a historic or conservation zoning overlay, and the neighborhood association is currently assessing the support for such an overlay. Seven of the eight properties to be demolished in the Harding Academy plan are classified as historic, or contributing, structures; such a substantial loss of historic structures diminishes the district's significance. In addition to the loss of housing stock, the development of a parking lot and playing field at a highly visible entry point, with the topographical alterations required for the new uses, is a major change to the original landscape and design that adversely impacts the district's inherent historic value.

The Metropolitan Historic Zoning Commission (MHZC) held a public hearing on May 14, 2003, and approved the design guidelines for the Belle Meade Links Neighborhood Conservation Overlay as outlined in Section 17.40.410 of the Zoning Code. The MHZC found that the proposed district meets the criteria for designation as outlined in Section 17.36.120 of the Zoning Code, which reads as follows:

A. Historic Preservation and Neighborhood Conservation Districts. These districts are defined as geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development, and that meet one or more of the following criteria:

1. The district is associated with an event that has made a significant contribution to local, state or national history; or



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2. It includes structures associated with the lives of persons significant in local, state or national history; or
3. It contains structures or groups of structures that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. It has yielded or may be likely to yield archaeological information important in history or prehistory; or
5. It is listed or is eligible for listing in the National Register of Historic Places.

RECENT REZONINGS

None

TRAFFIC

The proposed overlay does not change the allowable uses and will not increase or decrease traffic.

Metro Traffic Engineer's Findings

No exception taken

SCHOOLS

There will be no change to school populations as a result of this overlay.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-066U-13
None
None
Leeman

Staff Recommendation

Disapprove as contrary to the General Plan. The MUL district does not implement the Subarea 13 Plan's Residential Medium (RM) policy.

MUL does not meet the intent of the draft Subarea 13 plan without an associated overlay district showing, in detail, how the proposed districts will relate to the adjacent, existing, residential neighborhood.

APPLICANT REQUEST

Rezone 0.59 acres residential single-family and duplex (R8) to mixed use limited (MUL) at 2500 Murfreesboro Pike, at the intersection of Edge-O-Lake and Murfreesboro Pike.

Existing Zoning
R8 district

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

Proposed Zoning
MUL district

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

SUBAREA 13 PLAN POLICY
Residential Medium (RM)
(Current Subarea 13 Policy)

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

Mixed Use (MU)
(Draft Subarea 13 Policy)

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

Policy Conflict

Yes. The proposed MUL district does not implement the Subarea 13 Plan's Residential Medium (RM) policy calling for residential development at four to nine dwelling units per acre.



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The MUL district is inconsistent with the current and proposed Subarea 13 Plan. The proposed plan states: *“Mixed-use areas should be developed in accordance with a coherent plan or overall working concept of the desired end.....Plans including an architectural and/or design review component, such as some type of historic or special district overlay, are appropriate to help ensure compatible development and protection of valuable existing resources.”*

RECENT REZONINGS

Yes. On May 8, 2003, the Planning Commission recommended disapproval as contrary to the General Plan a request to rezone several parcels to the south along Murfreesboro Pike from R8 to MUL, CS, and RM20.

On December 6, 2001, the Planning Commission recommended disapproval as contrary to the General Plan a request (2001Z-104U-13) to rezone properties directly south of the current proposal from R8 to MUL finding it inconsistent with the Subarea 13 Plan. However, Metro Council subsequently approved the request for MUL.

TRAFFIC

Based on typical uses in the MUL district, between 85 trips per day for office and 1,103 trips per day for commercial could be generated. (Institute of Transportation Engineers, 6th Edition, 1996) Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

Pubic Works has indicated that there should be no direct access to Murfreesboro Pike from this parcel.

Planning Staff Comments

If a council bill is requested, it should include the traffic condition, above.



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SCHOOLS

Students Generated*

2 Elementary 1 Middle 1 High

Schools Over/Under Capacity

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

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



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2003Z-067G-06
None
None
Reed

Staff Recommendation

Disapprove

APPLICANT REQUEST

Rezone 13.24 acres from RS80 and R40 to CS on the south side of River Road, west of Charlotte Pike.

Existing Zoning
R40 district

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

RS80 district

Requires a minimum 80,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of .58 dwelling units per acre including 25% duplex lots.

Proposed Zoning
CS district

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

SUBAREA 6 PLAN POLICY
Residential Low-Medium
(RLM)

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

Policy Conflict

Yes. The subarea 6 plan specifies RLM: residential, low to moderate density. The property borders NCO (natural conservation) designated property to the south and northwest and includes difficult terrain. Though the property borders mixed commercial to the east, the subarea plan limits further encroachment of that category toward the west along River Road.

RECENT REZONINGS

None



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TRAFFIC

The proposed development can be expected to produce between 1,012 and 1,326 vehicle trips per day. (Institute of Transportation Engineers, Trip Generation, 6th Edition, 1996.) Other uses at different densities could generate more or less traffic.

TRAFFIC ENGINEER'S COMMENTS

Future development would require a traffic impact study.

CONDITIONS

Traffic conditions may be required by the Metro Public Works Department with the approval of any future development on this property.



Item #Project No.

Associated Case

Council Bill

Staff Reviewer

Zone Change 2003Z-068U-10

None

None, although one is being prepared.

Kleinfelter

Staff Recommendation

Disapprove as contrary to the General Plan

APPLICANT REQUEST

Rezone 2.35 acres from residential single-family and duplex (R10) to multi-family residential (RM40) district eight properties along Woodmont Boulevard and Kenner Avenue.

Existing Zoning

R10 district

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

Proposed Zoning

RM40 district

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

SUBAREA 10 PLAN POLICY

Mixed-Use (MU)

One of the eight parcels falls within the MU policy. The MU policy is intended to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Predominant uses include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential densities are comparable to medium, medium-high, or high density.

Residential Medium (RM)

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

Policy Conflict

Yes. The proposed RM40 district is inconsistent with the Subarea 10 Plan's policies. While the proposed zoning allows for residential, 40 for this area dwelling units per acre far exceeds what is called for in the subarea plan. The Subarea 10 plan further notes that the expansion of more intensive uses from the West End corridor onto Kenner Avenue is not recommended.



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RECENT REZONINGS

None.

TRAFFIC

Based on the trip generation numbers for RM40 zoning, which would allow for 94 units, this proposal would generate approximately 395 daily trips. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

The Woodmont Boulevard/Harding Road intersection is currently operating at an unacceptable level of service. The situation will be aggravated by development as allowed by the zone change. There are no funded projects to correct this situation nor is the developer proposing to correct the situation. Therefore we recommend that action be deferred indefinitely until this situation is corrected. However, if the Planning Commission proceeds with consideration of this proposal, we recommend the following conditions:

1. Construct a left turn lane per AASHTO standards on Woodmont Boulevard at the site access with 75 feet of storage length and appropriate 320 foot transition. Dedicate required ROW.
2. One access driveway on Woodmont Boulevard shall be allowed.
3. No access drive on Kenner shall be allowed.

SCHOOLS

Students Generated

4 Elementary 3 Middle 2 High

Schools Over/Under Capacity

Students will attend Julia Green Elementary School, Moore Middle School, and Hillsboro High School. All of these schools have been identified as being overcrowded by the Metro School Board.

CONDITIONS

The following conditions should be made part of the council bill if one is requested.

1. Construct a left turn lane per AASHTO standards on Woodmont Boulevard at the site access with 75 feet of storage length and appropriate 320 foot transition. Dedicate required ROW.
2. One access driveway on Woodmont Boulevard shall be allowed.
3. No access drive on Kenner shall be allowed.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-069U-10
None
None, although one is being prepared.
Kleinfelter

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 3.95 acres from commercial services (CS) and office and residential (OR20) to mixed use limited (MUL) district properties 4301 and 4313 Harding Pike, east of Kenner Avenue.

