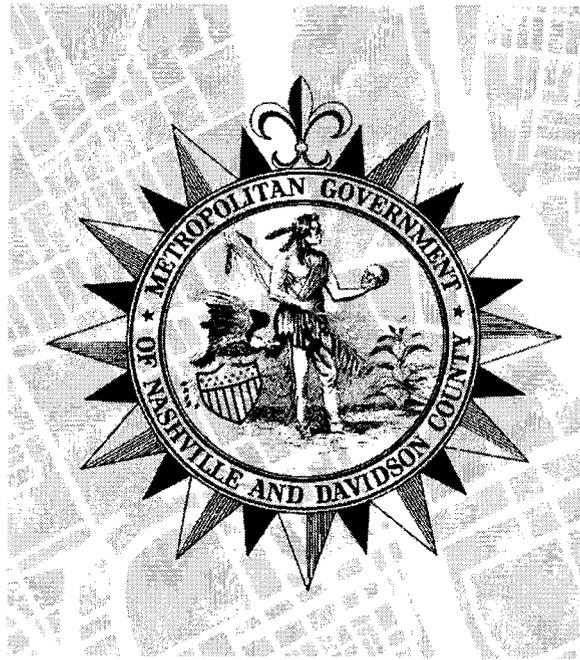


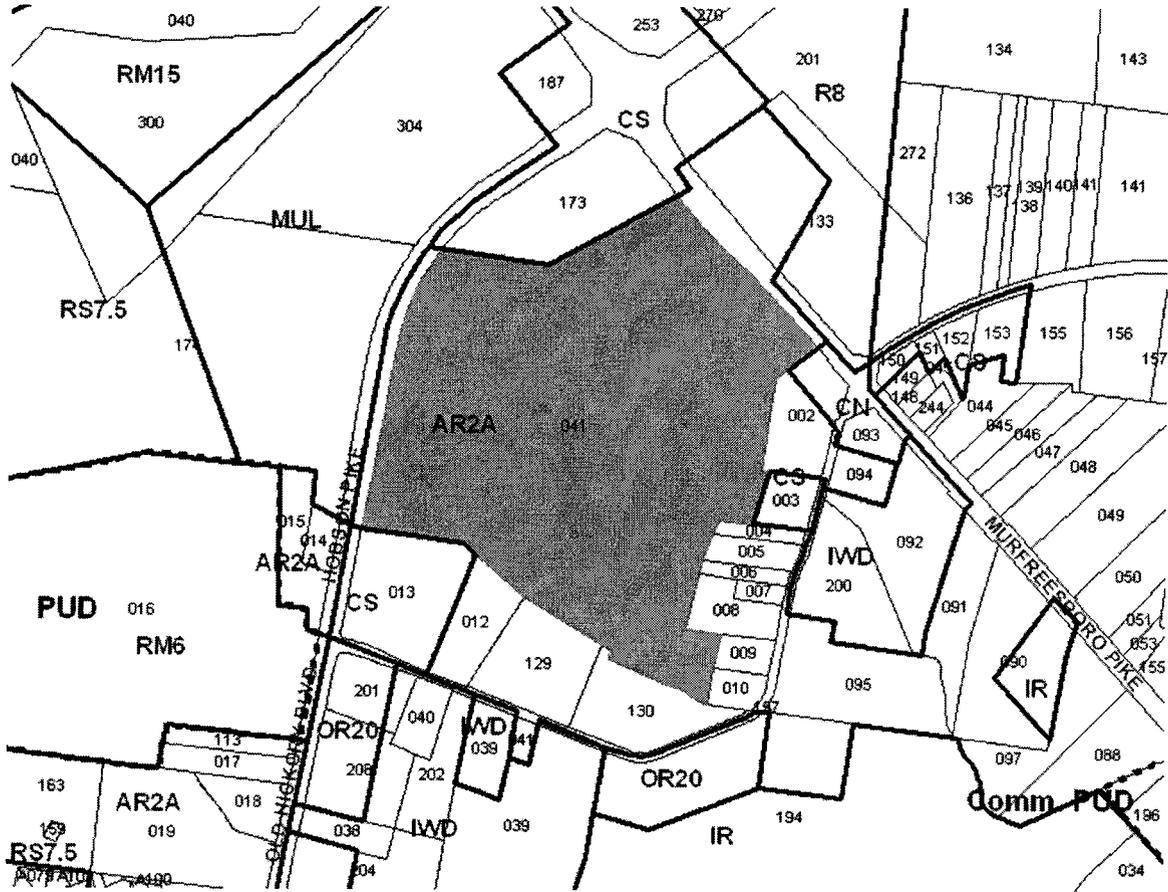
Metropolitan Planning Commission



Staff Reports

February 28, 2008_B

**SPECIFIC PLAN
ZONING DISTRICTS**



2008SP-002U-13
 Starwood Commons
 Map 164-00, Parcel 041
 Subarea 13 (2003)
 Council District 32 - Sam Coleman



Project No.	2008SP-002U-13
Project Name	Starwood Commons SP
Associated Cases	2007CP-021G-13
Council Bill	BL2008-137
Council District	32- Coleman
School District	6 - Johnson
Requested By	R. Chris Magill Consulting, LLC, applicant, for Vastland Starwood Development LLC, owner.
Staff Reviewer	Jones
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST

A request to change from Agricultural/Residential (AR2a) to Specific Plan (SP-MU) zoning property located at 3839 Murfreesboro Pike, approximately 230 feet north of Old Hickory Boulevard (65.1 acres), to permit the development of multi-family residential uses on 28 acres at density of 9 dwelling units for a maximum of 250 dwelling units, and the development of commercial uses of 421,500 square feet on 37.1 acres of land at a floor area ratio of up to .40.

Existing Zoning
AR2a District

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

Proposed Zoning
Specific Plan-Mixed Use (SP-MU)

Specific Plan-Mixed Use is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses.

**ANTIOCH-PRIEST LAKE
COMMUNITY PLAN**

Existing Policy
Corridor General (CG)

CG is intended for areas at the edge of a neighborhood that extend along a segment of a major street and are



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predominantly residential in character. CG areas are intended to contain a variety of residential development along with larger scale civic and public benefit activities. Examples might include single family detached, single-family attached or two-family houses; but multi-family development might work best on such busy corridors. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms to the intent of the policy.

Staff Recommended Policy

Community/Corridor Center (C C)

C C 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. This area tends to mirror the commercial edge of another neighborhood forming and serving as a "town center" of activity for a group of neighborhoods. Appropriate uses within C C areas include single- and multi-family residential, offices, commercial retail and services, and public benefit uses. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms to the intent of the policy.

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. Appropriate uses include single- and multi-family residential, public benefit activities and small scale office and commercial uses. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

Applicant Proposed 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.



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Consistent with Policy?

No. The preliminary SP site plan is inconsistent with the existing Corridor General policy, the requested Commercial Mixed Concentration policy, and the Community Center and Neighborhood Center policies recommended by staff.

- The Corridor General (CG) policy has been designated on the portion of the property fronting Murfreesboro Pike. The proposed site plan concentrates office and retail uses along the property's frontage at Murfreesboro Pike, which are contrary to the residential and civic benefit uses that are appropriate in CG areas.
- As stated in the accompanying community plan amendment, the mixture of commercial and residential land uses proposed by the applicant are generally appropriate for this location, but the arrangement of buildings and form of development does not meet the intent of the Commercial Mixed Concentration (CMC) policy.
- Staff recommends the Community Center (C C) and Neighborhood Center (NC) policies along with several Special Policies as an alternative to the requested Commercial Mixed Concentration. The recommended policies address a development form that emphasizes placement of buildings, pedestrian activity, and mixed uses. The proposed SP plan is not consistent with the staff recommended policy.

PLAN DETAILS

Site Plan and Council Bill

The Council Bill for this request was filed while the plan was under review. There are conflicts among the information provided in the Council Bill, the SP application, and the current site plan.

Although the SP application proposes 252 townhome units on 28 acres, the ordinance includes only 250 units. The SP application also states that both single-family attached and detached units will be included in the development, but the current site plan shows only single-family attached units.

The commercial square footage outlined in the SP application indicates a commercial floor area ratio of .27 on 37.1 acres, or a total of 436,340 square feet. The



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Council Bill includes 421,500 square feet of commercial, which is less than the amount in the SP application, but the bill also allows revisions to the overall FAR of up to 0.40 for a maximum of 646,430 square feet of commercial land uses if the plan is changed in the future.

The commercial uses in the SP application include all permitted and permitted with conditions uses defined by the Commercial Limited (CL) zoning district with the exception of adult entertainment and retail, title loan shops, flea markets, pawn shops and auction houses, transient housing and warehousing and storage.

Design Standards

The design standards section of the plan state a maximum floor area ratio of 0.27 for the overall commercial component, but a 0.40 floor area ratio per lot. Assuming the floor area ratio per lot is 0.40, then the ratios as proposed conflict with each other, since the per lot maximum exceeds the overall FAR for the commercial component.

The plan includes a maximum height of three stories, minimum front and rear setbacks of 20 feet, and minimum side building setbacks of 0 or 10 feet. The building standards for the residential uses include a maximum height of 2.5 stories, and building setbacks of 25 feet for the front yard, none for the side yard, and 35 feet for the rear yard.

Access/Parking

The site is accessible via Hobson Pike and Murfreesboro Pike. Four points of access onto Hobson Pike are shown on the plan. Three access points are planned for Murfreesboro Pike. The illustrative plan suggests the internal street network will consist of private drives in both the residential and commercial portions of the development. Pedestrian access will be accommodated by five-foot sidewalks along Hobson Pike and Murfreesboro Pike, but no sidewalks are identified along the streets internal to the development.

The plan proposes 2.15 parking spaces per unit for the residential uses. Parking spaces for the commercial uses are not outlined by use, but the plan indicates that parking will be based on the requirements of the Metro Zoning Code.



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Landscaping Buffers

The plan does not include a specific landscaping plan, but does state that landscaping will achieve the minimum standards as defined by the Metro Zoning Ordinance on the Final Site plan.

PUBLIC WORKS RECOMMENDATIONS

The developer's construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions. Approval subject to Tennessee Department of Tennessee approval.

In accordance with the recommendations of the traffic impact study the following improvements are required:

1. Widen Hobson Pike at the intersection of Murfreesboro Road to provide one additional through lane in both the NB and SB direction. The additional lanes shall extend 500 ft north and south of Murfreesboro Road with transitions per AASHTO/MUTCD standards.
2. Widen Hobson Pike at the intersection of Murfreesboro Road to provide one additional left turn lane in both the NB and SB direction and with tapers per AASHTO/MUTCD standards. Each of the northbound left turn lanes shall provide a total of 250 ft of storage. Each of the southbound left turn lanes shall provide a total of 150 ft of storage.
3. Widen Hobson Pike south of the intersection of Murfreesboro Road to provide a continuous center two-way left turn lane (TWLTL). The TWLTL shall extend from the NB dual left turn lanes at Murfreesboro Road to the proposed SBLT lane at the intersection of Old Hickory Boulevard, which is to be constructed by a separate development.
4. Modify the traffic signal at Murfreesboro Road and Hobson Pike as needed to accommodate the road widening and the dual left turn movements.
5. Developer shall conduct a signal warrant analysis on Hobson Pike at the middle/main commercial access drive as directed by the Metro Traffic Engineer. The warrant analysis and traffic counts shall be submitted to the Metro Traffic Engineer for review and approval. The developer shall design and install a traffic signal when approved by the Traffic and Parking Commission.
6. All access drives onto Hobson Pike and Murfreesboro Road should be constructed with a minimum of one entering and two exiting lanes. At the middle/main drive onto Hobson Pike, consideration and coordination should be given to providing three exit lanes to align with future development opposite Hobson Pike.



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7. Developer shall conduct a signal warrant analysis on Murfreesboro Road at the middle/main commercial access drive as directed by the Metro Traffic Engineer. The warrant analysis and traffic counts shall be submitted to the Metro Traffic Engineer for review and approval. The developer shall design and install a traffic signal when approved by the Traffic and Parking Commission.
8. As shown on the submitted site plan, provide a dedicated northbound right turn lane on Hobson Pike at the proposed residential access drive with 100 ft of storage and transition per AASHTO/MUTCD standards.
9. As shown on the submitted site plan, provide a dedicated northbound right turn lane on Hobson Pike at the proposed service access drive with 75 ft of storage and transition per AASHTO/MUTCD standards.
10. As shown on the submitted site plan, provide a dedicated northbound right turn lane on Hobson Pike at the main/middle access drive with 150 ft of storage and transition per AASHTO/MUTCD standards.
11. On Murfreesboro Road, extend the existing eastbound right turn lane from Hobson Pike to the main (second) entrance into the site.
12. Relocate proposed northernmost access drive on Hobson Pike along the existing property line and provide a cross access easement to Map 164 Parcel 173. Show this drive as a full-access.
13. Relocate proposed westernmost access drive on Murfreesboro Road along the existing property line and provide a cross access easement to Map 164 Parcel 173.
14. Along Hobson Pike and Murfreesboro Pike, construct a six (6') foot furnishing zone and eight (8') foot sidewalk, consistent with the Strategic Plan for Sidewalks & Bikeways. Sidewalks to be located within right of way.
15. Along Hobson Pike and Murfreesboro Pike, construct bike lanes, consistent with the Strategic Plan for Sidewalks & Bikeways.



