



Request

Adopt the following proposed plan:
***Parkwood – Union Hill Community Plan:
2006 Update***

Associated Cases
Council Districts
School Districts
Requested by
Staff Reviewer
Staff Recommendation

None
3-Hunt, 4-Craddock, 8-Hart, 10-Ryman
1- Thompson, 3-Garrett
Staff
Eadler/Thakkar
Adopt plan as proposed

PUBLIC PARTICIPATION

Staff conducted a total of nine meetings in the community between March and July of 2006 for this plan. Although attendance at some of the community meetings was 35-40 people, low attendance at others led staff to schedule additional meetings at different locations. Staff estimates that, overall, more than 90 different individuals attended and participated in at least one of those meetings.

HIGHLIGHTS
Land Use Element

Parkwood – Union Hill Community Plan: 2006 Update
Substantively, the land use and intensity differences between the proposed plan and the 1995 plan it will replace are minimal in many areas. The vast majority of established rural, urban, and suburban residential areas and those committed to residential uses in the 1995 plan are envisioned to remain as such. Nonresidential areas along Dickerson Pike in the 1995 plan are envisioned to evolve to a greater mixture of uses in the proposed plan with few exceptions. In other nonresidential areas, such as the mixed commercial concentration in the vicinity of I-24 and Old Hickory Blvd., and the industrial areas between Brick Church Pike and I-24 north of Briley Pkwy, and on the west side of Springfield Hwy north of Goodlettsville, the vision remains the same as the 1995 plan.

Much of the difference between the two plans is a change in appearance that results from the use of the newer structure plan policies that are applied to the neighborhoods and corridors identified for design plans. The highlights of the proposed plan are as follows:

- A major focus of the plan is the Dickerson Pike corridor because of its importance as a transportation artery and its role as the community’s main service center. Community and business participants encouraged efforts to guide the development along Dickerson Pike



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to avoid recreating another Gallatin Pike or Nolensville Pike strip arterial. The plan includes detailed land use policies for the corridor. They are aimed at creating a major mixed-use node at Dickerson Pike and Briley Pkwy; smaller mixed-use nodes with residentially-oriented services at key entrances to residential areas; and mixed, mainly employment-oriented businesses, civic and public benefit activities and residential uses between nodes. Development principles are also provided to guide the character of development in the corridor. These principles emphasize land use compatibility; pedestrian- bicycle- and transit-friendly design; and attractive appearance of the corridor. The preparation of a “streetscape” plan for the corridor is recommended.

- ❑ Preservation and protection of the vast majority of the community’s existing rural and environmentally sensitive areas and its established, predominantly suburban, residential areas are major goals of the plan. Rezoning is recommended for areas where the existing zoning does not reflect the area’s established character and preservation is intended.
- ❑ Opportunities are provided mainly in the southern portion of the community for residential growth other than scattered rural development. Those opportunities include land that is undeveloped and suitable for urban and suburban intensity. Some of these areas are designated for conventional suburban type development. Others are intended for more urban “walkable” neighborhood type development and are the areas for which detailed design planning would be required. Significant opportunities are also provided in the Dickerson Pike corridor where a greater mixture of residential and nonresidential uses is envisioned. Zoning tools such as Urban Design Overlays or the Specific Plan district will be used to ensure that through careful urban design, subsequent development contributes to the larger sense of community and distinctive place and responds to both pedestrian and vehicle needs.
- ❑ Economic development is envisioned mainly through the intensification of already established and committed areas of mixed and nonresidential development, mainly at major nodes along the Dickerson Pike corridors and in the other nonresidential areas mentioned above.



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Transportation Element

- ❑ The plan encourages design that provides opportunities for more active lifestyles and promotes the health and well-being of the community's residents. More mixed use development, more compact residential development, additional parks, and pedestrian-oriented transportation system improvements are all aimed at fostering more active living.
- ❑ The plan includes seven "special policy areas" that address a variety of concerns including preserving the historically significant former Union Hill elementary school, rezoning to preserve established neighborhood character, and promoting a high level of design in the development along Dickerson Pike.

For enhanced multi-modal travel, traffic relief, and greater pedestrian friendliness, selective major street widening and intersection projects, transit, bikeways, more sidewalks, greenways, and traffic management/ calming projects are recommended throughout the community.

- ❑ The plan recommends deleting certain currently planned collector streets because provision of them appears unlikely. It also recommends re-evaluation of the plan to 4-lane Due West Ave. between I-65 and Dickerson Pike. These recommended changes have not yet been adopted as amendments to the official Major and Collector Street Plans. Official adoption of the community plan transportation element is recommended to be done as part of the network analysis and overall synchronization of the community plans and the Major and Collector Street Plans.
- ❑ The plan stresses the importance of providing connectivity of the street network and recommends a minimum level of connectivity in areas envisioned to develop in the future.
- ❑ The plan encourages a development pattern more supportive of transit service along Dickerson Pike.

Open Space Element

The community contains a regional park (Cedar Hill) and several neighborhood parks. The plan recognizes the absence of and need for community parks, and additional neighborhood parks as required by new development. It also envisions a network of greenways, but notes that the main importance of greenways in the northern rural section of the community is for conservation of open space that remains in private ownership, rather than areas accessible to the public.



Project No.
Project Name
Council Bill
Council District
School Board District
Requested By
Deferrals

Zone Change 2006SP-152U-13
Nolensville Road Automart
None
16 – Neighbors
7 – Kindall
Ronald J. and Alfred J. Haslip, owners
This request was deferred at the September 14, 2006, Planning Commission meeting to give the applicant time to work out issues with area property owners.

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST

Preliminary Final Development Plan

A request to change approximately 0.82 acres from Commercial Services (CS) to Specific Plan (SP) zoning, and approval of the final development plan to permit the expansion of an existing "Automobile Sales Used," and "Automobile Services," on property located at 2721 and 2725 Nolensville Pike and 2722 Grandview Avenue.

Existing Zoning
CS district

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

Proposed Zoning
SP district

Specific Plan is a zoning district category that provides for additional flexibility of design, including the relationship of buildings to streets, to provide the ability to implement the specific details of the General Plan.

- The SP District is a base zoning district, not an overlay. It will be labeled on zoning maps as "SP."
- The SP District is not subject to the traditional zoning districts' development standards. Instead, urban design elements are determined **for the specific development** and are written into the zone change ordinance, which becomes law.
- Use of SP **does not** relieve the applicant of responsibility for the regulations/guidelines in historic or redevelopment districts. The more stringent regulations or guidelines control.



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- Use of SP **does not** relieve the applicant of responsibility for subdivision regulation and/or stormwater regulations.

SUBAREA 11 COMMUNITY PLAN

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 intent of this policy is to stabilize the current condition, prevent additional expansion along the arterial, and ultimately redevelop into more pedestrian-friendly areas.