Existing Zoning
CS district

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

OR20 district

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

Proposed Zoning
MUL district

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

SUBAREA 10 PLAN POLICY
Mixed-Use (MU)

MU policy is intended to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Predominant uses include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential densities are comparable to medium, medium-high, or high density.

Policy Conflict

No. The proposed MUL district is consistent with the Subarea 10 Plan’s MU policy calling for a mixture of uses. “Mixed Use is applied in recognition of the blend of different land uses in a relatively compact area. The intent of the MU policy is to recognize the importance of maintaining a balance of residential, retail and office activities and encourage a more integrated development pattern.” (page 57, Subarea 10 Plan)

The Subarea 10 Plan provides a concept plan that provides specific guidelines for the location of different activities in this policy area and suggests future



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locations for public open space. Development of this property should be in accordance with these guidelines.

RECENT REZONINGS

None.

TRAFFIC

Based on the trip generation numbers for MUL zoning, this proposal would generate between 571 daily trips and 7,385 trips per day. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

Conditions will be developed for future development and a traffic impact study may be requested.

SCHOOLS

Students Generated

5 Elementary 3 Middle 3 High

Schools Over/Under Capacity

Students will attend Julia Green Elementary School, Moore Middle School, and Hillsboro High School. All of these schools have been identified as being overcrowded by the Metro School Board.

*The numbers for MUL zoning (114 multi-family units) are based upon students that would be generated if the MUL zoning were to develop as residential instead of office and commercial. This also assumes each multi-family unit has 1,500 sq. ft. of floor area.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2003Z-070U-13
PUD Proposal 28-79-U-13
None
Leeman

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 42.34 acres from single-family and duplex (R15) to multi-family residential (RM6) (14.18 acres) and single-family residential (RS10) (28.16 acres) at Rural Hill Road (unnumbered), south of Hickory Highlands Drive.

Existing Zoning

R15 district/Res. PUD.

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 existing PUD is approved for 140 single-family lots.

Proposed Zoning

RM6 district

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

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.

SUBAREA 13 PLAN POLICY

Residential Medium (RM)
(current—1996 Plan)

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

Neighborhood General (NG)

NG is intended to apply to existing areas that are, and are envisioned to remain, predominantly residential in character, and the emerging and future areas that are planned to be predominantly residential. NG areas include single-family residential and public benefit activities. Residential development other than single-family is also appropriate provided the location and the particular type of residential development proposed are



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Policy Conflict

supported by a detailed neighborhood design plan or, for areas lacking a design plan, a special policy.

No. The proposed RM6 and RS10 districts are consistent with the existing RM policy calling for residential development at four to nine dwelling units per acre. The associated PUD amendment includes 92 single-family lots and 85 condominium units at an overall density of 4.2 dwelling units per acre.

The RM6 and RS10 districts are also consistent with the proposed NG policy calling for single-family residential development. Since there is not a detailed neighborhood design plan for this area, the associated PUD plan will serve as the plan for this area, allowing for a mixture of residential housing types.

RECENT REZONINGS

No.

TRAFFIC

Based on the proposed PUD plan for this site, approximately 1,378 trips per day could be generated. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

A traffic impact study was submitted and the Public works Department had the following recommendations:

1. The entrance to the project shall be constructed at the crest of a vertical curve in a manner to maximize sight distance. Adequate sight distance shall be provided per A Policy on Geometric Design of Highways and Streets published by AASHTO.
2. Construct an 11' wide, 100' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO, southbound left turn lane on Rural Hill Road at the project entrance.
3. Construct an 11' wide, 100' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO, northbound right turn lane on Rural Hill Road at the project entrance.
4. The project entrance to Rural Hill Road shall consist of one 12' wide eastbound lane, one 11' wide westbound left turn lane, and one 12' wide westbound right turn lane. These lanes shall be a minimum of 100' long plus taper, per A Policy on



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Geometric Design of Highways and Streets
published by AASHTO.

CONDITIONS

The traffic engineer's recommendations have been included with the associated PUD, 28-79-U-13.

SCHOOLS

Students Generated

24 Elementary 17 Middle 13 High

Schools Over/Under Capacity

Students will attend J.E. Moss Elementary School, Apollo Middle School, and Antioch High School. Apollo Middle School and Antioch High School have been identified as being overcrowded by the Metro School Board. Multi-family development generates fewer students than single-family houses.

***The existing PUD is approved for 140 single family lots, which would generate the following number of students.

***Students Generated

27 Elementary 19 Middle 16 High



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 28-79-U-13
Hickory Highlands, Phase 5
None.
Zone Change Proposal 2003Z-070U-13
Leeman

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

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

A request to amend the existing PUD district to develop 92 single-family lots and 85 condominium units at Rural Hill Road (unnumbered), south of Hickory Highlands Drive.

This proposal is an amendment, requiring Metro Council approval, since it increases the number of units beyond that last approved by the Metro Council.

Proposed Zoning
RM6 and RS10

See staff report for 2003Z-070U-13

PLAN DETAILS

This proposal is to amend the existing Residential PUD district to permit 92 single-family lots and 85 condominium units (townhomes), replacing 140 undeveloped single-family lots. This plan was originally approved in 1979 as part of a large PUD which included approximately 2,070 residential units, including, townhomes, apartments, and single-family dwellings on the east and west sides of Rural Hill Road.

Collector Road

The proposed PUD plan provides a collector road for a future connection between Rural Hill Road and Richards Road. This road has always been proposed as part of this phase of development. This plan relocates the road from the western property line to the center of the site to better fit the topographic conditions.

Topography/Critical Lots

This site contains severe topography. The applicant will be required to meet the current Zoning Code's Hillside Development standards with any final PUD. Should the final PUD plan show any of the lots on areas greater than 25% slope, the plan must be redesigned to put these areas into common open space, with a possible loss of lots.



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This plan also proposes 43 critical lots due to steep topography. These lots will require an individual grading plan to be submitted by a registered engineer. The plans will be reviewed in accordance with the critical lot standards of the Subdivision Regulations prior to the issuance of a building permit for these lots.

TRAFFIC

Based on the proposed PUD plan for this site, approximately 1,378 trips per day could be generated. (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

A traffic impact study was submitted and the Public works Department had the following recommendations:

1. The entrance to the project shall be constructed at the crest of a vertical curve in a manner to maximize sight distance. Adequate sight distance shall be provided per A Policy on Geometric Design of Highways and Streets published by AASHTO.
2. Construct an 11' wide, 100' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO, southbound left turn lane on Rural Hill Road at the project entrance.
3. Construct an 11' wide, 100' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO, northbound right turn lane on Rural Hill Road at the project entrance.
4. The project entrance to Rural Hill Road shall consist of one 12' wide eastbound lane, one 11' wide westbound left turn lane, and one 12' wide westbound right turn lane. These lanes shall be a minimum of 100' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO.

CONDITIONS

1. Prior to the issuance of any permits, the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Departments of Public Works and Water Services shall forward confirmation of preliminary approval of this proposal to the Planning Commission.



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2. If a council bill is requested it should include the following traffic conditions to be completed or bonded prior to final plat recordation.
3. The entrance to the project shall be constructed at the crest of a vertical curve in a manner to maximize sight distance. Adequate sight distance shall be provided per A Policy on Geometric Design of Highways and Streets published by AASHTO.
4. Construct an 11' wide, 100' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO, southbound left turn lane on Rural Hill Road at the project entrance.
5. Construct an 11' wide, 100' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO, northbound right turn lane on Rural Hill Road at the project entrance.
6. The project entrance to Rural Hill Road shall consist of one 12' wide eastbound lane, one 11' wide westbound left turn lane, and one 12' wide westbound right turn lane. These lanes shall be a minimum of 100' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO.
7. Should the final PUD plan show any of the lots on areas greater than 25% slope, the plan must be redesigned to put these areas into common open space, with a possible loss of lots.



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2003Z-071G-12
None
188-84-G-12
Reed

Staff Recommendation

Approval

APPLICANT REQUEST

Rezone 66.34 acres from R8 to CS northwest of the intersection of Old Hickory Blvd. and I-24

Existing Zoning
R8 zoning/PUD

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. The existing PUD allows office/retail/showroom uses.