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Typical and Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	Density	Total Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	65.1	0.5	32	307	24	33

Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	65.1	N/A	421,500	17,301	372	1618

Typical Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	Density	Total Dwelling Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/townhome (230)	65.1	N/A	250	1494	115	136

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				+18,488	+463	+1721

MAXIMUM Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	65.1	N/A	646,430	22,845	480	2146

MAXIMUM Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	Density	Total Dwelling Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/townhome (230)	65.1	N/A	250	1494	115	136

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

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--				24,032	+571	+2349

STORMWATER RECOMMENDATION

1. State the FEMA Note/Panel number on plans.
2. There is a possible stream located on site that we will need a stream determination. If a stream, show undisturbed buffers and add buffer note.



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3. Buffer Note (if there is a drain buffer): (The buffer along waterways will be an area where the surface is left in a natural state, and is not disturbed by construction activity. This is in accordance with the Stormwater Management Manual Volume 1 - Regulations.)
4. Provide a water quality concept.

FIRE MARSHAL RECOMMENDATION

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 ft (46 m) from fire department access roads.
2. The final plat shall show location for all fire hydrants before plat approval.
3. A fire department access road shall extend to within 50 ft of at least one exterior door that can be opened from the outside and that provides access to the interior of the building.
4. Actual or projected flow data shall be provided on plat showing compliance with 2006 edition of NFPA1 table H.
5. Provide a Master Water Plan which shows water mains, fire hydrants, the proposed flow from the fire hydrant with the highest elevation and most remote in this project, street access and topographic elevations.
6. No part of any building shall be more than 500 ft from a fire hydrant via an approved hard surface road. Dead end fire mains over 600 feet in length are required to be no less than 10 inch in diameter. If this is to be a public fire main, a letter from Metro Water is required excepting the length and size.
7. All roadways with-two way traffic shall be 20 feet in width minimum.



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METRO SCHOOL BOARD REPORT

Projected student generation

5 Elementary 4 Middle 2 High

Schools Over/Under Capacity

Students would attend Mt. View Elementary School, Kennedy Middle School, and Antioch High School. All three schools have been identified as being over capacity by the Metro School Board. Another middle school within the cluster has capacity. There is no capacity within the cluster to accommodate the projected number of elementary students, nor within a neighboring cluster to accommodate the projected number of high school students. The fiscal liability is \$70,000 for the elementary students and \$ 40,000 for the high school students. This information is based upon data from the school board last updated April 2007.

STAFF RECOMMENDATION

Staff recommends disapproval of the zone change request to allow the proposed SP-MU zoning district at this location. The proposed layout does not embody the design principles mandated by the existing or recommended land use policies. The site plan has been designed to incorporate a traditional suburban layout that promotes the separation of residential and commercial uses, and the secondary nature of those uses to the parking. The site plan should be designed to adhere to the principles of the Community Center and Neighborhood Center policies as recommended by the accompanying plan amendment with this request.

Councilmember Coleman has requested that a condition be included in this SP to require construction of 337,200 square feet of commercial and office uses prior to the beginning of construction of residential uses. The requested condition has been included below.

CONDITIONS (if approved)

1. Final use and occupancy permits for at least 337,200 square feet of commercial and office space must be issued prior to any permits issued for residential construction, other than preliminary site grading.



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2. All buildings shall have a finished floor elevation at a minimum of 1.5 ft. from the top of curb measured at the mid point of the lot frontage.
3. All building walls shall be finished in brick, stone, fiber-cement siding, shingles, or stucco.
4. All buildings shall be constructed in accordance with the bulk standards outlined in the preliminary SP plan.
5. Prior to or in conjunction with final site plan approval, elevations illustrating the commercial buildings and the residential units shall be reviewed and approved by the Planning Commission in accordance with the standards outlined in the preliminary SP plan. Residential buildings shall have a minimum three sides clad in brick and/or cement-fiber board.
6. Prior to or in conjunction with final site plan approval, a scenic easement shall be designated along Hobson Pike that complies with Section 3-10.5 of the Subdivision Regulations.
7. Prior to or in conjunction with final site plan approval, all trash dumpsters shall be identified on the plan.
8. Stormwater requirements must be met prior to or in conjunction with final site plan approval.
9. Public Works requirements must be met prior to or in conjunction with final site plan approval
10. Commercial uses shall be limited to all permitted and permitted with conditions uses defined by the Residential (RM9) district, and the Commercial Limited (CL) district with the exception of the following prohibited uses: adult entertainment and retail, title loan shops, flea markets, pawn shops and auction houses, transient housing, warehousing and storage.
11. For any development standards, regulations and requirements not specifically shown on the SP

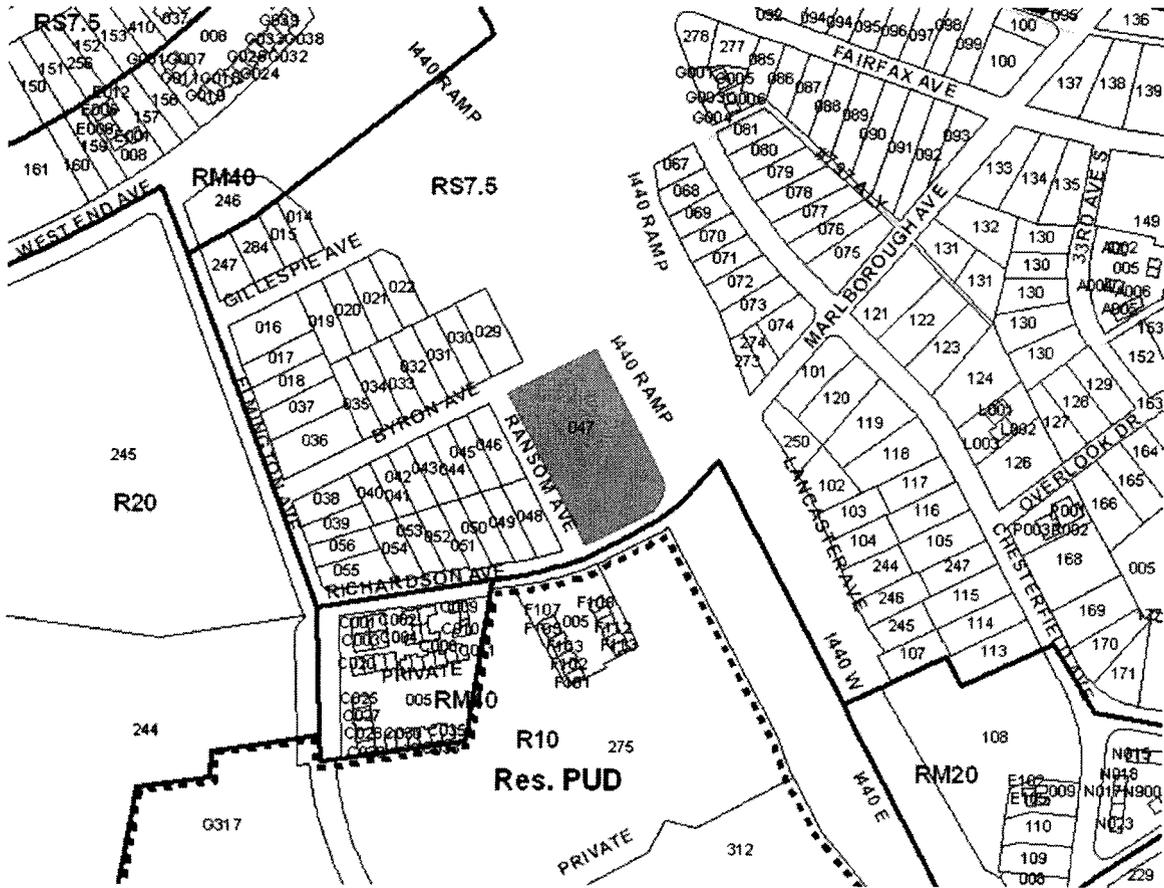


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plan and/or included as a condition of Commission or Council approval, the property shall be subject to the CL and RM9 zoning districts as of the date of the applicable request or application.

12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

SEE NEXT PAGE



2008SP-007U-10
 Ransom School
 Map 104-10, Parcel 047
 Subarea 10 (2005)
 Council District 25 - Sean Mcguire



Project No.	Zone Change 2008SP-007U-10
Project Name	Ransom School SP
Council Bill	BL2008-149
Council District	25 - McGuire
School District	8 - Fox
Requested by	Metro Planning Department, on behalf of Councilmember Sean McGuire
Staff Reviewer	Bernards
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST
Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Residential (SP-R) district property located at 3501 Byron Avenue and abutting Ransom Avenue and Richardson Avenue (1.99 acres), and within the Elmington Place Neighborhood Conservation Overlay and I-440 Impact Overlay, to permit the conversion of the former Ransom Elementary School building and site into a residential development not to exceed 11 dwelling units total.

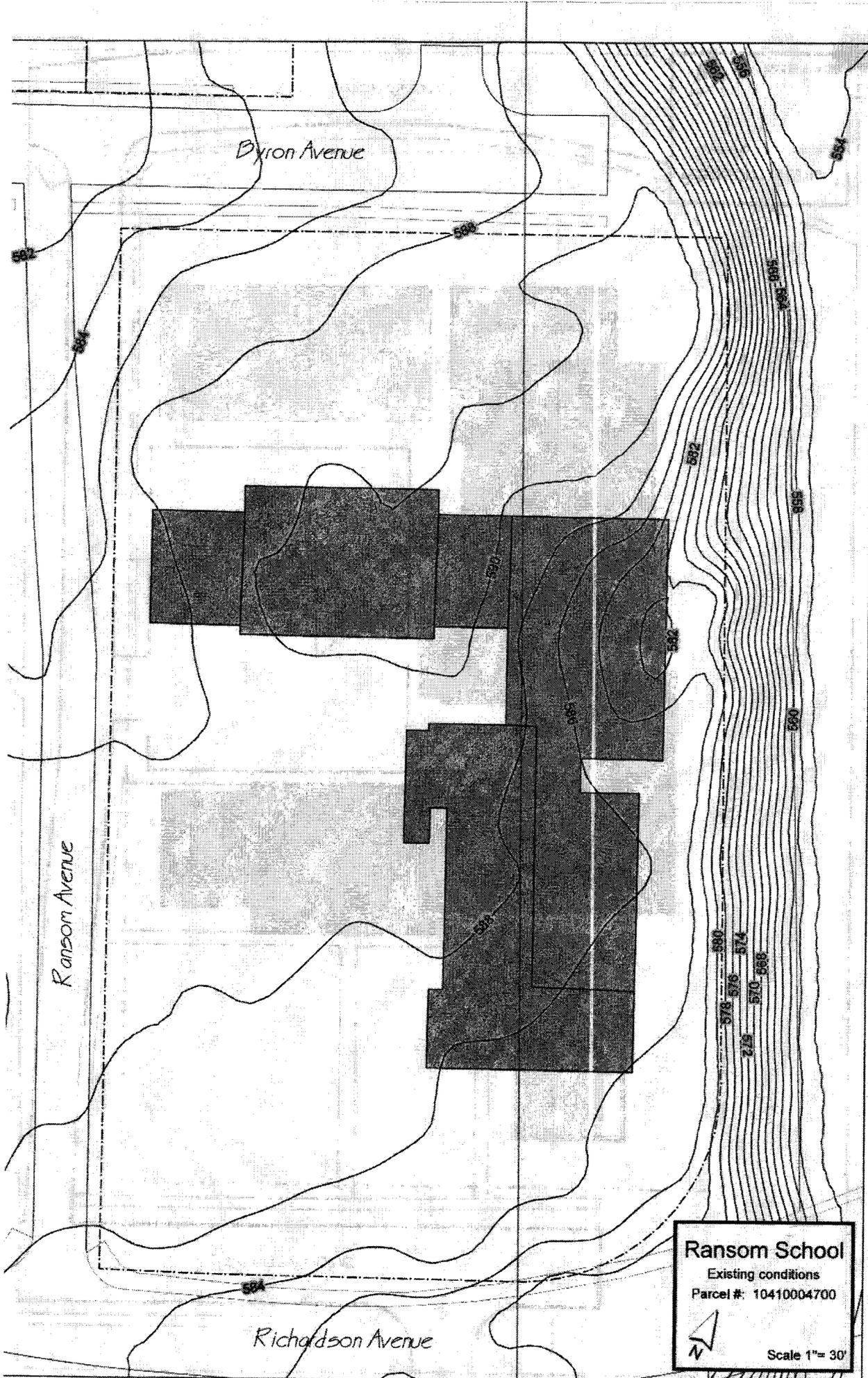
The Council Bill was filed for this request while it was still under review. Since the filing, the Councilmember has met with the community and has requested that the Council Bill be revised to reduce the maximum number of units permitted on this site from 18 to 11. Although the currently filed ordinance states that 18 units would be permitted, a substitute ordinance has been prepared, and can be filed prior to the Council's vote on third reading, that limits the total number of units to 11.