Industrial and Distribution (IND)

IND policy is intended for existing and future areas of industrial and distribution development. Most types of industrial and distribution uses are found in this policy category including: storage, business centers, wholesale centers, and manufacturing. Certain support uses such as sales, service, and office facilities will also be present in IND areas. On sites for which there is no endorsed campus or master plan, an Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in this policy area.

Consistent with policy?

Yes. The request is consistent with the area’s Commercial Arterial Existing and Industrial and Distribution policies. In addition, the proposed use already exists and the request is merely for an expansion of the existing use.

In addition to consistency with the General Plan, staff also considers:

- i. the number and concentration of similar uses in the area under consideration;
- ii. the impact of the use relative to the surrounding properties and the intent of the land use policy category for that area, and
- iii. if site improvements are needed to ensure that the development will enhance the area.

The segment of Nolensville Pike between Thompson Lane and I-440 currently has at least 11 active and vacant (but nonconforming and available for reopening) used auto sales operations. Of these eleven, the applicant owns two. The applicant proposes to consolidate the



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two locations (and close one) resulting in a reduction of one in the number of used auto sales facilities, although not necessarily the actual amount of square footage allocated to auto sales.

PLAN DETAILS

Background

In April 2006, Metro Council passed legislation that defines different types of “auto uses” and designates which auto uses will be allowed in which zoning districts. With this legislation, used car lots are designated to the SP (Specific Plan), and industrial (IWD, IR and IG) zoning districts. While the new legislation allows for used car lots to be located in all industrial zoning districts by right, other areas require a SP, which is its own zoning district (for more details on the SP see above). Staff’s review of the SP is to ensure that the request is consistent with area policies, and that it will not have any negative impact on the surrounding area, and, if needed, to require certain site design requirements or other improvements in association with the zoning change.

Site Plan

This site is currently developed with a used automobile lot, and this request is for the expansion of the existing use.

Currently there are three separate structures located within the proposed SP district. As proposed, the existing 4,900 square foot building located at the corner of McClain Avenue and Nolensville Road will be demolished, as well as will a smaller 192 square foot storage building. The proposed site plan calls for the third existing 1,200 square foot office building to remain, as well as the construction of a new 2,000 square foot building for a total of 3,200 square feet of building area.

Access

The front two lots along Nolensville Road and the third lot along McClain Avenue are separated by a public alley. Access for the front two lots will be at the two existing locations at Nolensville and McClain with a third access point from the public alley. The rear lot will be access from McClain Avenue and from the public alley.



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Staff Recommendation

Staff recommends that the request be approved with conditions.

RECENT REZONINGS

None

PUBLIC WORKS RECOMMENDATION

1. 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.
2. Show and dimension right of way along Nolensville Road at property corners. Label and show reserve strip for future right of way, 54 feet from centerline to property boundary, consistent with the approved major street plan (U6 - 108' ROW).

Typical Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.82	n/a	3,200	95	12	83

Typical Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR	Total Square Feet	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.82	0.6	21,431	408	55	103

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
Vehicular Sales (0)	0.82	n/a	3,200	107	7	9

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
--				12	-5	-74

CONDITIONS

1. To ensure that the potential number of used car sale facilities are not increased in this corridor, the applicant shall present evidence that the existing used auto sales facility at 2624 Nolensville Pike will be closed and not reopened for automobile sales,



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services or repair during the 2 year nonconforming status period of the current lot.

2. The proposed knee wall design shall be amended and approved by the planning staff prior to issuance of any building or use permit for the property. The knee wall shall be constructed along Nolensville Pike and McClain Ave (from Nolensville Pike and the alley). The revised design shall consist of a knee wall of a minimum 24 inch height and the wall shall be constructed of either: concrete, stone, split-faced masonry or other similar material; or pillars with vertical pickets of wrought iron or similar material between the pillars.
3. Along McClain Ave and Grandview Ave adjacent to the property, the applicant shall construct a sidewalk that meets current Metro standards for construction. Any damage to the sidewalk along Nolensville Pike shall be repaired by the applicant.
4. All light and glare shall be directed on-site to ensure surrounding properties are not adversely affected by increases in direct or indirect ambient light
5. All performance and development standards not specifically listed in the SP shall be the same as if the property were zoned CN.
6. The property may also be for any uses permitted in the CN zoning district.
7. No chain link fence shall be within 25 feet of any public right of way. No razor wire, barbed wire, or similar materials shall be allowed on the property.
8. The monument signage shown on the site plan shall be the only free standing signage. Any additional signage shall be on the face of the building. Pole-mounted signs shall not be permitted.
9. Landscaping shall be provided on site, and must be approved by planning staff prior to the issuance of any building permits. Interior landscaping requirements of the Zoning Code (Chapter 17.24) shall be met, including a minimum 8 percent of



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interior landscaping. For the purpose of determining landscaping requirements, CS zoning should be used to determine the minimum required amount of landscaping as per Chapter 17.24.

10. Any adjacent right of way shall include a sidewalk that meets current Metro standards for construction. If there is not an adjacent sidewalk or if the condition of the existing sidewalk is inadequate per current Metro standards for construction, a new sidewalk shall be constructed by the applicant.
11. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
12. Any adjacent right of way shall include a sidewalk that includes a planting strip and meets all other current Metro standards for construction. If there is not an adjacent sidewalk or if the condition of the existing sidewalk is inadequate per current Metro standards for construction, a new sidewalk shall be constructed by the applicant.
13. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
14. The requirements of the Metropolitan 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.
15. 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.



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16. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



Project No.
Council Bill
Council District
School District
Requested by
Deferrals

Zone Change 2006Z-008U-08
None
19 – Wallace
5 – Porter
2120 Partners LLC, applicant/owner
This request was deferred at the August 10, 2006, agenda to allow time for applicant to obtain approval from MDHA. The development plan for this request was approved by MDHA on September 19, 2006.

Staff Reviewer
Staff Recommendation

Swaggart
Approve

APPLICANT REQUEST

A request to change approximately 1.52 acres from office and residential (OR20) and single-family and duplex (R6) to mixed use general (MUG) properties located at Hume Street (unnumbered) and 8th Avenue North (unnumbered).

Existing Zoning
OR20 District

Office/Residential is intended for office and/or multi-family residential units at up to 20 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
MUG District

Mixed Use General is intended for a moderately high intensity mixture of residential, retail, and office uses.

**NORTH NASHVILLE
COMMUNITY PLAN**

Corridor Center (CC)

CC 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 CC areas include single- and multi-family residential, offices, commercial retail and services, and public benefit uses. An accompanying Urban Design or Planned Unit



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Salem Town Detailed Neighborhood Development Plan Mixed Use (MU)

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.

MU is intended for buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and/or residential above.

The plan for this area further recommends that development be mid – rise (4-6 stories), and that corner lot building be built to the sidewalk to provide a “Main Street” character. When possible, on-street parking should be provided.

Consistent with Policy?