Proposed Zoning
CS zoning/PUD

Commercial Service is intended for retail, consumer service, financial, restaurant, office, auto-repair, auto sales, self-storage, light manufacturing and small warehouse uses. The proposed PUD would allow a retail car dealership in this location.

SUBAREA 12 PLAN POLICY
Commercial Mixed Concentration
(CMC)

CMC policy is intended to include Medium High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

This category is intended for existing and planned major concentrations of mixed commercial development that provide both consumer goods and services and employment, along with higher intensity residential development.

Residential Medium-High Density
(RMH)

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



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Residential Medium (RM)

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

Policy Conflict

None. Under the zoning ordinance prior to 1998 the underlying zone classification did not always reflect the actual uses of a PUD. This rezoning covers the commercial, non-residential portion of the existing, approved PUD. This rezoning would bring the underlying zoning more in line with the land use.

RECENT REZONINGS

None

TRAFFIC

Based on typical uses in the CS zoning, approximately 3,563 trip per day could be generated by a proposed car dealership as proposed in the PUD. (Institute of Transportation Engineers, 6th Edition, 1996.) Other uses at different densities could generate more or less traffic.

TRAFFIC ENGINEER'S FINDINGS

This is a revision to a previous PUD plan; conditions will need to be formulated for the new development plan.

CONDITIONS

Traffic conditions may be required after review by the Metro Traffic Engineer.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 188-84-G-12
I-24/Century South
None
2003Z-071G-12
Reed

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

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

This is a request to amend the existing PUD to alter the numbers and square footages of various non-residential uses. The major change of note is to include a new car dealership in the Commercial Mixed Concentration (CMC) area of the PUD.

EXISTING PUD

The existing PUD calls for 90 townhouse units, 360 condominium units, 1,524 apartment units, a 210,000 square foot hotel, a 43,200 square foot hotel, 626,000 square feet of office space, 212,000 square feet of retail space, and 3,600 square feet of a gas/convenience market.

PROPOSED PLAN

The current proposal calls for the development of 90 townhouse units, 360 condominium units, 1,524 apartment units, 13,800 square feet of restaurant, 6,170 square feet of restaurant/retail, 231,000 square feet of retail, 3,600 square feet of a gas station/convenience market, a 90 room motel, a 93 room restaurant/motel, 512,000 square feet of office space, and a 95,000 square foot car dealership.

SUBAREA PLAN

The PUD is located in the CMC, RMH and RM land use policies of the Subarea 12 plan. The proposed car dealership is located in the CMC area.

TRAFFIC

According to the Traffic Impact Study the proposed development can be expected to produce 39,094 vehicle trips per day, (Trip Generation, 6th Edition, Institute of Transportation Engineers), which is a slight reduction from the traffic generation of 39,790 for the previously approved PUD.



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Traffic Engineer's Findings

Off-site improvements listed below are required as part of the Traffic Impact Study.

CONDITIONS

Off-site Improvements

1. Signalization of the site access intersection on Old Hickory Blvd.
2. Widening of Old Hickory Blvd. south of Interstate 24.
3. Provision of dual left-turn lanes from Old Hickory Blvd. onto westbound Interstate 24.
4. Extension of the site access roadway to Old Franklin Road.
5. Provision of dual left-turn lanes from Firestone Parkway onto southbound Old Hickory Blvd.
6. Installation of an all-way STOP on Old Franklin Road at the site access intersection.
7. Provision of dual left-turn lanes from the Interstate 24 off-ramp onto southbound Old Hickory Blvd.

OTHER CONDITIONS

8. Prior to the issuance of any building permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works and Water Services.
9. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
10. Prior to the issuance of any building permits, a final plat shall be recorded, including the posting of any bonds for necessary improvements. A PUD boundary plat shall also be submitted in conjunction with the final plat.



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2003Z-072G-06
None
None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 38.3 acres from residential (RS15) to residential (RS10), for property located west of the Riverwalk PUD and north of the CSX railroad tracks.

Existing Zoning
RS15

RS15 zoning is intended for single-family homes at 2.47 dwelling units per acre. Current zoning would permit 95 residential lots.

Proposed Zoning
RS10

RS10 zoning is intended for single-family homes at 3.7 dwelling units per acre. Proposed zoning would permit 142 residential lots.

BELLEVUE COMMUNITY PLAN (SUBAREA 6)

Residential Low Medium (RLM)

The RLM policy was added to this tract – as well as the Riverwalk and Boone Trace residential PUD areas with the Bellevue Community Plan Subarea 6 update that was adopted by the Planning Commission on February 13, 2003. RLM 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 residential, although some townhomes and other forms of attached housing may be appropriate.

Policy Conflict

No. The applicant has proposed a conventional cluster-lot subdivision consisting of 108 single-family lots in conjunction with this requested zone change. In choosing this type of subdivision in lieu of a PUD, the applicant is aware that he must meet all standard Metro Code requirements that are often mitigated through the PUD process.

TRAFFIC IMPACTS

This property will be accessed through the existing Riverwalk PUD, which was approved with a bridge over the CSX Railroad tracks and a stub-street into this property. The Riverwalk PUD has direct access to Newsom Station Road.



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Based on a single-family use in the RS10 district, approximately 1,359 vehicle trips per day could be generated. (Institute of Transportation Engineers, 6th Edition, 1996)

Traffic Engineer's Findings

Approve

SCHOOLS

Students Generated

18 Gower Elementary 14 Hill Middle
12 Hillwood High School

Schools Over/Under Capacity

The Metro School Board has identified Hill Middle School as being over capacity at this time. That school is currently using two portable classrooms.



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2003Z-073U-13
None
2003UD-003U-13
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 19.17 acres from residential (R8) to mixed-use limited (MUL) and 81.1 acres from residential (R8) to residential multi-family (RM9), for property located along the east side of Bell Road, north of Mt. View Road.

Existing Zoning
R8 district

R8 zoning 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. The current zoning on this property could potentially yield 464 residential lots, of which 116 could be duplex lots. An approval PUD overlay for the property, however, permits up to 1,272 multi family units and up to 20,970 square feet of commercial uses. That PUD is being cancelled in conjunction with the adoption of this zoning and the associated UDO.

Proposed Zoning
MUL district

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

RM9 district

RM9 zoning is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre. The area requested to be zoned RM9 could potentially yield 730 units.

SUBAREA 13

RMH (Residential Medium High)
(Current Plan –Adopted 1996)

RMH policy is intended for existing and future residential areas characterized by densities of nine to twenty dwelling units per acre. A variety of multi-family housing types are appropriate. The most common types include attached townhouses and walk-up apartments. This particular policy area, within the Subarea 13 Plan, promotes development and densities necessary to support the proposed commuter rail line. Existing development is in the 15 to 20 units per acre density range. With the exception of Bell Forge



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OC (Office Concentration)

(Current Plan –Adopted 1996)

Village, development in this area at the middle to high end of the density range is appropriate.

OC policy is intended for existing and future large concentrations of office development. The predominant uses in OC policy are offices. It is expected that certain types of commercial uses that cater to office workers, such as restaurants, will also locate in these areas. Residential uses of at least RMH density are also an appropriate secondary use. The Subarea 13 Plan states that this particular area of OC needs to development in accordance with the standard OC policies.

Residential Medium (RM)

(2003 Draft Plan)

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

Neighborhood General (NG)

(2003 Draft Plan)

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

Neighborhood Center (NC)

(2003 Draft Plan)

NC is intended for small, intense areas that may contain multiple functions and are intended to act as local centers of activity. Ideally, a neighborhood center is a "walk-to" area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within NC areas are those that meet daily convenience needs and/or provide a place to gather and socialize.