Existing Zoning
RS7.5

RS7.5 requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre.

Proposed Zoning
SP-R District

Specific Plan-Residential is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes multi-family units within the existing building or single-family units.



Dixon Avenue

Ransom Avenue

Richardson Avenue

Ransom School

Existing conditions

Parcel #: 10410004700



Scale 1"= 30'



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GREEN HILLS/MIDTOWN

Residential Medium Density (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.

Consistent with Policy?

Yes. The proposed maximum of 11 units and range of housing types proposed fit within the density range and type of housing intended by the RM policy. The proposed density is 5.78 units per acre and the RM policy could support up to 18 units on this site or 9 units per acre.

PURPOSE OF THE SP-R

The Ransom School building, currently known as the Randall Learning Center, is being offered for sale by the Real Property Services Division (RPS) of the Metro Finance Department. There are tight time constraints on this request as RPS intends to close the current auction to sell the property on March 18, 2008. This means that the SP bill must be on the March 4, 2008, Council Public Hearing agenda, and on the Planning Commission's February 28, 2008, agenda in order for potential buyers to understand the type of development that will be permitted on this property.

The intent to rezone this property to SP is to apply a plan to the property that will serve two purposes. First, the plan is intended to provide potential buyers with some certainty as to what type of development is possible on the property. The land was previously offered for sale by RPS but there were no bidders.

The second purpose of the proposed SP is to provide the neighborhood with a similar level of certainty. Through the SP zoning, they and the Councilmember will establish a range of uses and development forms that will allow re-use of the property and protect the interests of the neighboring property owners.



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SITE HISTORY

The building, named for John B. Ransom, a prominent Nashville businessman, is now vacant. Ransom School served grades kindergarten through four until it closed in 1974. In recent years, the building was renamed the Randall Learning Center and used for professional development of Metro schoolteachers.

In 2002, the Metropolitan Historical Commission determined the school was eligible for the National Register of Historic Places, a registry of cultural resources worthy of preservation maintained by the National Park Service. It is also identified as a historical resource in the Green Hills-Midtown Community Plan adopted by the Metro Planning Commission on July 28, 2005.

The property is located within the Elmington Place Neighborhood Conservation Overlay district which governs modifications to the existing structure and additions to the property. It is also within the I-440 Impact Overlay District (Impact Area 1) which serves to support the existing neighborhood by limiting development to the maximum development density supported by the long-term land use plan. In addition, there are NES distribution lines on the eastern edge of the property within a substantial easement. A portion of the building is within the easement. This portion of the building can be rehabilitated, but any new development must remain outside of the easement.

The proposed SP zoning district will enable the property to be redeveloped consistent with the Conservation Overlay, the I-440 Impact Overlay District, and the Community Plan. Through the final SP site plan review and approval process, the unique characteristics of the Ransom School property can be sensitively addressed through the location, integration, and arrangement of buildings and parking.

PLAN DETAILS

Existing Building

As noted above, the building is eligible for the National Register of Historic Places. It is up to the Metro Historic Zoning Commission to approve demolition of any portion of the existing building deemed non-historic or to determine if portions that are deemed historic are in such poor condition that rehabilitation or



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Site Plan

re-use is not possible. The Historic Commission staff has indicated that the preference is to preserve the historical portions of this building. The building is 27,000 square feet in size and was built in four phases. The original phase was constructed in 1918 as part of the Davidson County Schools and became a city school in 1929 and was added on to in 1925, 1932, 1951 and 1955.

The Community, the Councilmember, and staff from the Historic Zoning Commission have held a number of meetings to discuss the potential uses of this site. Three scenarios have been agreed to.

1. The existing building can be rehabilitated to accommodate 11 units.
2. Regardless of whether any portion of the school is demolished, a maximum of 11 units can be built on the site, including any units accommodated within a rehabilitated building. Any new construction must meet the requirements of the RS7.5 zoning district, the Elmington Place Conservation Overlay District, and the Metro Subdivision Regulations.
3. If the purchaser can demonstrate an economic hardship and the entire building is demolished, then a maximum of 11 single-family homes can be built and must meet the requirements of the RS7.5 zoning district, the Elmington Place Conservation Overlay District, and the Metro Subdivision Regulations.

Bulk Standards

The bulk standards of the RS7.5 zoning district are proposed to guide development on this site. The side setback would be five feet and the rear setback 20 feet with a maximum height of three stories. New construction would not be permitted within the NES easement.

Requirements of the Final Site Plan

In conjunction with the submittal of the final site plan, the applicant will need to demonstrate, through drawings and written text, how the proposed plan maximizes preservation of the building's historic features. The final site plan will need to include all existing and proposed building elevations. These elevations and all new construction will need to comply with the Elmington Place Neighborhood Conservation Overlay district guidelines. The Metro Historic Zoning Commission will advise the Metro Planning Department on the proposed final site plan's



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consistency with the overlay district guidelines. As the potential layout of new construction will depend on how much of the existing building will remain, the final site plan will also need to detail access and parking requirements.

STORMWATER RECOMMENDATIONS

The Final Site Plan shall be required to have water quality measures and may be required to provide detention facilities.

WATER SERVICES RECOMMENDATION

A water and sewer capacity letter will be required with the Final Site Plan. There is a public sewer line on the property that may need to be abandoned depending on the redevelopment of the site.

PUBLIC WORKS RECOMMENDATION

With the submittal of a final site plan, the plan will be reviewed to insure that adequate access is available for parking and service vehicles. The developer's construction drawing shall comply with the design regulations established by the Department of Public Works prior to any final approvals and permit issuance.

NES RECOMMENDATION

No new construction shall be permitted within the NES easement.

METRO SCHOOL BOARD REPORT

Projected student generation

0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. While Hillsboro High School has been identified as overcrowded, no students will be generated by this development. This information is based upon data from the school board last updated April 2007.

STAFF RECOMMENDATION

The proposed SP is consistent with the RM land use policy and the Elmington Place Neighborhood Conservation Overlay district. In addition, it will provide certainty for both potential buyers and the community on what type of development will be



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permitted on this site. Staff recommends approval with conditions

CONDITIONS

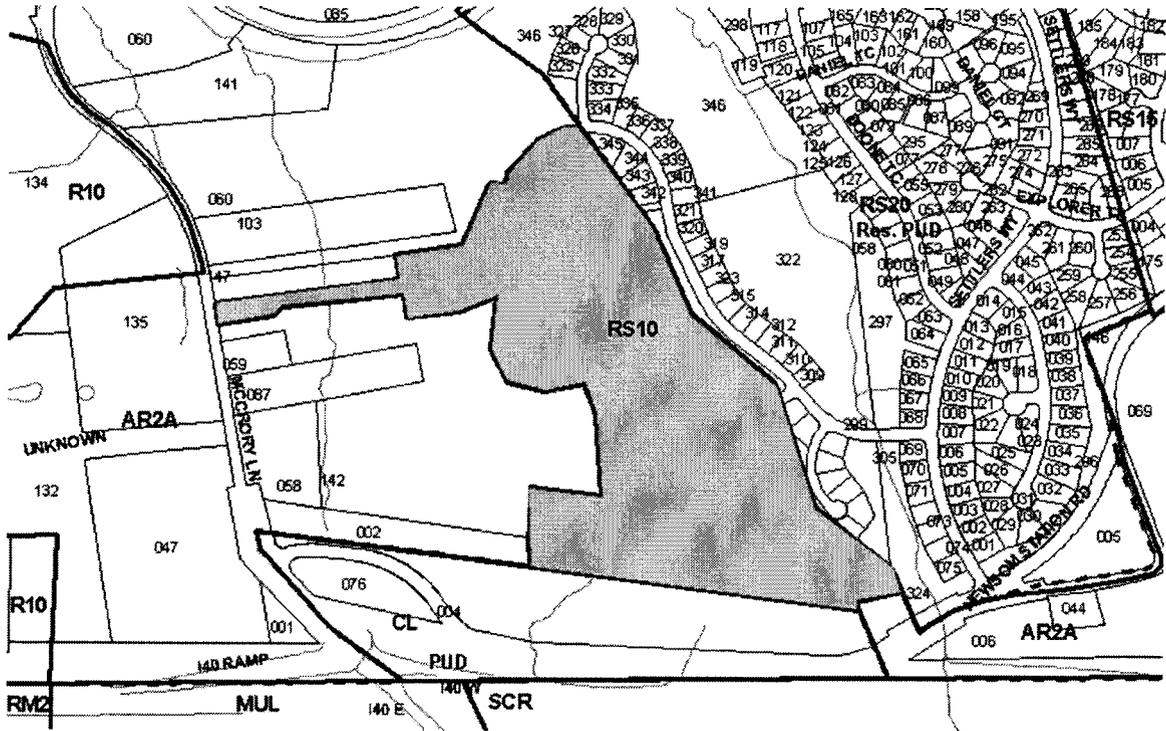
1. In conjunction with the submittal of the final site plan, the applicant shall demonstrate through drawings and written text how the proposed plan maximizes preservation of the building's historic features.
2. The final site plan may show modifications to the existing school structure and additional buildings on the property, including new construction, consistent with the Elmington Place Neighborhood Conservation Overlay district guidelines and the attached plan.
3. The final site plan shall include all existing and proposed building elevations, and such elevations shall comply with the Elmington Place Neighborhood Conservation Overlay district guidelines.
4. The Metro Historic Zoning Commission shall advise the Metro Planning Department, prior to the scheduled Metro Planning Commission meeting, as to the proposed final site plan's consistency with the Elmington Place Neighborhood Conservation Overlay district guidelines.
5. The Metro Historic Zoning Commission shall have the authority to approve demolition of any portion of the existing building deemed non-historic or in such poor condition consistent with the guidelines of the Historic Commission, the Elmington Place Neighborhood Conservation design guidelines, the attached plan, and the final site plan.
6. The final site plan shall include details of site access and parking requirements, including access for service vehicles.
7. The Final Site Plan shall be required to have water quality measures and may be required to provide detention facilities.



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8. A water and sewer capacity letter shall be required with the final site plan.
9. No new construction shall be permitted within the NES easement.
10. Uses are limited to 11 residential units that may be accommodated within the existing building, a combination of units accommodated within a portion of the existing building and single-family units, or single-family units only.
11. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits

CONCEPT PLANS



2006S-055G-06
 Travis Place Preliminary Extension
 Map 126-00, Parcels 147, 565
 Subarea 6 (2003)
 Council District 35 – Bo Mitchell



Project No.	Subdivision 2006S-055G-06
Project Name	Travis Place Subdivision
Associated Cases	None
Council District	35 - Mitchell
School Board District	9 - Warden
Requested By	Civil Site Design Group, applicant for Trinity Land Group, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST
Preliminary Plat Extension and Variance

A request to extend the preliminary approval for Travis Place Subdivision for one year, approved for 140 single-family residential lots, and for a variance from Section 1-9.2 of the Subdivision Regulations which prohibits the extension of a preliminary plat approved under the previous Subdivision Regulations adopted March 21, 1991.