Yes. The proposed MUG zoning district allows for the kind of uses called for in the North Nashville Community Plan and the Salem Town Detailed Neighborhood Design Plan. While detailed plans such as a PUD or SP are typically required for zone changes in areas with Community Center and Mixed Use policies, a PUD or SP is not being required with this request. This is because the request is located within the Phillips – Jackson Street Redevelopment District. Developments within redevelopment districts require plans to be approved by MDHA. In its design review process, MDHA has agreed to include the area’s policy and Detailed Neighborhood Design Plan, which were adopted by the Planning Commission. The MDHA design review committee recently approved the development plan for this property on September 19, 2006.

Recommendation

Since the development plan was approved by MDHA, staff recommends that the request be approved.

PUBLIC WORKS RECOMMENDATION

A TIS is required at development.



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Typical Uses in Existing Zoning District: OR20/R6

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	1.52	6.18	9*	86	7	10

*Assumes all 1.52 acres is R6

Typical Uses in Proposed Zoning District: MUG

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.52	0.184	12,183	263	35	93

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
--	1.52			177	28	83

Maximum Uses in Existing Zoning District: OR20/R6

Land Use (ITE Code)	Acres	Density	Total Number of Lots	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	1.52	6.18	9	86	7	10

*Assumes all 1.52 acres is R6

Maximum Uses in Proposed Zoning District: MUG

Land Use (ITE Code)	Acres	FAR	Total Square Footage	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.52	3.0	198,634	2253	324	302

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
--	1.52			2167	317	292



Project No. **Zone Change 2006Z-140U-10**
Council Bill None
Council District 25 – Shulman
School District 8 – Fox
Requested by Councilmember Shulman for various property owners
Deferrals This request was deferred from the August 24, 2006, Planning Commission meeting because public hearing signs had not been posted in compliance with the Planning Commission rules.

Staff Reviewer Swaggart
Staff Recommendation *Approve*

APPLICANT REQUEST **A request to change approximately 10.41 acres from single-family, and two-family (R10) to single-family residential (RS10) on various properties located on 22nd Avenue South.**

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
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.

GREEN HILLS/MIDTOWN COMMUNITY PLAN

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.

Consistent with Policy?
Yes. The requested RS10 is consistent with the area’s RLM policy of 2 to 4 dwelling units per acre. Since the requested RS10 district is consistent with the area’s RLM policy, staff recommends that the request be approved.

Application Fee
There are 36 properties in this request, and the total fee would be \$1,254. If each property owner was to file a



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Zone Change application individually, the total fee would be \$43,220.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

METRO SCHOOL BOARD REPORT

As this request to change to single-family district represents a down zoning, the number of expected students would be equal to or less than what the current zoning allows.



Project No.	Zone Change 2006Z-143U-10
Associated Case	None
Council Bill	None
Council District	25 – Shulman
School District	8 – Fox
Requested by	Councilmember Shulman for various property owners
Deferrals	This request was deferred from the August 24, 2006, Planning Commission Meeting because public hearing signs had not been posted.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST	A request to change approximately 31.25 acres from single-family, and two-family (R20) to single-family residential (RS20) on various properties located East of Hilldale Drive, and north of Abbott Martin Road
Existing Zoning R20 district	<u>R20</u> 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 RS20 district	<u>RS20</u> requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre.

GREEN HILLS/MIDTOWN COMMUNITY PLAN	
Residential Low (RL)	<u>RL</u> policy is intended to conserve large areas of established, low-density (one to two dwelling units per acre) residential development. The predominate development type is single-family homes.
Consistent with Policy?	Yes. The requested RS20 is consistent with the area’s RL policy of one to two dwelling units per acre. There are 54 properties in this request.
Application Fee	There are 54 properties in this request, and the total fee would be \$1,462. If each property owner was to file a Zone Change application individually, the total fee would be \$64,800.



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**PUBLIC WORKS
RECOMMENDATION**

No Exceptions Taken

**METRO SCHOOL BOARD
REPORT**

As this request to change to single-family district represents a down zoning, the number of expected students would be equal to or less than what the current zoning allows.



Project No. Zone Change 2006Z-144U-10
Associated Case None
Council Bill None
Council District 25 – Shulman
School District 8 – Fox
Requested by Councilmember Shulman for various property owners
Deferrals This request was deferred from the August 24, 2006 Planning Commission Meeting because public hearing signs had not been posted.

Staff Reviewer Swaggart
Staff Recommendation Approve

APPLICANT REQUEST A request to change approximately 5.71 acres from single-family and two-family residential (R40) to single-family residential (RS40) on various properties located on the north side of Battery Lane.

Existing Zoning
R40 district
R40 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.

Proposed Zoning
RS40 district
RS40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre.

GREEN HILLS/MIDTOWN COMMUNITY PLAN

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

Consistent with Policy?
Yes. The requested RS40 is consistent with the area’s RL policy of one to two dwelling units per acre. Since the requested RS40 district is consistent with the area’s RL policy, staff recommends that the request be approved. There are four properties in this request.

Application Fee
There are four properties in this request, and the total fee would be \$1,207. If each property owner was to file a



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Zone Change application individually, the total fee would be \$4,800.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

METRO SCHOOL BOARD REPORT

As this request to change to single-family district represents a down zoning, the number of expected students would be equal to or less than what the current zoning allows.



Project No.	Planned Unit Development 2005P-017G-06
Project Name	Shoppes on the Harpeth, Lot 1
Associated Case	None
Council Bill	None
Council District	35 - Tygard
School Board District	9 - Warden
Requested By	Dale and Associates, applicant for Tampa Bay Briarwood Associates, property owner.
Deferral	This item was deferred at the September 14, 2006, Planning Commission meeting at the request of the applicant.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer until Stormwater has completed its technical review, and Stormwater Committee has made a recommendation on applicant's request to disturb area within storm water buffer.</i>

APPLICANT REQUEST	
Final PUD	A request for final approval for Lot 1 of a commercial Planned Unit Development district located between Highway 100 and Old Harding Pike, zoned CL, (1.09 acres), to permit the development of a 4,100 square foot bank.

PLAN DETAILS	
Site Plan	The plan calls for a 4,100 square foot bank with four drive-thru lanes.
Access	Access for this portion of the PUD will be provided from private streets within the development. As proposed, lots 2 and lot 5 must be constructed to allow for access into this site. Building permits should not be issued for this section of the Planned Unit Development until such time that road construction for lots 2 and 5 has been adequately completed to provide sufficient ingress/egress.
Preliminary Plan	The preliminary plan was recently revised and approved by the Planning Commission at the August 24, 2006, meeting. As proposed, the site plan is consistent with the last approved preliminary plan.
Staff Recommendation	Defer until Stormwater has completed its technical review, and Stormwater Committee has made a



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recommendation on applicant's request to disturb area within storm water buffer.