Policy Conflict

No. The applicant is requesting adoption of an Urban Design Overlay (UDO) in conjunction with the requested rezoning. A UDO proposes a detailed development plan; but in addition, proposes all associated design criteria required to implement that



Metro Planning Commission Meeting of 5/22/03

plan. The applicant is proposing a mixed-use environment where residential densities are at the medium-high to high end of the density range along with office, retail, and other limited commercial services within close proximity to the housing units.

TRAFFIC IMPACTS

Based on typical uses in the MUL district, traffic generation could range from 2,772 to 75,112 vehicle trips per day based upon uses ranging from general office to general retail to a sit-down restaurant. Based on the proposed multi-family use, at a zone district of RM9, 730 units could yield between 4,000 and 5,000 trips per day based upon low-rise apartment units and townhouses in a combined setting. (Institute of Transportation Engineers, 6th Edition, 1996)

Traffic Engineer's Findings

“The plan as presented lacks sufficient detail to determine the traffic impacts and mitigations. We recommend that consideration of approval of this plan be deferred until such time as the developer provides sufficient information to assess the impacts of the proposal.

In addition, there are several intersections that will be affected by this project that are currently operating at an unacceptable level of service. This situation will be aggravated by the proposed development. There are no funded projects to correct this situation nor is the developer proposing to correct the situation. Therefore, we recommend that action be deferred indefinitely until this situation is corrected.

However, if the Planning Commission proceeds with consideration of this proposal, we recommend the following conditions:

1. Baby Ruth shall be constructed as a 60' wide collector.
2. The internal roadway from Bell Road to Baby Ruth shall be constructed as a 60' wide collector.
3. The design of the roundabouts on the internal roadway from Bell Road to Baby Ruth shall be approved by Public Works.
4. All public roadways shall be designed per existing Public Works standards.
5. Where bicycle lanes are provided, the standard roadway width shall be increased by 8'.



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6. The project entrance to Bell Road shall consist of one 12' wide eastbound lane, one 11' wide westbound left turn lane, and one 12' wide westbound right turn lane. These lanes shall be a minimum of 350' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO.
7. Construct an 11' wide, 150' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO, northbound right turn lane on Bell Road at the project entrance.
8. Install a traffic signal on Bell Road at the project entrance.
9. Sidewalks will be provided throughout the project to provide continuous connectivity to the sidewalks on Bell Road.”

SCHOOLS

Students Generated

100 J.E. Moss Elementary 71 Apollo Middle School
57 Antioch High School

Schools Over/Under Capacity

The Metro School Board has identified Apollo Middle School and Antioch High School as being over capacity at this time. Apollo Middle School is currently using 18 of 21 portables for classrooms and Antioch High School currently has 10 portables but does not show them being used for classrooms at this time.

***Existing PUD

Under the existing PUD, approved for 1,272 units, the following number of students would be generated:

*** 88 J.E. Moss Elementary 62 Apollo Middle School
50 Antioch High School

CONDITIONS

See the associated UDO, 2003UD-003-13, for conditions.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Urban Design Overlay 2003UD-003U-13
Ridgeview Urban Design Overlay
None

Mitchell/Covington/Jones

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

UDO Revised Preliminary Revised Preliminary & Final UDO
 Final UDO Amend UDO Cancel UDO

Request for an Urban Design Overlay to allow for the development of a mixture of building types (not to exceed 936 total units), including live/work units, stacked flats, attached townhouses, and detached single family houses on a 110-acre site. The property is located on Bell Road in Hickory Hollow.

URBAN DESIGN OVERLAY

Section 17.36.270

The purpose of the urban design overlay district is to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes the intrusion of the automobile into the urban setting and provides for the sensitive placement of open spaces in relation to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Ordinance.

The urban design overlay enables the creation of a mixed-use, mixed-income, walkable neighborhood through a mixture of building types and an interconnected compact form. The overlay is different than a typical planned unit development because it allows for the better integration of different uses, building types, and streets, which work together to form a cohesive environment. Furthermore, design standards for streets, buildings, open space, landscape, and streetscape components are specific to the site and intent of the overlay, therefore contributing to the desired end result.



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PLAN DETAILS

The applicant's plan proposes a mixture of building types with the total number of units not to exceed 936. The plan is an interconnected network of streets with formal open spaces strategically placed throughout the development as well as informal open spaces that preserve natural drainage areas and steep slope areas. More intense building types such as live/work, stacked flats, and townhouses front formal open spaces and frame local centers of activity. Blocks, streets, and buildings become less intense the further they are from the centers. The plan is divided into two areas. The larger of the two areas is laid out along an existing ridge. The ridge is preserved for public open space. The smaller of the two areas wraps around the bottom of the ridge and is separated from the larger area by a natural drainage pattern that is to be preserved. Ingress and egress to the site will be provided via direct access off Bell Road and Baby Ruth Lane. Future connections are provided to the north into the Hoover property.

TRAFFIC ENGINEER'S FINDINGS

The plan as presented lacks sufficient detail to determine the traffic impacts and mitigations. We recommend that consideration of approval of this plan be deferred until such time as the developer provides sufficient information to assess the impacts of the proposal.

In addition, there are several intersections that will be affected by this project that are currently operating at an unacceptable level of service. This situation will be aggravated by the proposed development. There are no funded projects to correct this situation nor is the developer proposing to correct the situation. Therefore, we recommend that action be deferred indefinitely until this situation is corrected.

However, if the Planning Commission proceeds with consideration of this proposal, we recommend the following conditions (as outlined below)

CONDITIONS

1. Baby Ruth shall be constructed as a 60' wide collector.
2. The internal roadway from Bell Road to Baby Ruth shall be constructed as a 60' wide collector.



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3. The design of the roundabouts on the internal roadway from Bell Road to Baby Ruth shall be approved by Public Works.
4. All public roadways shall be designed per existing Public Works standards.
5. Where bicycle lanes are provided, the standard roadway width shall be increased by 8'.
6. The project entrance to Bell Road shall consist of one 12' wide eastbound lane, one 11' wide westbound left turn lane, and one 12' wide westbound right turn lane. These lanes shall be a minimum of 350' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO.
7. Construct an 11' wide, 150' long plus taper, per A Policy on Geometric Design of Highways and Streets published by AASHTO, northbound right turn lane on Bell Road at the project entrance.
8. Install a traffic signal on Bell Road at the project entrance.
9. Sidewalks will be provided throughout the project to provide continuous connectivity to the sidewalks on Bell Road.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 96P-012U-13
Cochran Property PUD
None
None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

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

Cancel the Cochran Property residential and commercial PUD, located east of Bell Road and north of Mt. View Road.

DETAILS OF REQUEST

History

The approved preliminary PUD plan approved by Metro Council in 1996 allowed for the development of 1,272 multi-family units and 20,970 square feet of commercial.

The site was never developed and has remained vacant.

Proposed Plan

The current applicant is seeking this PUD cancellation because of a requested rezoning and adoption of an Urban Design Overlay (UDO) for the 100.27-acre site. This UDO provides a detailed plan for the mixed-use community as well as design criteria and codes that will be used in the implementation and build-out of the community.



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2003S-036G-14
Tulip Grove Pointe Subdivision
None.
Scott

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Subdivide 30.56 acres into a 115-lot cluster subdivision, located on the west margin of Tulip Grove Road, approximately 1,475 feet north of Rockwood Drive, at a proposed density of 3.76 dwelling units per acre.

RS7.5 ZONING

The RS7.5 district requires a minimum lot size of 7,500 square feet.

CLUSTER LOT OPTION

The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification of RS7.5 (minimum 7,500 square foot lots) to RS3.75 (minimum 3,750 square foot lots). In return, the subdivision design should show the preservation of natural features and shall use the standards for development of single-family lots in hillside areas as set out in Chapter 17.28.

Pursuant to Section 17.12.080(D) of the Metro Zoning Ordinance, open space provisions require a minimum of 15% open space per phase. The amount of open space required for this cluster lot subdivision is 4.58 acres. The applicant allows for 9.17 acres (30%) of open space, exceeding the minimum open space requirements. The applicant is utilizing the cluster lot option and is providing additional open space.