Zoning
RS10 District

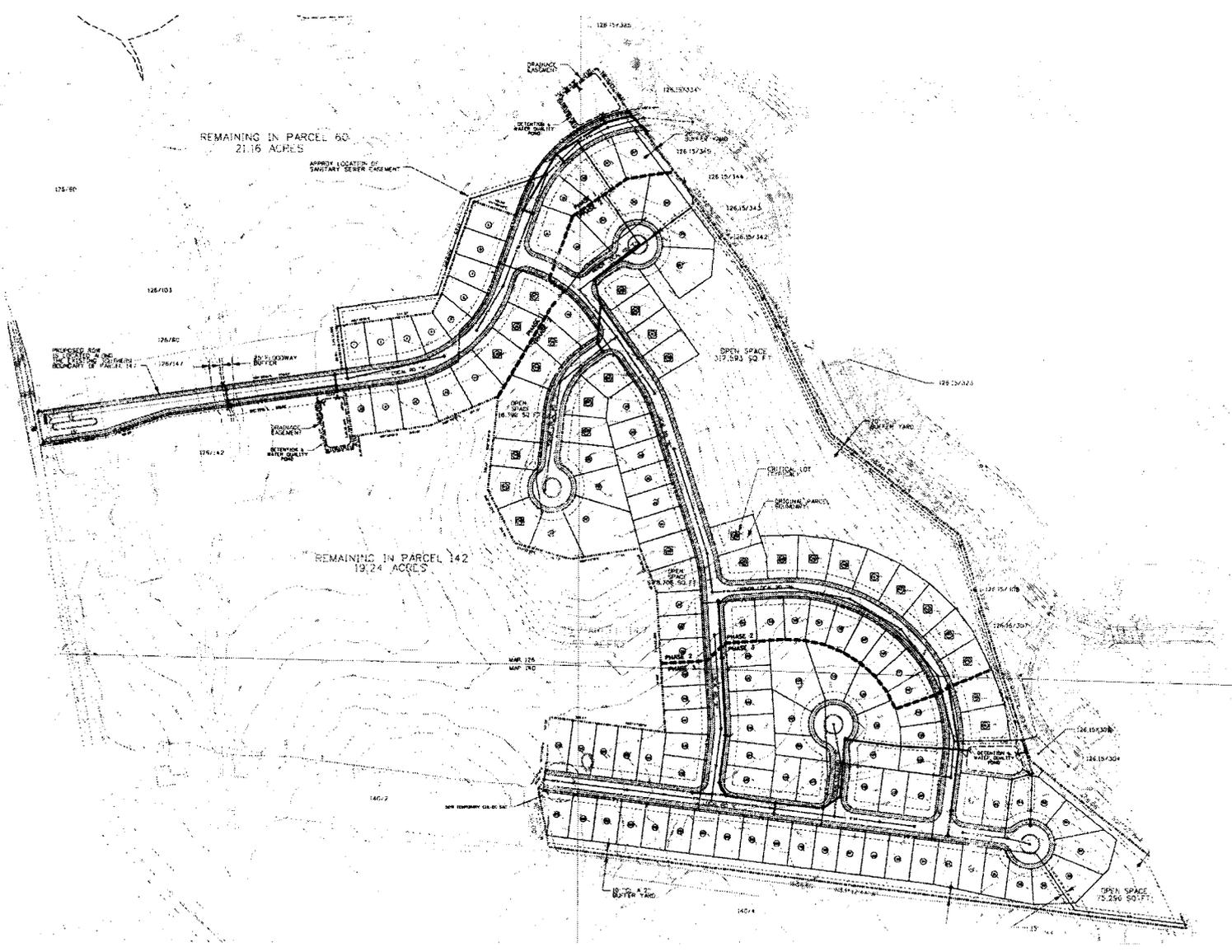
RS10 requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre.

SUBDIVISION DETAILS

The original preliminary plat for Travis Place Subdivision was approved by the Planning Commission on February 23, 2006, under the previous Subdivision Regulations that were adopted March 21, 1991.

The current Subdivision Regulations do not allow for extensions of approvals for preliminary plats. Section 1-9.2 of the current regulations states that “any subdivision submitted as a complete application or approved in preliminary or final form, but not yet expired, prior to the effective date may, at the discretion of the applicant, continue under the subdivision regulations adopted March 21, 1991, as amended, but no extension shall be granted for these subdivisions.”

The applicant has requested that the plat be extended under the old regulations which will require a variance to Section 1-9.2 of the current Subdivision Regulations. The applicant has requested the extension because significant progress has taken place on the site, and the construction plans have been approved by Metro Public





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Works, TDEC, and Harpeth Valley Utility District. Also, approximately 50% of the grading has been completed, and approximately 50% of the storm sewer infrastructure has been installed.

A final plat was previously submitted for Phase 1, which, if recorded, would negate the need to extend the preliminary approval. The plat has not been recorded because the applicant has chosen to reduce the bond amount by constructing some of the infrastructure prior to recording. The construction was scheduled to be completed at this time, but weather has delayed the project. The applicant estimates that it will be another three to four months before construction will be completed, and the plat can be recorded.

STAFF RECOMMENDATION

Staff recommends that approval of the plat be extended for one year and that a variance to Section 1-9.2 be granted since significant progress has been made in Phase 1. The applicant anticipates recording a final plat for lots in Phase 1 in the near future.



2008S-048U-05
 Riverside Drive
 Map 083-11, Parcel 080
 Map 083-15, Parcel 193
 Subarea 5 (2006)
 Council District 7 - Erik Cole



Project No.	Subdivision 2008S-048U-05
Project Name	Riverside Drive
Council District	7 - Cole
School Board District	5 - Porter
Requested By	American Engineers Inc., applicant for Riverside Development LLC, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Concept Plan

A request for concept plan approval for 18 lots on two parcels of land containing 6.41 acres located on the west side of Riverside Drive approximately 1,200 feet south of Eastland Avenue.

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.

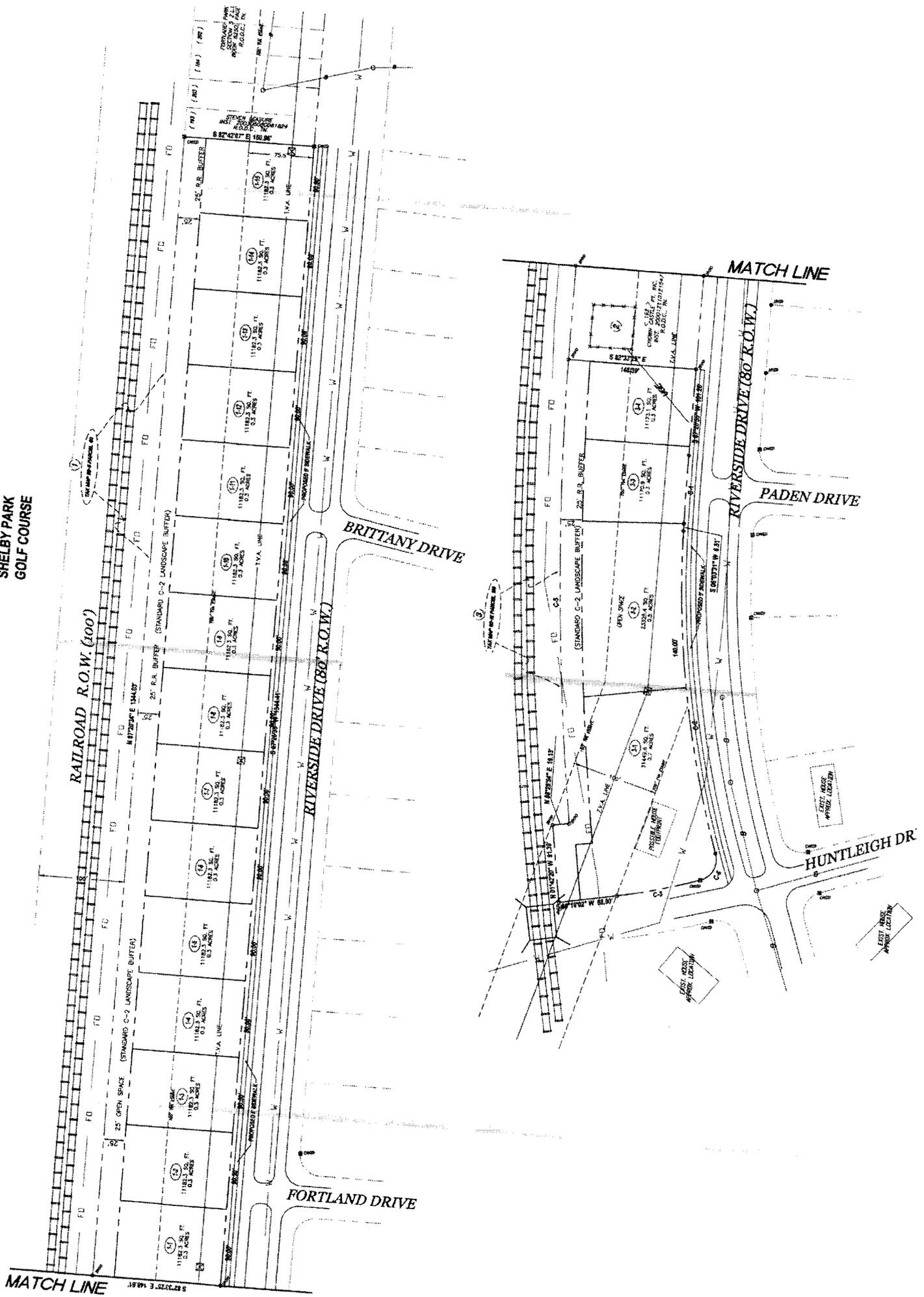
SUBDIVISION DETAILS

This request is to subdivide two properties located on the west side of Riverside Drive into 18 single-family residential lots with a density of approximately 2.8 units per acre. Lots range in size from 11,170 square feet to 31,449 square feet. No new roads are proposed and lots will be accessed from individual drives off Riverside Drive.

The properties are currently vacant and do not contain any steep slopes or other environmentally sensitive lands that would limit development. While there are no natural constraints on the property, a high voltage power line runs parallel to Riverside Drive bisecting the property. The lines have a 100 foot easement in which no buildings may be placed and consequently limits where buildings can be placed on the proposed lots.

A railroad line is located on the western boundary of the property, running the entire length of the rear property line. The rail line contains two tracks and is a highly active line. The Subdivision Regulations require a buffer strip at least 25 feet in depth adjacent to railroad right-of-ways (Section 3-4.2.e.1).

SHELBY PARK
GOLF COURSE





Metro Planning Commission Meeting of 2/28/08

With the TVA easement, 25 foot railroad buffer, and 20 foot rear setback requirement, building envelopes depths are reduced to approximately 30 feet. A 30 foot building envelope depth is not sufficient as it will not allow for a variety of building types, and will result in a building pattern that is not compatible with the surrounding area. Once lots are sold, new property owners will likely request setback variances in order to provide a deeper building envelope.

To provide a deeper building envelope that will allow for the construction of homes that are more consistent with existing homes in the surrounding area, the applicant must apply for a rear yard setback variance from the Zoning Board of Appeals. The rear yards will not abut any other residential lot and will also have a 25 foot wide landscape buffer. To ensure that building envelopes will allow for the construction of residential units that are more compatible with the surrounding area, the variance to the rear setback should be at least 10 feet. Prior to submittal of the development plan, the applicant must obtain a variance to the rear setback for at least 10 feet from the Zoning Board of Appeals. If a variance cannot be obtained then the final plat will not be recorded.

PUBLIC WORKS RECOMMENDATION

The developer's construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.

STORMWATER RECOMMENDATION

No Exceptions Taken

WATER SERVICES RECOMMENDATION

Will require an off-site sewer line extension.

STAFF RECOMMENDATION

Staff recommends approval with conditions, including that a variance to the rear setback be obtained from the Zoning Board of Appeals prior to the submittal of the development plan.

CONDITIONS

1. Prior to submittal of the development plan a variance from the Zoning Board of Appeals must be

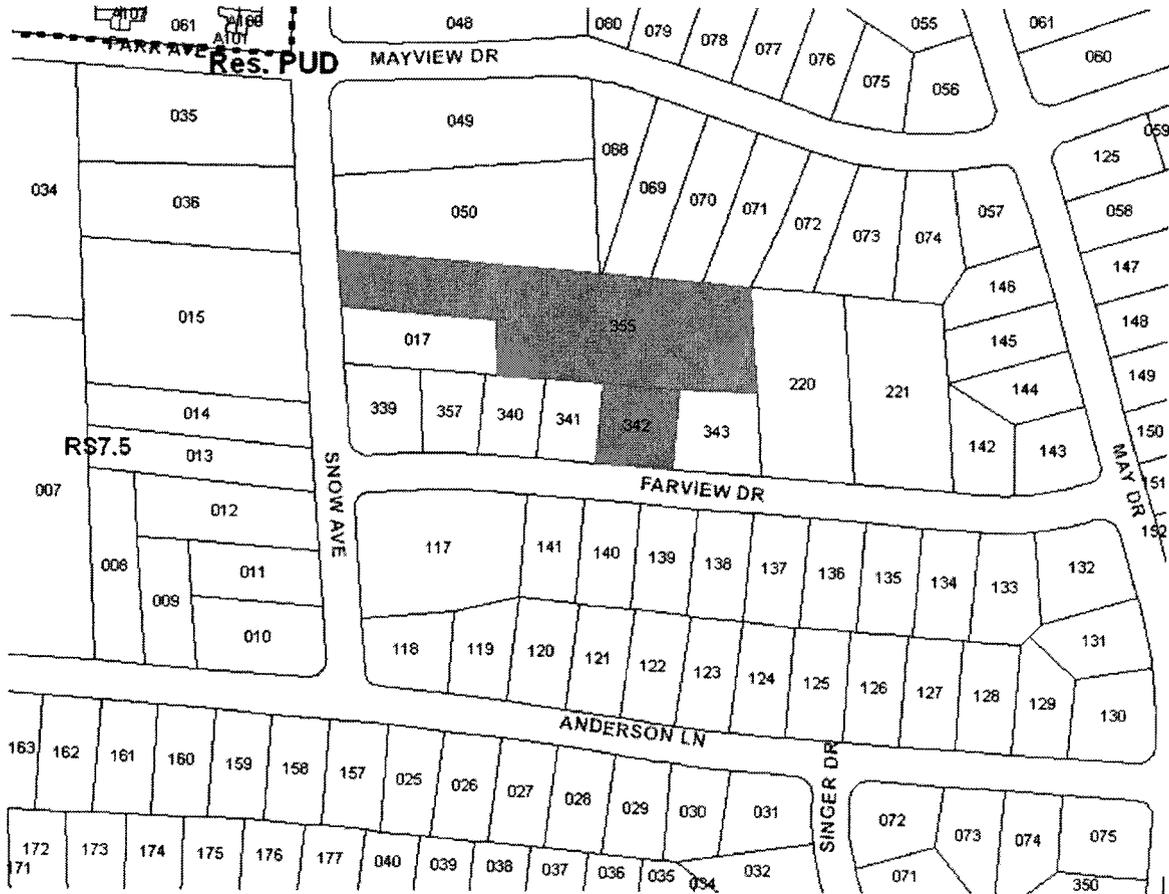


Metro Planning Commission Meeting of 2/28/08

granted for at least 10 feet. If a variance can not be received then the final plat should not be recorded.