PUBLIC WORKS RECOMMENDATION

1. Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions. Submit construction plans for offsite improvements.
2. Document adequate sight distance at project access. Indicate the amount of sight distance at each project access, and if adequate site distance per AASHTO for the posted speed limit.
3. Show and dimension right of way along Highway 100 and Old Harding Pike at property corners.
4. Roadway improvements shall be coordinated with roadway construction for the Temple Rd TDOT project and the Harpeth Village PUD development. Highway 100 roadway improvements to be approved by TDOT.
5. Developer shall submit a signal coordination study in order to optimize traffic flow on Old Harding Rd and Hwy 100.

STORMWATER RECOMMENDATION

Defer until Stormwater has completed its technical review, and Stormwater Committee has made a recommendation on applicant's request to disturb area within storm buffer.

CONDITIONS

1. Building permits shall not be issued for this section of the Planned Unit Development until such time that road construction for lots 2 and 5 have been adequately completed to provide sufficient ingress/egress.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
3. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan



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Department of Public Works for all improvements within public rights of way.

4. The requirements of the Metropolitan 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. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees.
5. 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.
6. 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.
7. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



Project No. **Planned Unit Development 2005P-017G-06**
Project Name **Shoppes on the Harpeth, Lot 2**
Associated Case None
Council Bill None
Council District 35 - Tygard
Council District 9 - Warden
School Board District
Requested By Dale and Associates, applicant for Tampa Bay
 Briarwood Associates, property owner.

Deferral This item was deferred at the September 14, 2006, Planning Commission meeting at the request of the applicant.

Staff Reviewer Swaggart
Staff Recommendation *Defer until Stormwater has completed its technical review, and Stormwater Committee has made a recommendation on applicant's request to disturb area within storm water buffer.*

APPLICANT REQUEST
Final PUD

A request for final approval for Lot 2 of a commercial Planned Unit Development district located between Highway 100 and Old Harding Pike, zoned CL, (1.28 acres), to permit the development of a 3,600 square foot restaurant.

PLAN DETAILS

Site Plan The plan calls for a 3,600 square foot restaurant.

Access Access for this portion of the PUD will be provided from private streets within the development. As proposed, lot 5 must be constructed to allow for access into this site. Building permits shall not be issued for this section of the Planned Unit Development until such time that road construction for lot 5 has been adequately completed to provide sufficient ingress/egress.

Preliminary Plan The preliminary plan was recently revised and approved by the Planning Commission at the August 24, 2006, meeting. As proposed, the site plan is consistent with the last approved preliminary plan.

Staff Recommendation Defer until Stormwater has completed its technical review, and Stormwater Committee has made a



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recommendation on applicant's request to disturb area within storm water buffer.

PUBLIC WORKS RECOMMENDATION

1. Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions. Submit construction plans for offsite improvements.
2. Document adequate sight distance at project access. Indicate the amount of sight distance at each project access, and if adequate site distance per AASHTO for the posted speed limit.
3. Show and dimension right of way along Highway 100 and Old Harding Pike at property corners.
4. Roadway improvements shall be coordinated with roadway construction for the Temple Rd TDOT project and the Harpeth Village PUD development. Highway 100 roadway improvements to be approved by TDOT.
5. Developer shall submit a signal coordination study in order to optimize traffic flow on Old Harding Rd and Hwy 100.

STORMWATER RECOMMENDATION

Defer until Stormwater has completed its technical review, and Stormwater Committee has made a recommendation on applicant's request to disturb area within storm buffer.

CONDITIONS

1. Building permits shall not be issued for this section of the Planned Unit Development until such time that road construction for lot 5 has been adequately completed to provide sufficient ingress/egress.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
3. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan



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Department of Public Works for all improvements within public rights of way.

4. The requirements of the Metropolitan 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. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees.
5. 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.
6. 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.
7. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



Project No. **Planned Unit Development 2005P-017G-06**
Project Name **Shoppes on the Harpeth, Lots 4 and 5**
Associated Case None
Council Bill None
Council District 35 - Tygard
Council District 9 - Warden
School Board District
Requested By Dale and Associates, applicant for Tampa Bay Briarwood Associates, property owner.

Deferral This item was deferred at the September 14, 2006, Planning Commission meeting at the request of the applicant.

Staff Reviewer Swaggart
Staff Recommendation *Defer until Stormwater has completed its technical review, and Stormwater Committee has made a recommendation on applicant's request to disturb area within storm buffer.*

APPLICANT REQUEST
Final PUD

A request for final approval for lots 4 and 5 of the commercial Planned Unit Development district located between Highway 100 and Old Harding Pike, zoned CL, (6.38 acres), to permit the development of a 12,600 square foot retail building, and a 26,400 square foot retail building.

PLAN DETAILS

Site Plan The plan calls for a 12,600 square foot building on lot 4, and a 26,400 square foot building on lot five. Both buildings are for retail development.

Access The main access point for this PUD is from Highway 100, which is to be constructed with lot five. Since access for the rest of the PUD is dependent upon the construction of the road in lot five, then the road should be constructed so that adequate access can be provided for the entire PUD.

Preliminary Plan The preliminary plan was recently revised and approved by the Planning Commission at the August 24, 2006, meeting. As proposed, the site plan is consistent with the last approved preliminary plan.

Staff Recommendation Defer until Stormwater has completed its technical review, and Stormwater Committee has made a



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recommendation on applicant's request to disturb area within storm water buffer.

PUBLIC WORKS RECOMMENDATION

1. Any approval is subject to Public Works approval of the construction plans. Final design and improvements may vary based on field conditions. Submit construction plans for offsite improvements.
2. Document adequate sight distance at project access. Indicate the amount of sight distance at each project access, and if adequate site distance per AASHTO for the posted speed limit.
3. Show and dimension right of way along Highway 100 and Old Harding Pike at property corners.
4. Roadway improvements shall be coordinated with roadway construction for the Temple Rd TDOT project and the Harpeth Village PUD development. Highway 100 roadway improvements to be approved by TDOT.
5. Developer shall submit a signal coordination study in order to optimize traffic flow on Old Harding Rd and Hwy 100.

STORMWATER RECOMMENDATION

Defer until Stormwater has completed its technical review, and Stormwater Committee has made a recommendation on applicant's request to disturb area within storm buffer.

CONDITIONS

1. Roadway construction in lot 5 shall be adequately completed in order to provide access for other lots, prior to the issuance of building permits for lots 1, 2, and 4.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
3. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan



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Department of Public Works for all improvements within public rights of way.

4. The requirements of the Metropolitan 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. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees.
5. 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.
6. 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.
7. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



Project No. Zone Change 2006SP-034G-06
Project Name Traemoor Village
Associated Case None
Council Bill None
Council District 22-Crafton
School Board District 9 – Warden
Requested By Anderson, Delk, Epps and Associates, applicant for Beazer Homes Corporation, owner.

Staff Reviewer Swaggart
Staff Recommendation *Defer until the Stormwater Division’s technical review comments have been sufficiently addressed.*

APPLICANT REQUEST

Final Development Plan

A request for final development plan approval for property located at 7416 Charlotte Pike (22.98 acres), for the development of 121 multi-family units.