CRITICAL LOTS

Section 17.28.030 (2) requires cluster lots to be clustered on those portions of the site that have natural slopes of less than 20%. The section further states, "large contiguous areas containing natural slopes in excess of 25% should be recorded as common open space and permanently maintained in a natural state."



Metro Planning Commission Meeting of 5/22/03

This property contains hillsides with a 25% or greater slope. The submitted plan shows these areas located within common open space and lots. The Zoning Code states that the “Planning Commission may authorize lots on natural slopes ranging up to 25%, subject to the special standards and conditions.” The conditions include the lot be designated as a “critical lot” on the final plat of subdivision. A critical lot requires Metro agencies to review each individual lot for grading and building placement, to minimize the impact on environmentally sensitive areas.

It is required that critical lot plans be approved by the Planning Commission prior to obtaining a building permit. No clearing or grading may take place prior to approval of the critical lot plan.

SUBDIVISION DETAILS

Street Layout and Design

Access to Tulip Grove Pointe proposed to intersect with Tulip Grove Road. The Major Street Plan identifies Tulip Grove Road as an urban arterial road, U4. Right-of-way (ROW) for a U4 road is 84 feet with 64 feet of pavement. Tulip Grove Road currently has 50 feet of right of way and pavement width of approximately 20-22 feet. Currently, North New Hope Road is not built to Public Works standards. The applicant is dedicating the required 5 feet of ROW along the roadway and reserving 12 feet for future expansion.

The plat proposes four stub-out streets to adjacent properties for future development.

Blue –Line Stream and Ponds

There is an existing blue-line stream located along the north edge of this property. A 50-foot buffer is required and provided located in the common open space of Tulip Grove Pointe.

TRAFFIC

Traffic Study Submitted

Yes

1. Construct a northbound 11' left turn In on Tulip Grove road at project access intersection with 150' of storage length and taper per AASHTO standards. Widen existing lanes on Tulip Grove to 11' each along project frontage.



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2. Construct 2 exiting 11' lanes for separate right turns and left turns on the project access road.

CONDITIONS

1. Lots 26, 27, 29, 53, 103 and 109 shall be removed from the plat and incorporated into the open space areas and or adjacent lots.
2. All lots having an up slope greater than 15%, a down or cross slope greater than 20% or including any slope greater than 25% shall be designated as critical.
3. Critical lots require Planning Commission approval prior to the issuance of building permits and a letter from an engineer regarding the foundation shall be provided for each lot.
4. A revised plat shall be submitted prior to the meeting showing the critical lot designations and the adjusted lots.
5. Construct a northbound 11' left turn ln on Tulip Grove road at project access intersection with 150' of storage length and taper per AASHTO standards. Widen existing lanes on Tulip Grove to 11' each along project frontage.
6. Construct 2 exiting 11' lanes for separate right turns and left turns on the project access road.



Project No.
Project Name

2003S-089U-05
McFerrin Place Subdivision
(deferred from 4/24/03)

Associated Cases
Staff Reviewer

None
Fuller

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Preliminary Plat

Preliminary & Final Plat Final Plat

Subdivide 2.09 acres into 9 lots, located abutting the west margin of McFerrin Avenue, approximately 168 feet south of Seymour Avenue.

ZONING

RS5 Zoning

RS5 district requires a minimum lot size of 5,000 square feet. The proposed lots range in size from 5,000 sq. ft. to 5,753 sq. ft.

SUBDIVISION DETAILS

The area located north of the proposed McFerrin Court will also be dedicated as right-of-way so the existing properties that abut this proposal will have access to McFerrin Court and any public utilities located within.

McFerrin Court is approximately 630-feet and falls within the permitted length for a street with a turnaround (2-6.2.1. G).

ISSUES RAISED ON 4/24/03

Comparability

Comparability is usually not applied when a new street is being proposed. In this case, there was an interest among the planning commission about how compatible the proposed lots are. The outcome of a study indicated a minimum lot size of 6,018 sq. ft. and a minimum frontage of 48 ft. Except for the 3 lots in the cul-de-sac, all would pass lot frontage with approximate frontages of 54 ft. All lots would fail comparability for minimum lot size.

Distance Between Intersections

Public Works did not identify any problem with distance between street intersections when they reviewed this plat. When they receive construction



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plans they will examine roadway design details closely and ensure that construction plans meet Metro requirements.

For intersection designs for minor local, local, and collector streets, the centerline of offset intersections (T-type) must be at least 150 feet apart for local streets, and 300 feet for collectors. [2-6.2.1.H(2)]

Zoning History

This property was rezoned to RS5 in the 1998 city-wide zoning update. Previous to 1998 this property was zoned R6.

Public Works Recommendation

No exceptions taken.

CONDITIONS

1. Performance bonds must be posted to secure the satisfactory construction of public improvements prior to the recording of the final plat.



Project No.
Project Name
Associated Cases
Staff Reviewer

2003S-117U-12
Olde Oaks
None
Fuller

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Preliminary Plat

Preliminary & Final Plat Final Plat

Subdivide 14.17 acres into 41 lots, located on the north margin of Haywood Lane, approximately 250 feet west of Faulkner Drive.

ZONING

RS10 Zoning

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

SUBDIVISION DETAILS

This plan includes lots greater than 10,000 square feet, which is consistent with the RS10 zoning on the property. It also provides a utility and drainage open space area for a stormwater quality pond, as required by the Metro Stormwater Regulations.

A 5-foot right-of-way dedication and construction of curb, gutter and sidewalk is required on Haywood Lane. An additional 17 feet of right-of-way will be reserved for future roadway expansion needs.

The proposed plan includes 41 single-family lots and a stub street to the west, providing the opportunity for future subdivisions to connect to this subdivision. This will provide alternative access points to Haywood Lane in the future.

Since this plan provides a stub street for future connection, staff does not believe there is a need for a variance to the Subdivision Regulations for the length of a dead-end street.

CONDITIONS

Prior to or in conjunction with any final plat, a revised plan showing sidewalks along the frontage of Haywood Lane must be submitted.



| | |
|-------------------------|--|
| Project No. | 2003S-118G-4 |
| Project Name | Myatt Business Center (Odom Property) |
| Associated Cases | None |
| Staff Reviewer | Fuller |

Staff Recommendation *Approve with conditions*

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Subdivide 21.32 acres into 4 lots, located abutting the east margin of Myatt Drive, 450 south of Madison Industrial Drive.

ZONING

CS Zoning Commercial Service is intended for retail, consumer service, financial, restaurant, office, Auto-repair, Auto sales, self-storage, light manufacturing and small warehouse uses

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

SUBDIVISION DETAILS

Greenway Easement The applicant has dedicated the floodway and floodplain and a 75-foot flood buffer as conservation/greenway public access easement area for a future greenway system. This conservation area is to remain in an undisturbed natural state, excluding the installation of a trail by the Greenways Commission.

Public Works Recommendation

Myatt Center Lane is not needed. The developer can still create the same lots with each lot having street frontage on River Bluff Drive and/or Myatt Drive. Myatt Drive is a major arterial. It is preferable to limit the number of ingress - egress conflict points onto Myatt Drive. It is preferred that the existing joint use drive for the 2 existing buildings (lots 1 and 4) remain with no increase in the number at drives onto Myatt Drive for this property. Existing and proposed utilities can be included in an easement.



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Planning Staff Recommendation

Remove Myatt Center Lane. The existing access drive off Myatt Drive (serving lots 1 and 4) may remain but shall terminate at the existing driveways approximately 250-feet in to the site. There shall not be any connection between River Bluff Drive and the existing drive.

CONDITIONS

1. Performance bonds must be posted to secure the satisfactory construction of public improvements prior to the recording of the final plat.
2. A revised plat shall be submitted by May 22, 2003 that:
 - Removes Myatt Center Lane and terminate the driveway (serving lots 1 and 4) approximately 250-feet into the site.
 - Shows existing topography
 - Labels the detention drainage easement on lot 2 as a "Water Quality Pond-Drainage Easement" to be dedicated on the final plat.
3. Documentation of preliminary approval must be received from Madison Suburban Utility District prior to May 22, 2003.