2. This request will require the extension of an off-site sewer line. Plans for the extension of this sewer line shall be submitted to Metro Water Services and must be approved at the Development Plan application stage.

FINAL PLAT SUBDIVISIONS



2008S-039G-04

Roy T. Weatherholt Resub.

Map 043-06, Parcels 342, 355

Subarea 4 (1998)

Council District 9 - Jim Forkum



Project No.	Subdivision 2008S-039G-04
Project Name	Roy T. Weatherholt Subdivision
Council District	9 - Forkum
School District	3 - North
Requested by	Roy Weatherholt et ux, owners, Rocky L. Montoya, surveyor.
Staff Reviewer	Bernards
Staff Recommendation	<i>Approve including an exception to lot comparability standards for area and frontage for Lot 1</i>

APPLICANT REQUEST

A request for final plat approval to modify lot lines between properties located at 617 Farview Drive and 936 Snow Avenue, at the northeast corner of Snow Avenue and Farview Drive (1.82 acres), zoned RS7.5.

ZONING
RS7.5 District

RS7.5 requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre.

PLAN DETAILS

The applicant has requested the lot lines between 617 Farview Drive and 936 Snow Avenue be modified so that the rear portion of 936 Snow Avenue is added to 617 Farview Drive. The property at 936 Snow Avenue is currently a flag shaped lot and the new lot would be a rectangular-shaped lot, similar to the lot immediately to the south. The property at 617 Farview Drive would become a T-shaped lot.

Lot Comparability

Section 3-5.1 of the Subdivision Regulations states that new lots in areas that are predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots. As the lot frontage will not change for 617 Farview Drive and more than an acre in area is being added to this lot, a lot comparability analysis was not performed for this lot.

Tax Map 43-02
Parcel 50.00
Jerry A. & Dorothy S. Carroll
DB.10918, Pg.322
R.O.D.C.,Tn.

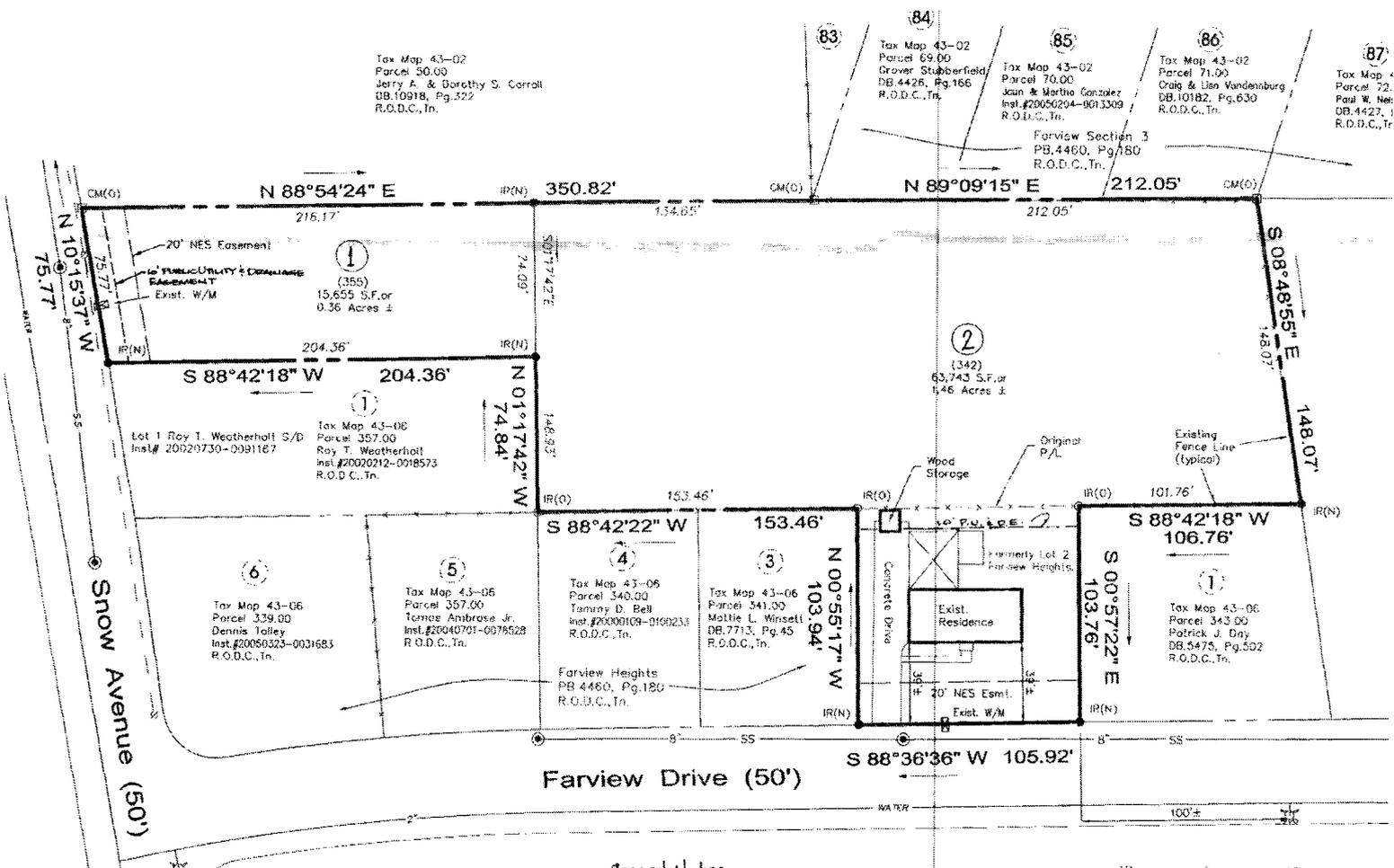
(83)
Tax Map 43-02
Parcel 69.00
Grover Stuberfield
PB.4428, Pg.166
R.O.D.C.,Tn.

(85)
Tax Map 43-02
Parcel 70.00
Juan & Martha Gonzalez
Inst.#20050204-0013309
R.O.D.C.,Tn.

(86)
Tax Map 43-02
Parcel 71.00
Craig & Lisa Vandenburg
DB.10182, Pg.630
R.O.D.C.,Tn.

(87)
Tax Map 43-02
Parcel 72.00
Paul W. Nett
DB.14527, Pg.1
R.O.D.C.,Tn.

Farview Section 3
PB.4460, Pg.180
R.O.D.C.,Tn.



General Notes

40 0 40 80



Metro Planning Commission Meeting of 02/28/2008

Lot comparability analysis was performed for 936 Snow Avenue and yielded the following information:

Lot Comparability Analysis		
Street	Requirements	
	Minimum lot size (sq. ft.)	Minimum lot frontage (linear ft.)
Snow Avenue	16,770	82

As proposed, this lot will have an area of 15,655 sq. ft. and a frontage of 75.77 feet which fails for both area and frontage.

Lot Comparability Exception

A lot comparability exception can be granted if the lots do not meet the minimum requirements of the lot comparability analysis (is smaller in lot frontage and/or size) if the new lots would be consistent with the General Plan. The Planning Commission has discretion whether or not to grant a lot comparability exception.

The proposed lots meet **one** of the qualifying criteria of the exception to lot comparability:

- The proposed lots are consistent with the adopted land use policy that applies to the property.

The lots are located in the Residential Medium Density (RM) land use policy. RM policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre.

STORMWATER RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval of the final plat and granting an exception to lot comparability. The proposed subdivision is consistent with the land use policy, which is one of the qualifying exceptions to the lot comparability requirement.



Project No. Subdivision 2008S-043U-12
Project Name Blanchard Heights, Resub. Lot 92
Council District 30 – Hodge
School Board District 2 - Brannon
Requested By Campbell, McRae, and Associates, applicant for Roy Newsom Jr., owner

Staff Reviewer Swaggart
Staff Recommendation Approve, including an exception to lot comparability for frontage for Lot 2

APPLICANT REQUEST

Final Plat A request for final plat approval to create 2 lots on 0.84 for property located at 3801 Creekside Drive.

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.

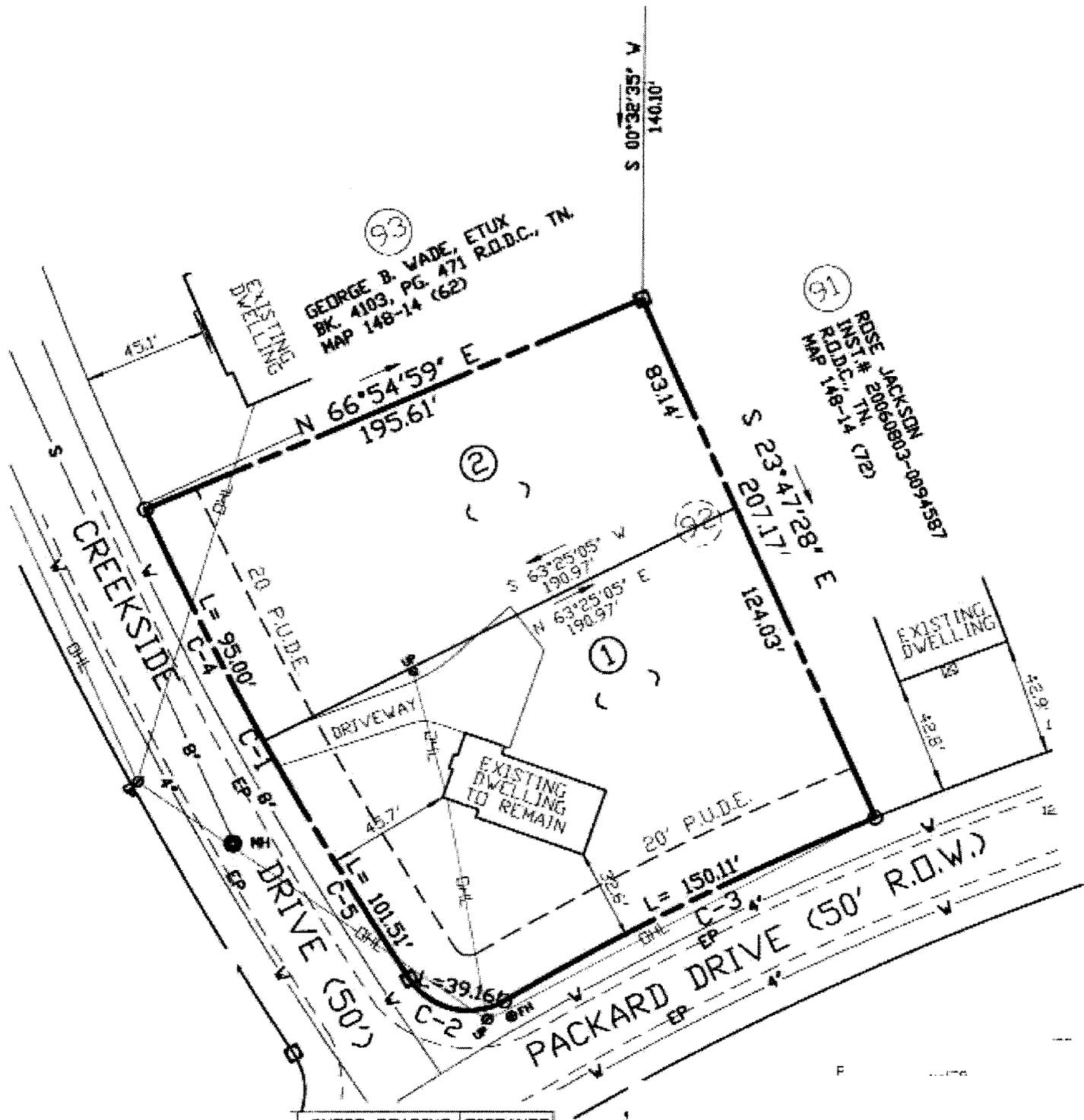
SUBDIVISION DETAILS

General The plan calls for the creation of two new lots on an existing lot that is located at 3801 Creekside Drive which is on the northeast corner of Packard Drive and Creekside Drive.