Zoning District

SP district

Specific Plan is a zoning district category that provides for additional flexibility of design, including the relationship of buildings to streets, to provide the ability to implement the specific details of the General Plan.

- The SP District is a base zoning district, not an overlay. It will be labeled on zoning maps as “SP.”
- The SP District is not subject to the traditional zoning districts’ development standards. Instead, urban design elements are determined **for the specific development** and are written into the zone change ordinance, which becomes law.
- Use of SP **does not** relieve the applicant of responsibility for the regulations/guidelines in historic or redevelopment districts. The more stringent regulations or guidelines control.
- Use of SP **does not** relieve the applicant of responsibility for subdivision regulation and/or stormwater regulations.

PLAN DETAILS

Site Plan

The plan calls for 121 multi-family units on approximately 22.98 acres with an overall density of approximately 5.3 units per acre. The development will be bounded to the north by Old Charlotte Pike, Old



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Preliminary Plan

Hickory Boulevard to the east, Charlotte Pike to the south, and Sawyer Brown Road to the west. Units front on internal private streets, with access being provided from Old Hickory Boulevard and Charlotte Pike.

The Commission approved the preliminary SP plan for this project on March 9, 2006, and placed a condition on the preliminary that the applicant work staff “to improve the site design, and specifically to front some of the townhome units onto the streets.” During discussion of the case, the Commission specifically suggested that perhaps some units could be oriented towards Sawyer Brown Road to create a more “community feel” along that road.

Staff has revisited this site to determine whether it is possible to orient units towards Sawyer Brown Road. The site is generally below the grade for Sawyer Brown Road. For units to front on Sawyer Brown, significant fill would be required. Due to the grade differences, staff feels that it would be inappropriate to require units to be oriented towards Sawyer Brown Road.

Staff does recommend, however, that the plans be revised to improve the site plan by adding an additional 5 foot to the proposed buffer yard along Sawyer Brown Road. This would bring the total buffer width to 15 feet.

Staff Recommendation

Defer until technical review comments have been sufficiently addressed.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

STORMWATER RECOMMEDATION

Defer until technical review comments have been sufficiently addressed.

1. Provide a copy of the NOC and fill in the NOI note on the plan set.
2. Provide easement documentation for the detention ponds and off-site drainage through site. If platted, easements won't be necessary at this point.
3. Provide roadway spread calculations and typical roadway cross-sections.
4. There are some inconsistencies between the Hydraflow report and the plan set. Please verify



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which values are correct. Value Label Hydraflow Plan Set Pipe Size Pipe 1 24" CMP 18" CMP Pipe Size Pipe 7 18" CMP 15" CMP Pipe Size Pipe 8 18" CMP 15" CMP Pipe Size Pipe 13 18" CMP 15" CMP Pipe Size Pipe 14 18" CMP 15" CMP Q Pipe 8 0.36 cfs 0.79 cfs Q Pipe 17 0.71 cfs 0.63 cfs Pipe Size Pipe 37 18" CMPA Q Pipe 37 2.00 cfs 2.46 cfs.

5. How were the flows obtained for the multiple span 12'x 5.5' slab bridge?
6. For outlet structure B does a K grate work for the top of a 42" x 84" structure?
7. Check weir lengths in calculations for each pond to ensure they match plans. Several inconsistencies were noticed.
8. List the 100-year floodplain elevation on the plan set.
9. List the FFE's for the buildings on the map. Residential buildings are required to have an FFE 4' above the 100-year floodplain.
10. Provide variance for all buffer disturbances.
11. Provide construction schedule and phasing information if project is expected to last more than 12 months.
12. List on the plan set where the roof drains tie into the storm system. Information is not provided for buildings 38-43, 23-37, 98-120 and 69-74.
13. Fill extends beyond area shown in cross-sections. Some fill is evident around box culvert area. Please revise.

CONDITIONS (if approved)

1. The buffer yard along Sawyer Brown Road shall be a minimum of 15 feet in width.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
3. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.



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4. The requirements of the Metropolitan 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. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
5. 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.
6. 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.
7. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



Project No.	Zone Change 2006SP-162G-04
Project Name	Myatt Drive Thornton's
Associated Case	None
Council Bill	None
Council District	9-Forkum
School Board District	3 – Garrett
Requested By	TRC International, applicant for Richard Bobbo, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST

Preliminary SP

A request to change 1.87 acres from single-family residential (RS7.5) to Specific Plan (SP) district at the southeast corner of Anderson Lane and Myatt Drive to allow the development of a 4,855 square foot convenience store and fuel station with 14 fuel pumps.

Existing Zoning

RS7.5 district

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

Proposed Zoning

SP district

Specific Plan is a zoning district category that provides for additional flexibility of design, including the relationship of buildings to streets, to provide the ability to implement the specific details of the General Plan.

- The SP District is a base zoning district, not an overlay. It will be labeled on zoning maps as “SP.”
- The SP District is not subject to the traditional zoning districts’ development standards. Instead, urban design elements are determined **for the specific development** and are written into the zone change ordinance, which becomes law.
- Use of SP **does not** relieve the applicant of responsibility for the regulations/guidelines in historic or redevelopment districts. The more stringent regulations or guidelines control.
- Use of SP **does not** relieve the applicant of responsibility for subdivision regulation and/or stormwater regulations.



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SUBAREA 4 COMMUNITY PLAN POLICY

Residential Low (RL)

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

Consistent with Policy?

No. The proposed convenience store and gas station are not consistent with the area’s residential policy. Anderson Lane is a clear dividing line between the Industrial and Distribution land use policy north of Anderson Lane and the residential policies south of Anderson. Introducing commercial along Myatt Drive south of Anderson Lane would not be appropriate, and would set a bad precedent for the area.

PLAN DETAILS

Site Plan

The plan calls for a 4,855 square foot convenience store and a covered fueling area with seven free standing pumps offering 14 fueling stations. Access will be provided from one location on Anderson Lane and two locations on Myatt Drive.

The proposed fuel station is a fairly large station. On the north side of Anderson Lane, directly across from this property there is an existing Mapco fuel center. The Mapco building is approximately 2,000 square feet and sits on .63 acres. While there is significant traffic in this area, the proposed fuel station is more appropriate along limited access highways.

Staff Recommendation

Because the requested commercial use is not consistent with the area’s residential policy, and could have a significant negative impact on the adjacent residential neighborhood, staff recommends disapproval.

PUBLIC WORKS RECOMMENDATION

Typical Uses in Existing Zoning District: RS7.5

Land Use (ITE Code)	Acres	Density	Total Number of	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single family detached (210)	1.87	4.94	9	114	16	13



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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
Gas Station with Convenience Market (945)	1.87	n/a	4,855	NA	377	468

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
--				NA	361	455



Project No.
Project Name
Council District
School District
Requested By

Subdivision 2006S-296G-06
Paul A. Justice, Minor Revision
35 – Tygard
9 – Warden
Duclos Survey and Design, Inc., applicant for Joanne Justice King and Paul A. Justice, owners

Staff Reviewer
Staff Recommendation

Swaggart
Approve, including a variance for depth to width.