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2003S-113G-12
Oakmont Subdivision, Phase 3, 1st Revision
None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Replat Oakmont Subdivision Phase 3 to remove the sidewalk as originally platted and proposed along the west margin of Red Feather Lane up to lot 34 and continuing along the east margin of Red Feather Lane from lot 47 to 44.

ZONING

R30 district within a Residential PUD.

SUBDIVISION VARIANCES

At the time this PUD was approved in 1991, sidewalks were only required on one side of each street. Due to the topographic constraints, the applicant proposed the sidewalk on the west side of Red Feather Lane with a cross-over to the east side of the road to try to avoid the steeper topography.

(Sec. 2-6.1, Sidewalks)

The applicant is now requesting a sidewalk variance for reasons of topography and the location of an existing creek – and its associated drainage structures, finding that neither side will accommodate the construction of a sidewalk.

Should an applicant believe that the installation of sidewalks creates an undue hardship; a variance may be sought before the Planning Commission. In making a recommendation to the Planning Commission, staff has reviewed the four criteria outlined in the Metro Subdivision Regulations and determined that:

- The granting of this variance will not be detrimental to the public safety, health, or welfare in the neighborhood in which the property is located. The traffic along Red Feather Lane appears to be existing residents



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only, and the roadway does not support usage by any other traffic.

- The conditions upon which the request for this variance is based are unique to the subject area and are not applicable to other surrounding properties.
- If the strict letter of these regulations were carried out, a particular hardship would be created for the following reasons: First, continuing the sidewalk from its current location (as of May 2003) across the fronts of lots 31 through 34 will require significant roadway and drainage improvements because the grade drops significantly from the roadway to the bottom of the creek – with banks six-plus feet deep on slopes greater than 25%. Second, installation of the sidewalk along lots 47 through 44 would require significant cutting into the upslope in order to meet ADA compliance.
- If granted, the variance will not vary from the provisions of the adopted General Plan, Major Street Plan, or Zoning Regulations.

Staff Recommendation

Staff recommends approval of the sidewalk variance based on staff response to the four criteria listed above.

TRAFFIC ENGINEER'S FINDINGS

No exceptions taken.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

36-76-G-14
Belle Acres, Section 2
None, although one is being prepared.
Zone Change 2001Z-060U-14 and PUD 2003P007U-14
Leeman

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

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

Proposed Zoning
RS10/Res. PUD

A request to revise a portion of the preliminary plan of the Residential PUD district to permit the addition of 74 multi-family units for a total of 209 units in Section 2, where the original plan was approved for 303 units by the Metro Council.

The property has a base zoning of RS10 currently, while the Metro Council adopted a PUD overlay in 1976. Section 1 included single-family homes, while Section 2 was approved for multi-family development.

PLAN DETAILS

Stormwater Management

The proposed plan adds 74 multi-family units to an area of the plan originally slated for development, but subsequently revised for open space.

Greenway/Conservation Easement

This proposal maintains the required 50-foot floodway buffer, while it proposes development in the floodplain. Approximately 95% of Section 2 is encumbered by floodplain.

The proposed plan provides a "Conservation/Greenway public access trail easement area" through the development. The Metro Greenways Commission has approved the proposed design that provides a trail from western end of the property line to the bridge at Lebanon Pike. The Greenway Easement will also connect to the proposed marina on the north side of the property by way of a new pedestrian bridge proposed in the marina development.



Metro Planning Commission Meeting of 5/22/03

TRAFFIC

A left-turn and right-turn lane have been constructed on Lebanon Pike into the project entrance with the development of Phase 1 of Section 2.

Traffic Engineer's Recommendation No exception taken.

CONDITIONS

1. Prior to the issuance of any permits, the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Departments of Public Works and Water Services shall forward confirmation of preliminary approval of this proposal to the Planning Commission.
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 prior to the issuance of any building permits.
4. Prior to the issuance of any grading or building permits for this proposal, the Metro Council must approve PUD proposal 2003P-007U-14 for the Cumberland Yacht Harbor since the fill dirt required to elevate this site above the 100 year floodplain will come from that site on the other side of Mill Creek.
5. Any future final PUD plans for Section 2 must include a "Conservation/Greenway Public Access trail easement area" from the western property line to the eastern property line, as required by the Metro Greenway Commission.



Project No.

Planned Unit Development

121-76-U-08

Project Name

LaQuinta Inn Commercial PUD

Council Bill

None

Associated Case

None

Staff Reviewer

Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

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

Cancel the LaQuinta Inn Commercial PUD to allow for the expansion of the adjacent St. Cecilia Dominican Convent.

DETAILS OF REQUEST

History

On September 7, 1976 Metro Council approved (BL76-275) a preliminary PUD plan to allow for the development of a 122-unit motel and free-standing restaurant on the 3.69-acre site.

The motel has since closed and has remained vacant until recently. The adjacent St. Cecilia Dominican Convent recently purchased the motel and began using some portions as temporary office space.

Proposed Plan

The Motherhouse needs to expand their facilities by approximately 100,000 square feet. In order to meet their goal, the motel site needs to be incorporated into the convent to allow for site re-design of vehicular movement as well as simply allowing for more room for the 100,000-square foot addition – which is to be constructed on the east side of the existing facility. The motel will be demolished and the property consolidated into the convent site by means of a consolidation plat.



Project No.
Project Name
PUD

Planned Unit Development 206-76-U
St. Luke’s Geriatric Center Commercial

Council Bill
Associated Case
Staff Reviewer

None
None
Mitchell

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

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

Request to amend the preliminary master plan of the elderly housing portion of the commercial PUD to allow for the development of a two-story 22,642 square-foot multi-family facility for the elderly – which will consist of 30 units.

PLAN DETAILS

This PUD must be amended by the Metro Council because of the requested expansion in building square footage and living units.

The current PUD plan, approved by Metro Council in 1976, allowed for the development of the existing 10,818 square-foot St. Luke CME Church as well as for the existing 31,000 square-foot, 48-unit, multi-family facility for the elderly. The new development will be located just east of the existing facility in an expanded portion of parcel 202.

The existing housing facility has one point of ingress & egress onto Ed Temple Boulevard. The new facility will utilize this existing access point as well. An existing internal sidewalk network will be extended to the new development to allow for safe pedestrian movement into and around the building as well as to the existing bar-b-que pit area. Maximum allowable density for the PUD is 40 dwelling units per acre. The additional 30 units will bring the proposed density to 14.3 units per acre.



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Traffic Engineer's Findings

Metro Public Works states that a formal traffic impact study will not be required. It was determined that the additional units will generate a minimal number of trips and thus, a new TIS is not necessary. No exceptions taken.

CONDITIONS

1. A minimum 6-foot wall or fence must be provided along the southernmost portion of the parking area of the existing church (the area that abuts the existing residential lots).
2. Mechanical equipment, antennae or satellite dishes exceeding eighteen inches in diameter shall not be located within required landscape buffer yards or required front or side setbacks. Mechanical equipment or satellite dishes exceeding eighteen inches in diameter located atop a building shall be screened from all abutting public streets and residential properties by enclosure within the roof form of the building or a screen.
3. A final plat that corrects the revised lot lines needs to be recorded before the issuance of any building permits.
4. Before the issuance of any permits, the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works shall forward confirmation of final approval of this proposal to the Planning Commission.
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.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 82-77-U-08
McQuiddy PUD
None
None
Reed

Staff Recommendation

Disapprove

APPLICANT REQUEST

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

This is a request to amend the existing PUD by relocating the parking area from the rear of the property to the front of the lot and moving the retail building from the R.O.W. line of 40th Ave. and Indiana Ave. to the rear of the property.