Lot Comparability Section 3-5 of the Subdivision Regulations stipulates that new lots in areas previously subdivided and predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots.

Lot comparability analysis was performed and yielded the following information:

Lot Comparability Analysis		
Street:	Requirements:	
	Minimum lot size (sq. ft.):	Minimum lot frontage (linear ft.):
Creekside	14,6080	100
Packard	22,304	100





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The two new lots will have the following areas and street frontages:

- Lot 1: 22,407 sq. ft., (.50 acres), with 150 linear ft. of frontage on Packard Drive, and 105 linear ft. of frontage on Creekside Drive.
- Lot 2: 17,253 sq. ft., (.40 acres), with 95 linear ft. of frontage on Creekside Drive.

Both lots meet minimum requirements for area. Lot 1 meets the minimum requirement for frontage, but Lot 2 falls short by approximately 5 feet along Creekside Drive.

Lot Comparability Exception

A lot comparability exception can be granted if the lot does not meet the minimum requirements of the lot comparability analysis (is smaller in lot frontage and/or size) if the new lots would be consistent with the General Plan. The Planning Commission has discretion whether or not to grant a lot comparability exception.

The proposed lots could meet **one** of the qualifying criteria of the exception to lot comparability:

- Where the proposed lot sizes are consistent with the adopted land use policy that applies to the property. 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.

STORMWATER RECOMMENDATION

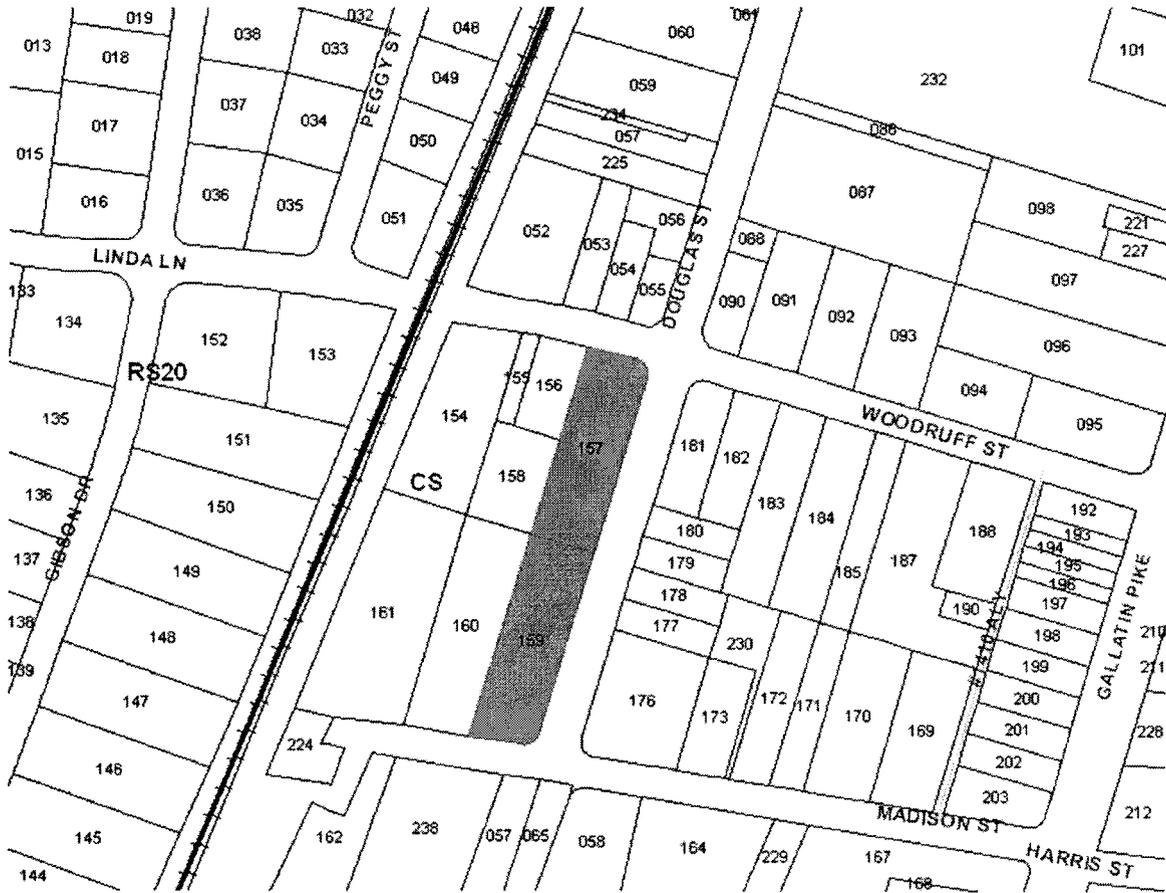
Approved

PUBLIC WORKS RECOMMENDATION

No Exception Taken

STAFF RECOMMENDATION

Staff recommends that the subdivision be approved, including an exception to lot comparability for frontage on Lot 2. The density of the subdivision is approximately 2.4 units per acre, and is consistent with the area's RLM policy and the context of the existing development.



2008S-047G-04
 Douglas-Levine Final Plat, 1st Rev. Lots 19 &
 Map 042-16, Parcels 157, 159
 Subarea 4 (1998)
 Council District 4 - Michael Craddock



Project No.	Subdivision 2008S-047G-04
Project Name	Douglas-Levine Final Plat, 1st Rev.
	Lots 19 & 24
Council District	4 - Craddock
School District	3 - North
Requested by	Elbert R. Barrett et ux, owners, Bruce Rainey & Assoc., surveyor
Staff Reviewer	Logan
Staff Recommendation	Approve

APPLICANT REQUEST

A request to create four lots from two existing lots located at 300 Madison Street and 301 Woodruff Street, abutting Douglas Street (1.44 acres), zoned Commercial Service (CS).

ZONING
CS District

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

PLAN DETAILS

This request proposes to subdivide two existing lots on an existing street into four lots. The properties are zoned Commercial Services and are intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses. The lots will be between 13,500 and 16,500 square feet, which is consistent with the smaller lot sizes along Douglas Street. This request meets all the requirements of the Subdivision Regulations and the Zoning Ordinance, but it could not be approved administratively because it creates more than two lots.

**PUBLIC WORKS
RECOMMENDATION**

No Exception Taken

**STORMWATER
RECOMMENDATION**

Approved

STAFF RECOMMENDATION

Staff recommends approval because the request complies with the Subdivision Regulations and Zoning Ordinance.

DOUGLAS-LEVINE SUBDIVISION
BOOK 547, PAGE 44, R.O.D.C., TN.

WOODRUFF STREET

F.H. ⚡

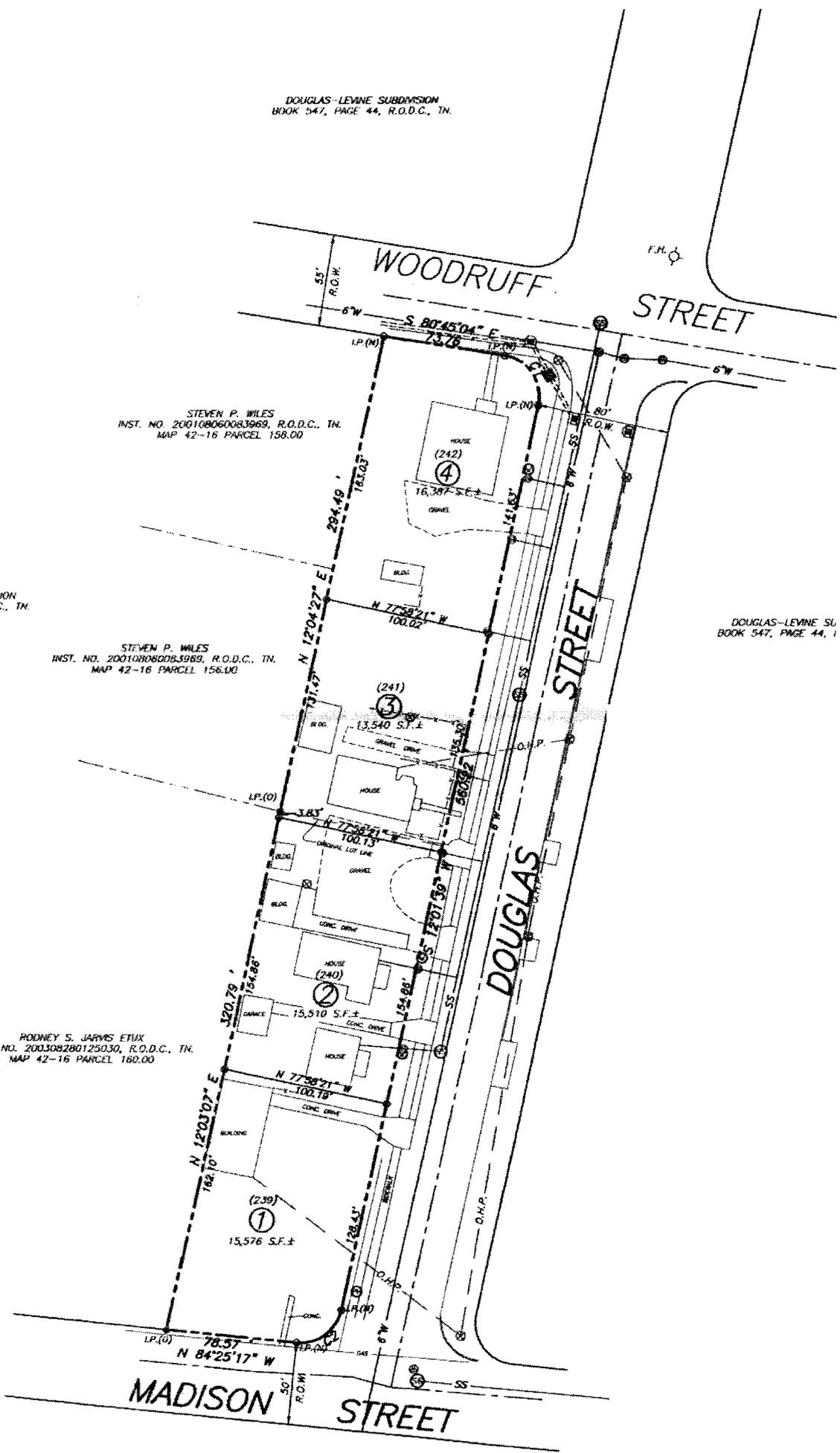
STEVEN P. WILES
INST. NO. 200108060083969, R.O.D.C., TN.
MAP 42-16 PARCEL 158.00

VISION
I.C., TN.

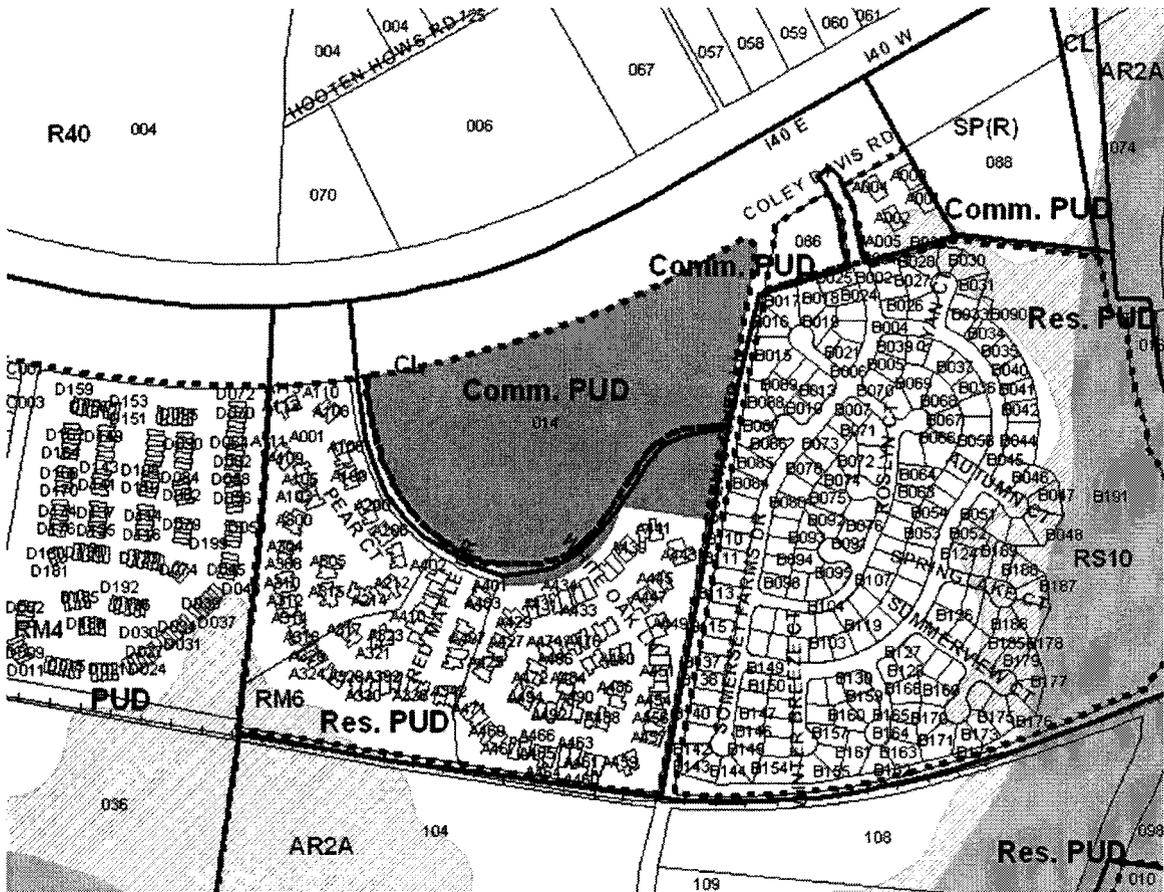
STEVEN P. WILES
INST. NO. 200108080083988, R.O.D.C., TN.
MAP 42-16 PARCEL 156.00

DOUGLAS-LEVINE SU
BOOK 547, PAGE 44, 1

RODNEY S. JARVIS ETUX
INST. NO. 200308280125030, R.O.D.C., TN.
MAP 42-16 PARCEL 160.00



**REVISIONS
and FINAL SITE PLANS**



93-86-P-06
 Lakeshore Meadows (Amend)
 Map 141-00, Parcel 014
 Subarea 6 (2003)
 Council District 35 - Bo Mitchell



Project No.