APPLICANT REQUEST
Final Plat

A request for final plat approval to create 3 lots including a variance from lot width requirements on property located at 7833 and 7837 Highway 100.

Zoning
RS40

RS40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre.

SUBDIVISION DETAILS

History

A three lot subdivision was approved with conditions on this property by the Commission on September 22, 2005. That request proposed three lots with two flag lots. Flag lots are not typically encouraged since they create irregular lots and may be out of character with an area. A lot comparability analysis was also required for the request. All three of the lots failed for area and the two flag lots also failed for frontage.

While the request failed lot comparability, it did qualify for an exception, so staff worked with the applicant to address the flag lot scenario. Typically, flag lots do not work because they create back yards in front yards. With the river being at the rear of the lots, staff required that the homes on the flag lots be oriented towards the river. The requirement adequately addresses the orientation issue, while giving the applicants three lots, and was approved by the Commission, but was never recorded.

At the May 11, 2006, Planning Commission meeting the Commission approved the applicant,s request to remove the condition that required both flag lots to be oriented towards the river.

Site Plan

The current request will take the two existing lots and create three new lots. The lots will have the following area(s) and frontage(s):



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1. 65,684 square feet (1.5 ac), 100 ft.;
2. 40,041 square feet (.92 ac), 100 ft.;
3. 63,560 square feet (1.5 ac), 100 ft.

Lot Comparability

Although all three lots meet the RS40 lot area requirement, Section 2-4.7 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.” An exception can be granted if the lot fails the lot comparability analysis (is smaller in lot frontage and size) if the new lots would be consistent with the General Plan.

The lot comparability analysis for this area concluded that the minimum lot area is 87,555 square feet, and the minimum allowable lot frontage is 141 linear feet. All three proposed lots fail for area and frontage.

The land use policy for the area is Residential Low-Medium. Metro’s Land Use Policy Application (LUPA) recommends a density of two to four homes per acre for RLM policy. This proposal is below the density recommended for RLM policy, with an overall density of about 1.6 dwelling unit per acre.

Lot Width Variance Section 3-4(2)f.

Section 3-4(2)f. stipulates that the lot width at the front property line shall be at least 25 percent of the average lot depth. This would require that the approximate lot width for each lot along Highway 100 be at least 130 linear feet. Since the lots are along the Harpeth River and contain a significant amount of floodplain and floodway, staff recommends that a variance to Section 3-4(2)f be approved.

Staff Recommendation

Because the proposed lots are consistent with the area’s policy, and since three lots were previously approved on this site, staff recommends that the request be approved including an exception for lot comparability and a variance from Section 3-4(2)f.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken



Project No.	Subdivision 2006S-297U-14
Project Name	Barton Lane Subdivision
Associated Cases	None
Council District	15 – Loring
School District	04 – Glover
Requested By	Dale and Associates, applicant for Phillip Potter, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST	
Final Plat	A request for final plat approval to subdivide approximately 3.04 acres into four new lots located on the north side of Barton Lane.
Zoning	
RS15 district	<u>RS15</u> 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.
R15 district	<u>R15</u> 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.

SUBDIVISION DETAILS	
History	This request was originally approved with conditions at the September 8, 2005, Planning Commission meeting. Final plats expire after 180 days if they are not recorded. The plat was never recorded and has, therefore expired. Since the original plat has expired, then a new plat is required. The current request is identical to the original request.
Site Plan	As proposed, four new single-family residential lots will be created along the north side of Barton Lane. Lots will have approximately the following area(s): <ul style="list-style-type: none"> • Lot 1: 50,518 sq. ft. (1.16 acres); • Lot 2: 25,973 sq. ft. (.59 acres); • Lot 3: 25,863 sq. ft. (.59 acres); • Lot 4: 26,088 sq. ft. (.59 acres).
Access	Each lot will have access to Barton Lane, an existing public street.



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Sidewalks

The subdivision is located within the General Services District along an existing street; therefore, sidewalks are not required.

Staff Recommendation

Since the requested subdivision is consistent with the previously approved subdivision and meets all current regulations and policies, staff recommends approval.

TRAFFIC PUBLIC WORKS' RECOMMENDATION

No Exceptions Taken

WATER SERVICES RECOMMENDATION

Approvals are contingent upon Water Services' approval of construction plans.

CONDITIONS

1. The plat shall not be recorded until Water Services has approved construction plans.
2. Show 20' minimum pavement width along property frontage. If this 20' pavement width does not exist, then Barton Lane must be widened to accommodate this width of pavement. Prior to the issuance of any building permits, Barton Lane shall be upgraded as required by Metro Public Works.



Project No.	Subdivision 2006S-298G-04
Project Name	Moore Family Trust Property
Associated Cases	None
Council District	9 – Forkum
School District	3 – Garrett
Requested By	Wheatherfield and Associates, LLC, applicant for Lucy F. and Bobby H. Moore, owners
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST	
Final Plat	A request for final plat approval to subdivide approximately 8.68 acres into two new lots located at 1448 Neely’s Bend Road.
Zoning RS40 district	<u>RS40</u> requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre.

SUBDIVISION DETAILS	
Site Plan	The site plan calls for two new lots on approximately 8.7 acres with an overall density of approximately one unit per 4.3 acres. As proposed, the lots will have the following area(s) and frontage(s): <ol style="list-style-type: none"> 1. 77,288 square feet (1.7 ac), 256 feet; 2. 299,154 square feet (6.8 ac), 50 feet.
Flag Lot (Section 3-4(2)c).	As proposed lot two is a flag lot, and must be approved by the Planning Commission. The Subdivision Regulations state that residential flag lots shall not be permitted except the Planning Commission may waive the requirement if it finds that, due to unusual conditions, limited area for lot frontage on a street is available, or if all of the following conditions are met: <ol style="list-style-type: none"> 1. The proposed lots fit into the character of the area and are consistent with the general plan; 2. All minimum standards of the Zoning Code shall be met; 3. Up to three lots are proposed; 4. The residential unit on the lot with frontage comparable to other lots in the area shall face the street; 5. The flag lot private drive and/or access easement shall connect to a street;



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6. The flag lot private drive and/or access easement shall be at least ten feet wide for its entire length;
7. The flag lot shared access easement shall be part of one non-frontage lot and under the same ownership as that lot.

A majority of the rear portion of this property is in floodplain, and is within a Natural Conservation policy. Typically, areas within Natural Conservation are not suitable for development, and if developed should be low density (one unit per two acres). Since a majority of the rear section (lot 2) is in flood plain staff recommends that a note be placed on the face of lot 2 that no development be allowed within the floodplain except for the limited disturbance required for the construction of a greenway.