EXISTING ZONING

MUL

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

SUBAREA DESIGNATION

Neighborhood Center (NC)

NC is intended for small, intense areas that may contain multiple functions and are intended to act as local centers of activity. Ideally, a neighborhood center is a "walk-to" area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within NC areas are those that meet daily convenience needs and/or provide a place to gather and socialize. Setbacks are to be shallow or non-existent. Buildings are to be alley-loaded with parking located to the rear or side of a building, not in front of it.

PLAN DETAILS

Applicant requests an amendment to the approved PUD to relocate parking to the front of the lot, decrease the size from 11,000 square feet to 10,000 square feet and relocate the retail building to the rear of the property. The Subarea 8 plan (sec. 3.7.00.B) and the Urban Zoning Overlay (secs. 17.12.035.A.1-4) specify *minimal to zero setbacks* from the R.O.W. for commercial buildings in this area fitting that meet several criteria: corner lots, lots constituting >50% of block faces, non-conforming setbacks of buildings on adjacent lots and of buildings on other corners of the



Metro Planning Commission Meeting of 5/22/03

intersection. This request is not in conformance with the subarea plan or the Urban Zoning Overlay.

TRAFFIC

The proposal could be expected to generate 407 trips per day. (Institute of Transportation Engineers, 6th Edition, 1996.) More or less traffic could be generated based on different types of development and densities.

TRAFFIC ENGINEER'S FINDINGS

No exceptions taken.

CONDITIONS

1. Prior to the issuance of any building permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works and Water Services.
2. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met prior to the issuance of any building permits.
3. Prior to the issuance of any building permits, a final plat shall be recorded, including the posting of any bonds for necessary improvements. A PUD boundary plat shall also be submitted in conjunction with the final plat.
4. Alley #1204 needs to be formally closed prior to final plat.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

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

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

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

This request is for final PUD approval for Phase 8 of the Residential PUD district to 54 condominium units along the north side of Woodland Point Drive.

PLAN DETAILS

The proposed plan is consistent with the approved overall master development plan calling for multi-family development in Phase Eight, while the Planning Commission approved a revision to the preliminary plan on February 27, 2003. That plan only made minor changes to the layout of this phase of the development. The preliminary PUD plan is currently approved for 740 total units in 11 phases, including 54 multi-family units in Phase Eight, 468 multi-family units in other phases and 218 single-family lots.

TRAFFIC ENGINEER'S FINDINGS

No exceptions taken

CONDITIONS

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



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at Bell Road by the developer prior to the Use and Occupancy permit for the first unit in Phase 8.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 62-87-P-06
Summit Oaks Residential PUD, Phase 5
None
None
Mitchell

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

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

Existing Zoning
R15 zoning

Request for final PUD approval to permit the development of seven single-family lots on a 4.49-acre tract that was added to the PUD, by Metro Council approval, on March 21, 2003.

RS20 zoning

The R15 district is intended for single and two-family residential development, requiring minimum lot sizes of 15,000 square feet.

OL zoning

The RS20 district is intended for single-family residential development, requiring minimum lot sizes of 20,000 square feet.

The OL district is intended for moderate intensity office development.

Traffic Engineer's Findings

Approve

PLAN DETAILS

The land being added to the PUD includes 2.28 acres zoned R15 and 2.21 acres zoned OL. Section 17.36.060(C) of the Metro Zoning Code allows the location of uses allowed by base zoning within a PUD to vary from the conventional zoning boundaries. Seven new lots are allowed in the R15 zoning district to be added to the PUD. These seven lots are spread over the R15, OL and RS20 zone boundaries within the PUD.

The applicant proposes clustering the new lots in order to preserve the hillside. Section 17.36.070 allows a minimum lot size smaller than what is allowed by the cluster lot provisions, contained in 17.12.080(C), in return for extraordinary protection of environmentally



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sensitive areas in a natural state. The proposed lot sizes range from 6,891 square feet to 10,531 square feet.

CONDITIONS

1. Prior to the issuance of any building or grading permits for Phase 5, the Phase 2 plat and construction / grading plans must be revised to show the required stormwater sediment device that will be located on Phase 2 but will process Phase 5 stormwater.
2. A final plat needs to be recorded before the issuance of any building permits.
3. Before the issuance of any permits, the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works shall forward confirmation of final approval of this proposal to the Planning Commission.
4. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
5. The requirements of the Metropolitan Fire Marshal's Office for emergency vehicle access and fire flow water supply during construction must be met before the issuance of any building permits.
6. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
7. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.



Project No.

**Urban Design Overlay Proposal
2001UD-001G-12**

Project Name

Lenox Village Part of Phases A2 and D

Council Bill

N/A

Associated Cases

Reviewer

Fawcett
None

Staff Recommendation

Approve. The construction plans are consistent with the UDO concept plan and design guidelines.

APPLICANT REQUEST

Approval of final construction plans for Part of Phases A2 and D in order to prepare the site for development of four multi-family residential condominium buildings and associated parking.

Existing Zoning

MUL zoning with a UDO

Mixed commercial and residential uses in accordance with a design concept plan and design guidelines.

Proposed Zoning

N/A

SUBAREA 12 PLAN

Policy

Mixed Use (MU)

Policy Conflict

No. The MUL zoning and UDO are consistent with the MU policy

RECENT REZONINGS

No.

TRAFFIC

Traffic Study Submitted

No – none required.

Metro Traffic Engineer's Findings

Approve.

STAFF ANALYSIS

The UDO concept plan calls for this block to be developed with any of the following building types: Village Core (retail, office, restaurant, residential uses preferably mixed in a single building), Live/Work (workplace on ground floor with residence above) or Multi-Family Residential. This portion of the block is proposed for 4 multi-family condominium buildings.



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Preparation of the site for this use in accordance with the proposed plans is consistent with the UDO concept plan and design guidelines.



Project No.

Planned Unit Development 2002P-003U-03

**Council Bill
Associated Case
Staff Reviewer**

Project Name Park Preserve, Phase 1 and 3
None
None
Leeman

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

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

This request is to revise a portion of the preliminary and for final PUD approval for Phase 1 of the PUD district located at the end of Revels Drive and Malta Drive off of Whites Creek Pike. This plan is to permit the development of 325 multi-family units and 29 single-family lots, replacing 327 multi-family units and 25 single-family lots.

PLAN DETAILS

The proposed plan is consistent with the approved overall master development plan calling for a mixture of housing types in Phases 1 and 3. While the Council approved plan had 25 single-family lots, this revision increases that number to 29 lots by rearranging several lots and units. This plan also increases the number of multi-family units by 2 units. A condition will be placed on this approval requiring a future phase to be reduced in size by two units. The overall layout and design are consistent with the approved preliminary.

Variance Request
(Parking—Section 17.20.030)

This plan proposes several variances to the parking standards of Section 17.20.030 of the Zoning Code.

Single-Family Lots: The plan proposes 2.5 on-street parking spaces per lot, while the code requires 2 on-site spaces per lot.

Multi-Family Lots: The plan proposes 434 total on-site parking spaces for the multi-family portions of the plan, while 541 spaces are required. However, the plan also provides a total of 558 spaces, including the on-street parking.



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Staff recommends approval of the parking variances since this plan is designed to minimize the disturbance to the steep slopes surrounding the area proposed for development. Maximizing the number of on-street parking spaces will minimize the amount of disturbance to the steep slopes and increase the amount of surrounding tree buffer from existing trees. The Planning Commission will make a recommendation to the Board of Zoning Appeals on the parking variance since this is a requirement of the Zoning Code.

TRAFFIC ENGINEER'S FINDINGS

The Metro Public Works Department has made the following recommendation on this project, based on a new traffic impact study.

Phase I

1. Construct a northbound right turn lane on Whites Creek Pike at Malta Drive with 180' of storage and 100' of taper per A Policy on Geometric Design of Highways and Streets published by AASHTO.
2. Provide three lanes on Malta Drive at Whites Creek Pike. These lanes shall consist of a 12' eastbound lane, an 11' westbound left turn lane and a 12' right-through lane. These lanes shall extend a minimum of 150' plus taper east of the intersection.