Planned Unit Development 93-86-P-06

Project Name

Lakeshore Meadows

Council District

35 - Mitchell

School Board District

9 - Warden

Requested By

Ragan-Smith-Associates Inc., applicant, for Lakeshore Estates Inc., owner

Staff Reviewer

Logan

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

Amend Preliminary & PUD Final Site Plan

A request to amend the preliminary plan of Lakeshore Meadows Planned Unit Development located abutting the south side of Coley Davis Road and the west side of Dona McPherson Drive, classified Commercial Limited (CL) and Multi-Family Residential (RM6), (18.39 acres) to permit a 94 bed, assisted-living facility containing 103,625 square feet, replacing an approved 10,000 square foot commercial building, increasing the total approved square footage from 366,164 square feet to 457,789 square feet for the overall development.

PLAN DETAILS

The Lakeshore Meadows PUD is approved for a 105,200 square foot nursing home and 72 multi-family units, which have already been constructed. This amendment proposes to change the approved, but unbuilt, 10,000 square foot commercial building to an assisted-care living facility with 94 beds. Assisted-care living is consistent with the nursing home use already approved in the PUD. Because this increases the overall square footage in the PUD more than 10%, from 366,164 square feet to 457,789 square feet, the change is required to be approved by Metro Council.

**PUBLIC WORKS
RECOMMENDATION**

All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans.

Dona McPherson Drive east of Red Maple Drive has not been accepted for maintenance. Dedicate and record right of way. Roadway to be inspected and accepted for maintenance.

POINT OF BEGINNING
 PHASE 2, SECTION 3
 N63°35'24"E 645.25' TO WEST END OF S.W. RETURN
 OF SCENIC RIVER LN & COLETT
 DAVIS RD.

100' R.O.W.
 EY DAVIS ROAD
 TO U.S. HIGHWAY 70

15' WATERLINE EASEMENT
 2242 CM(N) 0.0000
 12' FORCE MAIN
 20' SEWER EASEMENT
 2241 IR(N) 0.0000
 BENCHMARK ELEV=580.74
 CHISELED SQUARE ON
 FIRE HYDRANT FLANGE

PHASE LINE
 N41°44'29"W 276.50'
 195-483 3.02 15.60S
 DONA MCPHERSON DRIVE
 (90' R.O.W.)

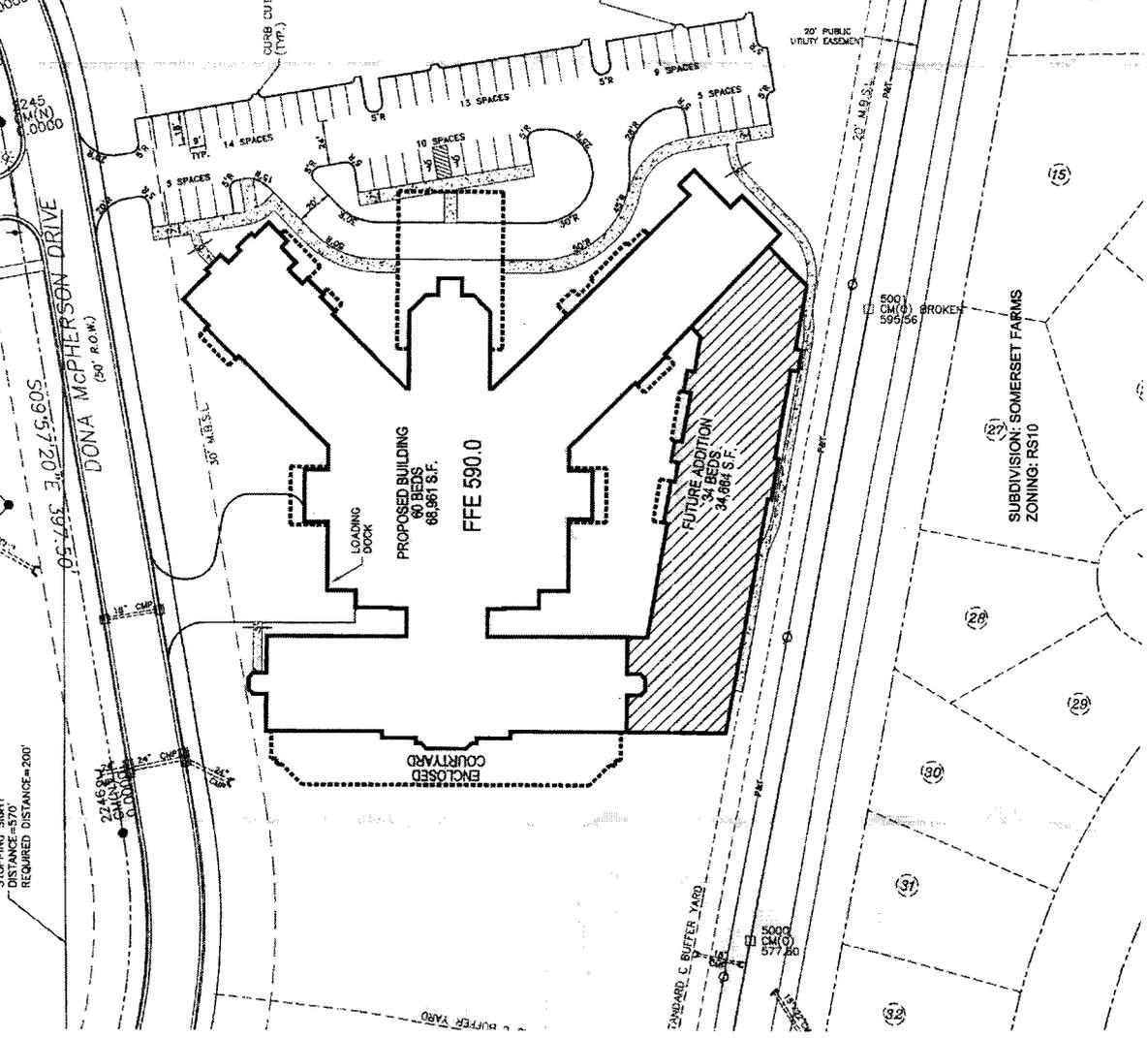
30' A.B.S.L.
 2445 CM(N) 0.0000
 2444 IR(N) 0.0000
 2443 CM(N) 0.0000
 2442 IR(N) 0.0000

ENCLOSED COURTYARD
 LOADING DOCK
 PROPOSED BUILDING
 60 BEDS
 68,861 S.F.
 FFE 590.0

FUTURE ADDITION
 34 BEDS
 34,884 S.F.

STOPPING SIGHT
 DISTANCE=470'
 REQUIRED DISTANCE=200'

141, P/O PARCEL 14
 MORE ESTATES, INC.
 B. 8751, PG. 923
 SADDONS SUBDIVISION 1
 10.6800 AC. PG. 789
 10.6800 AC. PG. 789
 R.O.D.C., TN



SUBDIVISION: SOMERSET FARMS
 ZONING: RS10

5001 CM(N) 599.56

5000 CM(N) 577.80

5000 IR(N) 577.80

5004 PROPOSED 577.83

5003 CM(N) 568.80

5003 IR(N) 568.80

5004 IR(N) 577.83

5004 CM(N) 577.83

5004 IR(N) 577.83



Metro Planning Commission Meeting of 02/28/2008

STORMWATER RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval with conditions because this use is consistent with uses already approved in the Lakeshore Meadows PUD.

CONDITIONS

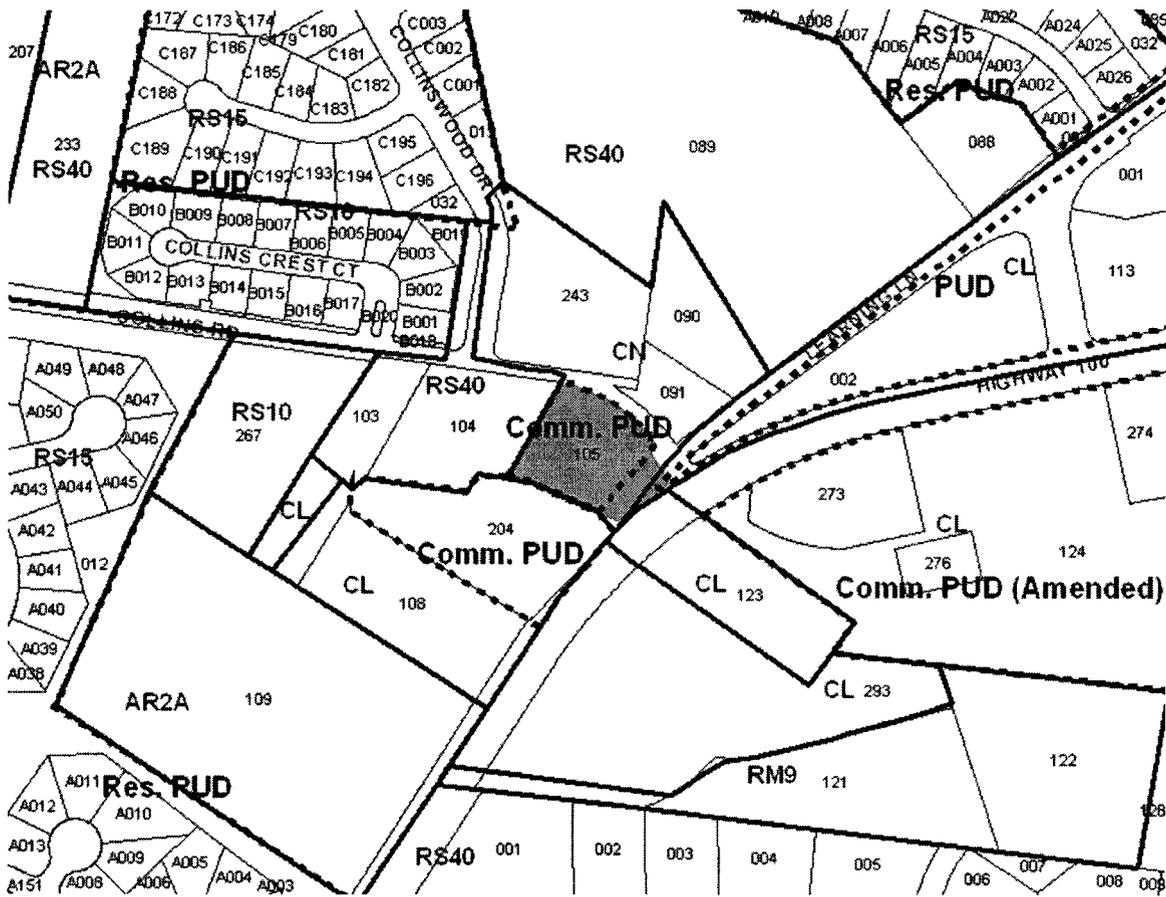
1. Prior to the issuance of building permits, a final plat must be recorded to dedicate Dona McPherson Drive east of Red Maple Drive as a public road.
2. Label zoning districts.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. Prior to any additional development applications for this property, and in no event later than 120 days after the date of conditional approval by the Planning Commission, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. Failure to submit a corrected copy of the preliminary PUD within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.
5. Prior to any additional development applications for this property, and in no event later than 120 days after the effective date of the enacting ordinance, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. If a corrected copy of the preliminary PUD plan incorporating the conditions of approval therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the preliminary PUD plan shall be presented to the Metro Council as an amendment to this PUD ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.



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6. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
7. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
9. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
10. The PUD final site plan 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 may require reapproval by the Planning Commission and/or Metro Council.