Environmental/Greenway

A greenway is identified across this property adjacent to the stream, and is part of the Cumberland Greenway Network. Prior to recordation, a Greenway Access and Conservation Easement must be identified and labeled on the plat. Dimensions, location must be approved by Metro Greenways.

TRAFFIC PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

STORMWATER RECOMMENDATION

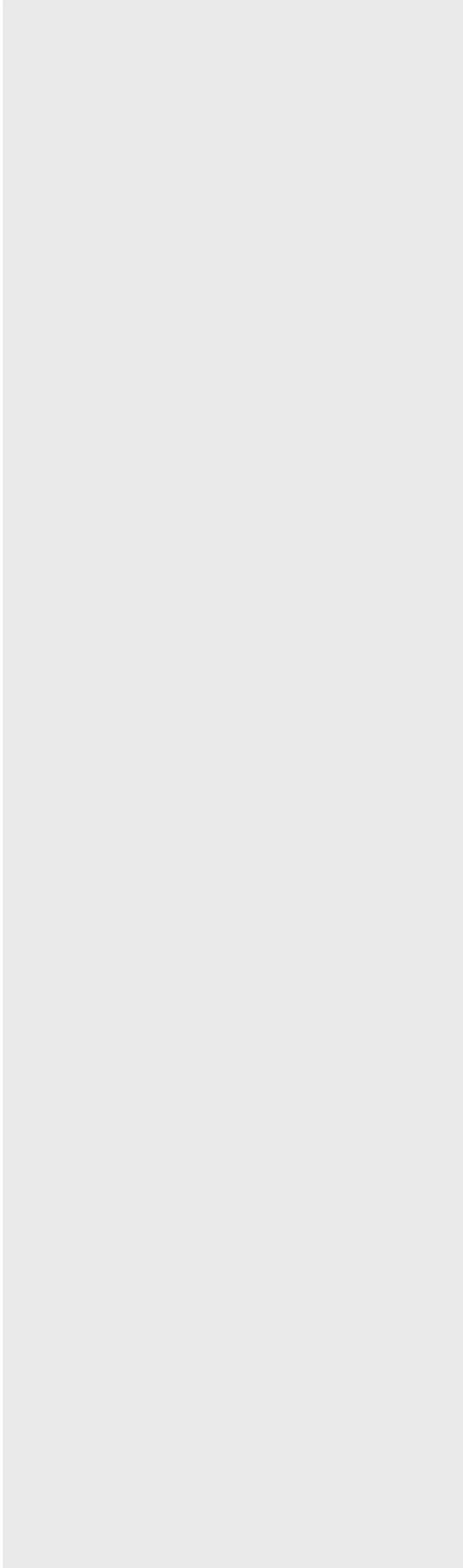
1. Set a minimum FFE for Lot 2, as it is affected by the 100 Year Flood. The minimum FFE for residential lots.
2. Show and label a public drainage easement for the creek. Refer to Table 6-1 from Volume 1 of the Stormwater Management Manual for the proper drainage easement width.

CONDITONS

1. A note shall be placed on the face of lot 2 stipulating that no development or disturbance be allowed within the floodplain except for the limited disturbance required for the construction of a greenway.



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2. Prior to recordation, a Greenway Access and Conservation Easement shall be identified and labeled on the plat. Dimensions and location must be approved by Metro Greenways.
3. All Stormwater comments above must be addressed prior to recordation.



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

Planned Unit Development 155-74-G-14
Larchwood Commercial (Thornton's)
None
14 – White
4 – Glover
TRC, International, applicant for Eller and Olsen Stone Company, owner

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Amend Preliminary PUD

A request to revise a portion of the preliminary plan for a Commercial Planned Unit Development located at 714 Stewarts Ferry Pike, classified CL (1.10 acres), to permit the development of a 4,634 square foot fuel station with 16 fuel pumps.

PLAN DETAILS
Site Plan

The plan calls for a 4,634 square foot convenience store/fuel center with 16 covered fuel pumps. Access will be provided at existing locations, including one at Blackwood Drive, and a second internal drive that connects to Percy Priest Drive. Currently, the site contains a 5,513 square foot building that was previously used for a restaurant. The site will provide 41 parking spaces and meets the minimum required parking spaces for this type of use in the Zoning Code.

Preliminary Plan

The original preliminary plan for this site was approved for a 5,328 square foot restaurant.

The overall PUD district was approved for approximately 400,900 square feet of various commercial, retail and convenience uses. Since the original preliminary for this site was approved for 5,513 square feet, then the requested 4,634 square feet will not increase the overall approved square footage within the PUD.

The requested use is permitted with conditions in the CL district. This type of use was approved in the original PUD, and is compatible with other uses within the PUD. Since the request use does not increase the approved floor area by more than 10 percent, and is consistent with the original PUD, the request is considered a revision and not an amendment.



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PUBLIC WORKS RECOMMENDATION

1. 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 construction plans. Final design and improvements may vary based on field conditions.
2. Align driveway along northern property line with adjacent drive to the north. Increase north driveway width to 24 ft. minimum.

STORMWATER RECOMMENDATION

Approved

CONDITIONS

1. Align driveway along northern property line with adjacent drive to the north. Increase north driveway width to 24 ft. minimum.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
3. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metropolitan Department of Public Works for all improvements within public rights of way.
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 adequate water supply for fire protection must be met prior to the issuance of any building permits. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the



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turn-around, including trees. The required turnaround may be up to 100 feet diameter.

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.
8. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



Project No.
Project Name

Planned Unit Development 114-78-U-12
Oak Hill Townhomes
(formerly McMurray Townhomes)

Council Bill
Council District
School Board District
Requested By

None
27 - Foster
2 - Brannon
Ragan-Smith Associates, applicant, for Gertrude Tibbs Ezell, owner

Staff Reviewer
Staff Recommendation

Leeman
Approve with conditions

APPLICANT REQUEST
Revised Preliminary and Final

A request to revise the preliminary plan and for final approval for Phases 1 and 2 to allow for a total of 206 townhomes on the 21.68 acre site, replacing 218 units previously approved. This proposal also includes access to McMurray Drive, as was previously approved in 2004 by the Planning Commission.

PLAN DETAILS
History:

This Residential PUD was originally adopted by the Metro Council in 1978. The Council-approved plan allowed for the development of 270 units with access onto McMurray Lane & McMurray Court. In 1985, the plan was revised by the Commission down to a 162-townhomes and an assisted-living facility. At is July 8, 2004, meeting, the Planning Commission approved a revision to the preliminary PUD plan to allow 218 units with access to McMurray Drive only, while the applicant’s plan called for 240 units with access to McMurray Court and McMurray Lane.