Phase III

1. Provide three lanes on Revels Drive at Whites Creek Pike. These lanes shall consist of a 12' eastbound lane, an 11' westbound left turn lane and a 12' right-through lane. These lanes shall extend a minimum of 150' plus taper east of the intersection.
2. Construct a southbound left turn lane on Whites Creek Pike at Revels Drive. This lane shall provide a minimum of 100' of storage and adequate bay and departure tapers per A Policy on Geometric Design of Highways and Streets published by AASHTO.
3. Provided proof of right-of-way for the new section of Revels Drive.

Phase V

1. Construct a westbound left turn lane on Ewing Drive at Vista Lane. This lane shall provide a minimum of 100' of storage and adequate bay and departure tapers per A Policy on Geometric Design of Highways and Streets published by AASHTO.



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Planning Staff Recommendation

2. Provide three lanes on Vista Lane at Ewing Drive. These lanes shall consist of a 12' eastbound lane, an 11' westbound left turn lane and a 12' right-through lane. These lanes shall extend a minimum of 150' plus taper east of the intersection.

Staff recommends that the conditions outlined by Public Works be completed or bonded prior to final plat recordation.

CONDITIONS

1. Prior to the issuance of any building permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works and Water Services. Sewer capacity must be purchased in accordance with Metro Water Services requirements.
2. With the submittal of any future phase, two multi-family units must be deleted since Phases 1 and 3 were increased by two units, unless the plan is amended by Council to include two more units.

Phase I

3. Construct a northbound right turn lane on Whites Creek Pike at Malta Drive with 180' of storage and 100' of taper per A Policy on Geometric Design of Highways and Streets published by AASHTO.
4. Provide three lanes on Malta Drive at Whites Creek Pike. These lanes shall consist of a 12' eastbound lane, an 11' westbound left turn lane and a 12' right-through lane. These lanes shall extend a minimum of 150' plus taper east of the intersection.

Phase III

5. Provide three lanes on Revels Drive at Whites Creek Pike. These lanes shall consist of a 12' eastbound lane, an 11' westbound left turn lane and a 12' right-through lane. These lanes shall extend a minimum of 150' plus taper east of the intersection.
6. Construct a southbound left turn lane on Whites Creek Pike at Revels Drive. This lane shall provide a minimum of 100' of storage and adequate bay and



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departure tapers per A Policy on Geometric Design of Highways and Streets published by AASHTO.

7. Provided proof of right-of-way for the new section of Revels Drive.

Phase V

8. Construct a westbound left turn lane on Ewing Drive at Vista Lane. This lane shall provide a minimum of 100' of storage and adequate bay and departure tapers per A Policy on Geometric Design of Highways and Streets published by AASHTO.
9. Provide three lanes on Vista Lane at Ewing Drive. These lanes shall consist of a 12' eastbound lane, an 11' westbound left turn lane and a 12' right-through lane. These lanes shall extend a minimum of 150' plus taper east of the intersection.



| | |
|-----------------------------|---|
| Project No. | Mandatory Referral 2003M-035U-13 |
| Project Name | MNAA Water Line Relocation |
| Council Bill | None |
| Staff Reviewer | Mitchell |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

A request for an easement abandonment and relocation of a 16-inch water line for Project No. 02-WL-059 for the Metropolitan Nashville Airport Authority, where the property is located on Air Freight Boulevard, north of Murfreesboro Pike, as requested by the Metro Department of Water Services.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

None



Project No.
Project Name

Mandatory Referral 2003M-048U-10
American Cancer Society Hope Lodge
Sewer Easement Relocation

Council Bill
Staff Reviewer

None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request to relocate an existing sanitary sewer line, running in a north-south direction across parcel 68 of map 92-11, and then abandon the former easement location to allow for the construction of a new building for the American Cancer Society Hope Lodge, as requested by Joseph H. Ballard of BWSC, Inc. for the property owner.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

None



Project No.
Project Name

Mandatory Referral 2003M-049U-09
Close Alley #233 from
12th Av. South to 11th Av. South

Council Bill
Staff Reviewer

None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request to close Alley #233 between 12th Avenue South and 11th Avenue South, just south of Laurel Avenue, as part of the MDHA-approved Gulch Redevelopment Project, as requested by Richard & Sheryl Horton, for Joseph & Ginger Finch, Trustees, and Laurel House 2001, LP, abutting property owners.

APPLICATION REQUIREMENTS

Application properly completed and signed?

Yes

Abutting property owners' sign application?

Yes

DEPARTMENT AND AGENCY COMMENTS

Metro Water Services expects all easement rights to be retained.



Project No.
Project Name

Mandatory Referral 2003M-050U-08
Close Alley #514 in
St. Cecilia Dominican Convent

Council Bill
Staff Reviewer

None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request to close Alley #514, located on the property of St. Cecilia Dominican Order, with the northern terminus located at Dominican Drive and extending south approximately 420 feet and then west approximately 200 feet and terminating at the eastern property line of Map 81-04, Parcel 20. Where this abandonment is needed for the expansion of the Order, and has been requested by Tommy J. Martin, AMEC Earth & Environmental, Inc., applicant for St. Cecilia Dominican Order, abutting property owner.

(Easements to be abandoned, and the applicant is aware that any relocations must be completed at the applicant's expense)

APPLICATION REQUIREMENTS

Application properly completed and signed?

Yes

Abutting property owners' sign application?

Yes

DEPARTMENT AND AGENCY COMMENTS

None



Project No.
Project Name

Mandatory Referral 2003M-051U-08
Easement Abandonment / Relocations for
St. Cecilia Dominican Convent

Council Bill
Staff Reviewer

None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUESTS

This application includes seven related requests:

1. To abandon and relocate an existing public utility easement and public utilities within, that extends between Dominican Drive and the former Clay Street and adjacent to the eastern property line of Map 81-04, Parcel 20.
2. To abandon and relocate an existing public utility easement and public utilities within, that extends between the eastern margin of Alley #514 and just short of the former motel point of ingress & egress.
3. To abandon an existing easement that was retained as part of the closure of a portion of Alley #519 closed by BL59-383.
4. To abandon an existing easement that was retained as part of the closure of a portion of Nassau Street by BL59-383.
5. To abandon an existing easement that was retained as part of the closure of a portion of 8th Avenue North by BL73-703
6. To abandon an existing easement that was retained as part of the closure of Alley #516 by BL59-383
7. To abandon an existing easement that was retained as part of the closure of a portion of Alley #514 by BL56-134, as requested by Tommy J. Martin, AMEC Earth & Environmental, Inc., applicant for the St. Cecilia Dominican Order.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

None



Project No.
Project Name
Council Bill
Staff Reviewer

Mandatory Referral 2003M-052U-11
Timmons Street Sewer Extension
None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request for an easement acquisition for the Timmons Street Sewer Extension for Project No. 02-SG-154, as requested by the Metro Department of Water Services.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

None



Project No.
Project Name

Mandatory Referral 2003M-053U-14
Right-of-Way Dedication to Metro
(US Hwy 70 N.)

Council Bill
Staff Reviewer

None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

An Ordinance authorizing the acceptance of a donation of property for use as a public right-of-way for Metro Government, located on Map 96-01, Part of Parcel 8, which will provide a roadway connection between Old Lebanon Pike and U.S. Highway 70 North, as requested by the Metro Public Property Administration.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

None



| | |
|-----------------------------|---|
| Project No. | Mandatory Referral 2003M-054U-09 |
| Project Name | Parkway Towers Lease for Public Defender |
| Council Bill | None |
| Staff Reviewer | Mitchell |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

A request for Metro Government to enter into a lease agreement with Domain Copper Ridge Associates to acquire space for the Public Defender at Parkway Towers, located at 404 James Robertson Parkway, for a lease term of 10 years to commence on September 1, 2003, as requested by Metro Public Property Administration.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

None