SEE NEXT PAGE



16-87-P-06
 Collins Road Commercial PUD (Designer Floors)
 Map 155-00, Parcel 105
 Subarea 6 (2003)
 Council District 35 - Bo Mitchell



Project No.	Planned Unit Development 16-87-P-06
Project Name	Collins Road PUD (Designer Floors)
Council District	35 – Mitchell
School Board District	9 – Warden
Requested By	PBJ Engineering, Design and Development LLC, for Christopher and Hyun H. Chung, owners.
Staff Reviewer	Leeman
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

A request to revise the preliminary plan and for final approval for a Commercial Planned Unit Development district located at 8267 Collins Road, at the corner of Collins Road and Highway 100, to permit a 13,403 square foot retail building, replacing a gas service station.

PLAN DETAILS

History

This commercial PUD was originally approved by Metro Council in 1987, for a 12,769 square foot retail use. The plan was subsequently revised by the Planning Commission to permit a convenience market, gas-station and car wash. The convenience market was demolished in July 2006, and the site is currently vacant.

Proposed Plan

The proposed plan includes a 13,403 square foot building for a flooring store. The building is to include 4,000 square feet of retail space, 3,442 square feet of office space, and 5,961 square feet of inventory space. The plan includes sidewalks along both Highway 100 and Collins Road, with a 10-foot scenic landscape easement along Highway 100.

The proposed revision does not exceed 10% of the total floor area last approved by the Metro Council. The Council approved plan in 1987, was for 12,769 square feet of retail, while the proposed plan is for 13,403 square feet.

Access and Parking

Access points remain consistent with the Council approved plan with one access point on Collins Road and a second access point onto Highway 100. Inventory space requires one parking space per 1,000 square feet, the retail space requires one parking space per 200 square feet and the office space requires one

COLLINS ROAD

LEARNING ROAD

PROPOSED BUILDING

ZONED: CN

PARCEL: 150.00
TAX MAP: 150
CHRISTOPHER W. CHUNG, EXOR
BOOK 0621, PAGE 3-4
R.O.D.C., TENNESSEE

ADDRESS: 8267 COLLINS ROAD

VIRGINIA SWEETSPICE - 8
3 GAL

FIRE POWER DWARF HANDMA - 22
3 GAL

NATCHEZ CrapeMYRTLE - 2
8' - 7' MIN

OTTO LUYKEN - 14
3 GAL

NELLIE R. STEVENS HOLLY - 4
6' MIN

SKIP LAUREL - 8
24' MIN

JAPANESE ZELKOVA - 1
2' CAL

SOUTHERN MAGNOLIA - 1
6' MIN

LEYLAND CYPRESS - 2
8' MIN

VARIEGATED LIRIOPE - 10
1 GAL - 12" O.C.

VIRGINIA SWEETSPICE - 7
3 GAL

NELLIE R. STEVENS HOLLY - 1
6' MIN

YOSHINO CHERRY - 1
2' CAL

OTTO LUYKEN - 3
3 GAL

YOSHINO CHERRY - 2
2' CAL

LEYLAND CYPRESS - 2
6' MIN

NELLIE R. STEVENS HOLLY - 1
6' MIN

ZONED: CL

TYPE 'A' LANDSCAPE BUFFER REQUIRED

145 LF TYPE 'A-3' LANDSCAPE BUFFER - 5' WIDE

4 CANOPY TREES

(2 UNDERSTORY SUBSTITUTED DUE TO OVERHEAD LINES)

1 UNDERSTORY TREES

12 SHRUBS

T.W. 800.0

B.W. 568.0

STATE HIGHWAY 100
(RIGHT-OF-WAY WIDTH VARIES)

180 LF TYPE 'A-2' SCENIC LANDSCAPE BUFFER - 10' WIDE

3 CANOPY TREES

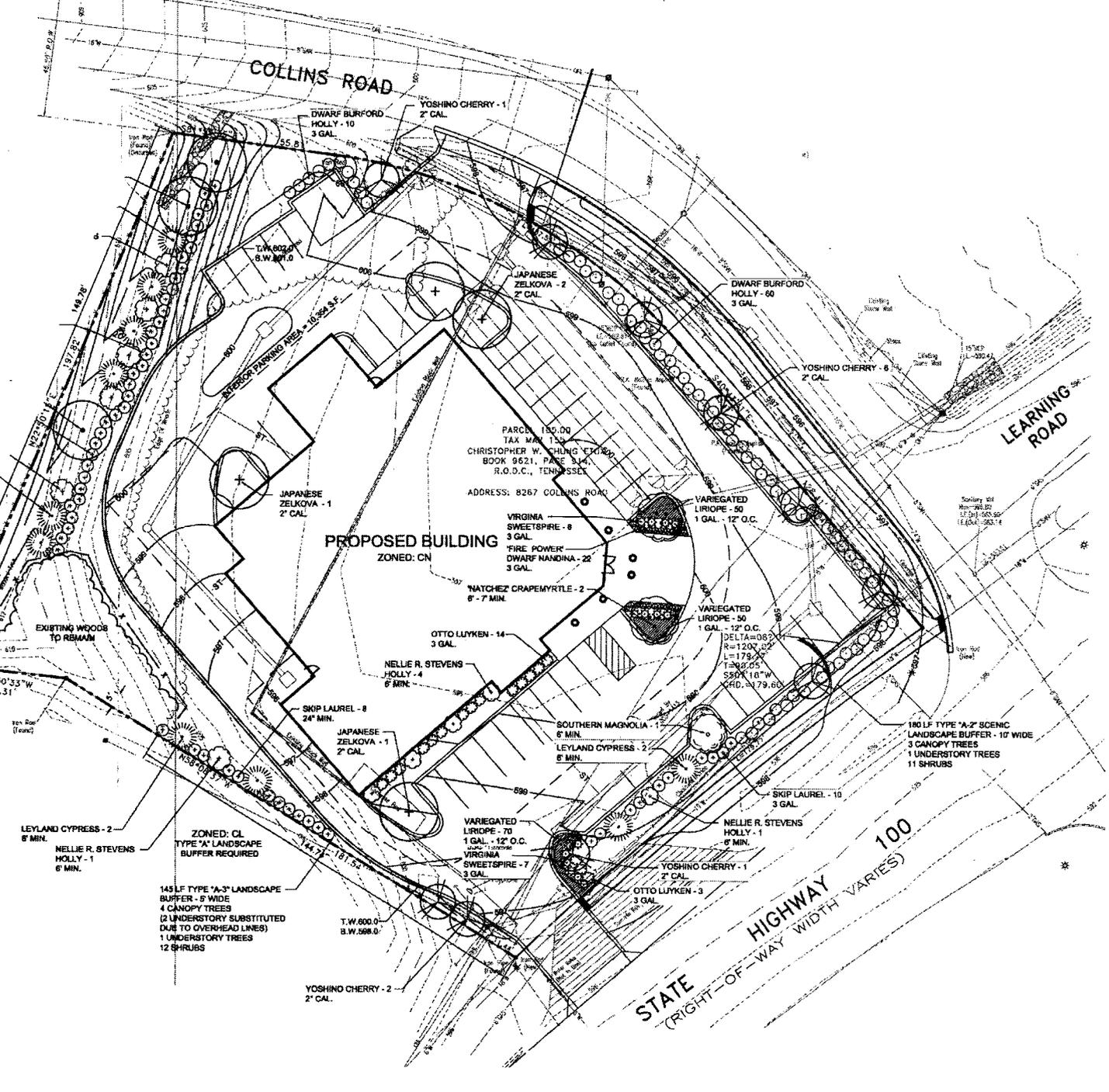
1 UNDERSTORY TREES

11 SHRUBS

EXISTING WOODS TO REMAIN

EXISTING PARKING AREA - 10,928 S.F.

Stationing 88
Sta. - 88.00
Sta. - 92.00
Sta. - 96.00
Sta. - 100.00





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space per 300 square feet for a total of 38 required parking spaces.

PUBLIC WORKS RECOMMENDATION

All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans. Final design and improvements may vary based on field conditions.

Show and dimension right of way along Collins Road. Label and dedicate right of way 30' from centerline to property boundary, consistent with the approved major street / collector plan.

Show and dimension right of way along Highway 100 at property corners. Dimension from centerline. Label and show reserve strip for future right of way, 50 feet from centerline to property boundary, consistent with the approved major street plan (S4 - 100' ROW).

Remove driveway connection from the Collins Road/ Learning Lane intersection.

STORMWATER RECOMMENDATION

1. According to Metro GIS information, the existing 15-inch RCP and headwall shown on the Demolition Plan C1.3 is a culvert diagonally crossing Collins Road. It terminates at the corner of Collins and Learning Road into the ditch on the north side of Learning Road. The Metro GIS information based on field information indicates that the size is actually 18-inch.
2. Add a note on the Erosion Prevention and Sediment Control (EPSC) Plan sheet requiring the contractor to provide an area for concrete wash down and equipment fueling in accordance with Metro CP-10 and CP-13, respectively. Contractor to coordinate exact location with NPDES department during preconstruction meeting.
3. Provide Final Stabilization measures for all disturbed areas on the final Grading and Drainage Plan, C3.1.
4. Provide final grading slopes 3:1 or greater with approved MWS erosion control matting.



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5. Final Design Calculations to be stamped, signed and dated by a Tennessee P. E. The property survey provided did not have the surveyor's stamp.
6. The proposed 24-inch RCP culvert outlet is shown in different locations on sheets C2.1 and C3.1. The pipe on Sheet C3.1 extends to the water quality buffer of the receiving stream. If enclosure of the ditch is intended, MWS policy does not approve enclosure of an open ditch, exceptions include that the enclosure is due to a safety concern or the ditch capacity is extended.
7. Provide the discharge outflow velocity and include outlet protection detail.
8. The pipe size, material, and slope for the proposed pipe under Collins Road were not shown on the sheet C3.1.
9. The Sediment Trap storage volume must include 134 cubic yards per acre for settling and an additional 45 cubic yards per acres for sediment storage. The discharge must have outlet protection in place and shown on the EPSC sheet.
10. Sheet C2.1 drawing does not include the Underground Sand Filter. Underground detention structures from a previous design are shown.
11. The ditch located on the north side of the property should have side slopes of 3:1 or less. Provide geotextile lining to prevent erosion. Reference Metro Stormwater Manual, Volume 4, PESC-02. How will the ditch enter the existing roadside ditch?
12. The design calculations provided indicate three runs of Stormtech. The detention pipe system on sheet C3.1 appears to be two 48-inch pipes, 90 and 100 feet respectively.
13. For the drainage system including and through the underground detention pipes and sand filter, provide pipe flow, capacity, full flow velocity, Manning's n, pipe slope, and hydraulic grade line at each structure for the 10-year storm event. Provide a Drainage Table showing all structures. The drainage calculations provided only included three pipes and some sizes, lengths, and slopes listed do not match the information given on sheet C3.1.
14. From the design calculations, the total site area is 1.32 acres; the proposed impervious area is 0.96 acres. These numbers result in a percent impervious



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area of 72.7%. The percent impervious area used in the Stormtech System WQv calculations is 68.8%. The underground sand filter calculations use a value of 72.2%.

15. From the underground sand filter calculations, the volume provided is based on the outside dimensions of the sand filter. Use the inside dimensions, less the concrete wall widths, to determine the volume provided.
16. Elevations of the inlet, temporary ponding, and permanent pool were not included in the Underground Sand Filter drawing. The elevations should be listed in the drainage system calculations. Provide the length dimension of the forebay (permanent pool).
17. Provide additional sand filter calculations for the volumes of the forebay, forebay surface area, and temporary storage volume. The equations are provided in PTP-11 in the Metro Stormwater Manual.
18. Provide the size of the underdrain perforated pipes and place the pipes in an 11" gravel jacket. Place filter fabric between the sand and gravel jacket. Provide a cross section of the filter bed.
19. Provide a bypass of the sand filter for the 100-year storm event.
20. The silt fences are shown on the drawings crossing contour lines. Such placement may result in increasing erosion rather than preventing it. Place silt fences along contour lines.
21. A Long Term Maintenance Plan will be required after final technical review and prior to issuance of the Grading Permit. The plan must contain at a minimum the following:
 - a. The completed Inspection and Maintenance Agreement. A blank copy of this form is the Metro Stormwater Manual, Volume 1, Appendix C.
 - b. Description and locations of stormwater system components to be inspected, prepared by the engineer.
 - c. Schedule of inspections and the techniques used to inspect and maintain the stormwater system BMPs.



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- d. Where and how the trash, sediment and other pollutants removed from the stormwater system will be disposed.
- e. Schematics of BMPs located on the site.
22. The plan is usually completed during the Technical Review when the BMP and Water Quality Structures are reviewed.

STAFF RECOMMENDATION

The plan is consistent with the originally approved concept and staff recommends approval with conditions.

CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
4. Prior to any additional development applications for this property, and in no event later than 120 days after the date of conditional approval by the Planning Commission, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. Failure to submit a corrected copy of the preliminary PUD within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.