Proposed Plan 2006:

The current proposed plan includes a reduction in units from the 218 approved by the Planning Commission in 2004, to 206 townhomes. The plan is consistent with the 2004 Planning Commission action that called for all access to be onto McMurray Drive. McMurray Drive is a designated as a collector street on the adopted Major Street Plan. Connectivity to the north and west is not possible since development has already occurred in these areas. All internal driveways within this development are proposed to be private.

2006 Court Order:

This plan is also consistent with a Court Order requiring a maximum of 206 units with “an additional 83 parking spaces” within this development.



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PUBLIC WORKS RECOMMENDATION

Traffic Conditions from 2004 Preliminary Approval

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.

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

METRO STORMWATER RECOMMENDATION

Approved

CONDITIONS

1. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Section of the Metropolitan Department of Public Works for all improvements within public rights of way.
3. 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



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

4. The requirements of the Metropolitan 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. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
5. 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.
6. 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.
7. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



Project No.
Project Name
Council District
School District
Requested By

Planned Unit Development 64-85-P-05
Greenfield Plaza Kroger
8 – Hart
5 – Porter
The Kroger Company, applicant for Walter Johnson, owner.

Staff Reviewer
Staff Recommendation

Withers
Approve with conditions

APPLICANT REQUEST
Final PUD Site Plan

A request for final site plan approval for a Commercial Planned Unit Development district located at the southeast corner of Gallatin Pike and Greenfield Avenue, classified CL, (5.74 acres), to permit a new fuel center with 5 pumps and a service kiosk.

PLAN DETAILS

Earlier this year, the Greenfield Kroger PUD was amended to annex this property for the purpose of adding a Kroger fuel station. This is the final development plan so that construction may commence.

This fuel center is located at the northeast corner of Gallatin Pike and Shelton Avenue. The fuel center will have five pumps and a small kiosk. The fuel center will be accessed internally from the Kroger site and this plan removes the curb cuts on Gallatin Road and Shelton Avenue. Trees and landscaping are proposed along the street edges.

STORMWATER RECOMMENDATION

- Approve except as noted.
1. Provide Dedication of Easement, Detention Agreement and recording fee.
 2. Provide Map (72-02) on plans.
 3. For the erosion control, Dandy bag not accepted. Revise with a method listed within Volume 4.
 4. Need matting for slopes 3:1 or greater. Specify type to be used and add detail (TCP).
 5. For the storm structures, show how Pipes 1 – 5 connect to P 6.
 6. For the storm structures, Pipes 1 – 7 should be routed to the water quality unit. Redo. and provide updated calculations and drainage maps.
 7. Use correct As-Built Note.



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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.

FIRE MARSHAL RECOMMENDATION

Approve

CONDITIONS

1. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Section of the Metropolitan Department of Public Works for all improvements within public rights of way.
3. 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.
4. The requirements of the Metropolitan 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. If any cul-de-sac is required to be larger than the dimensions specified by the Metropolitan Subdivision Regulations, such cul-de-sac must include a landscaped median in the middle of the turn-around, including trees. The required turnaround may be up to 100 feet diameter.
5. 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.



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6. 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.
7. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



**Project No.
Project Name**

**Planned Unit Development 2004P-013G-12
Mill Creek Towne Centre, Lot 7 (Fifth Third
Bank)**

**Council District
School District
Requested By**

31 – Toler
2 - Brannon
Stock & Associates, for Legg Development, owner.

**Staff Reviewer
Staff Recommendation**

Withers
Approve with conditions

**APPLICANT REQUEST
Revision to Preliminary and
Final PUD**

A request to revise a portion of the preliminary and for final approval for the Commercial Planned Unit Development located along the east side of Nolensville Pike, at Concord Hills Drive, classified SCC, (1.1 acres) to permit a 4,117 square foot bank.

**PLAN DETAILS
History**

The original Mill Creek Towne Centre preliminary PUD was approved by the Metro Council in July 2004, which included single-family lots, townhomes, and a range of retail/restaurant uses. The final PUD was approved with conditions by the Planning Commission on March 24, 2005, for 45 single-family lots, 248 townhomes, and 236,851 square feet of retail, restaurant, and grocery store uses.

The preliminary PUD approved 3,851 square feet of general retail or restaurant in this location. The current proposal for a bank is keeping with the original intent, and although it is slightly larger than the previously approved building, it does not exceed the 10% allowable increase in square footage for the PUD.

Site Layout, Access, & Parking

The submitted PUD plan shows the building on Lot 7, with associated surface parking located around it on three sides with the drive-thru tellers located to the rear. Two ingress/egress points are located off the internal access road in the PUD.

Sidewalks

The required sidewalk along the north side of Nolensville Road has been bonded with the previous final plat.

**STORMWATER
RECOMMENDATION**

Approve



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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.

FIRE MARSHAL RECOMMENDATION

Approve

CONDITIONS

1. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Section of the Metropolitan Department of Public Works for all improvements within public rights of way.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve such signs.
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6. 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.
7. If this final approval includes conditions which require correction/revision of the plans, authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) copies of the corrected/revised plans have been submitted to and approved by staff of the Metropolitan Planning Commission for filing and recordation with the Davidson County Register of Deeds.



**Project No.
Project Name**

**Mandatory Referral 2006M-135U-09
Aerial Right of Way Encroachment for
Double-Face, Interior Lit Sign at 311 Third
Ave., South, for Sole Mio Restaurant**

**Council Bill
Council District
Requested by**

RS2006-1510
6 – Jameson
Sole Mio Restaurant, Owner, by Joslin & Son Signs,
Applicant

**Staff Reviewer
Staff Recommendation**

Kleinfelter
Disapprove

APPLICANT REQUEST

**A request for an aerial encroach above the Metro
right-of-way to install a double-face sign, located at
311 Third Ave., South.**

APPLICATION DETAILS

The request has been referred to the Planning
Commission as a request for an aerial encroachment
into the Metro right of way pursuant to the Mandatory
Referral provisions in the Metro Charter.

This requested sign is located in the Rutledge Hill
Redevelopment District. Signs located in such districts
are required to obtain approval from the applicable
MDHA design review committee. According to
MDHA staff, interior lit signs – such as the requested
sign – generally are not permitted in redevelopment
districts.

**DEPARTMENT AND AGENCY
RECOMMENDATIONS**

This item is recommended for approval by the Metro
Water & Sewerage Services Department, Emergency
Communications Center, and Nashville Electric Service
(NES). As discussed above, no recommendation has
been received from MDHA because the applicant has
not applied for approval by the MDHA design review
committee.

**PLANNING STAFF
RECOMMENDATION**

If the requested sign appeared to be in compliance with
MDHA guidelines for signs in redevelopment districts,
then staff could possibly recommend that the
Commission approve the encroachment request with the
understanding that the sign eventually would be
reviewed by MDHA prior to being installed. In this
case, however, the sign does not appear to be in
compliance with the MDHA Capital Mall design
standards, or with the historic fabric of the Lower



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Broadway and "SoBro" area. Accordingly, staff recommends disapproval of this request for an aerial encroachment in the public right of way.