



Project No.
Staff Recommendation

Public Hearing: Subarea 10 Amendment
Approve

APPLICANT REQUEST

Plan Amendment

Approve amendment to Subarea 10 Plan.

Detailed Neighborhood Design Plans (DNDP)

Adopt DNDP for 8th South area (Waverly Place and Woodland-in-Waverly neighborhoods)

SUBAREA PLAN

This amendment replaces current policy for a specified area within Subarea 10 with more detailed language tailored for the unique circumstances in these neighborhoods.

DNDP FOR 8th SOUTH
Public Participation

Staff met with over 50 residents, property owners, and business owners in these two neighborhoods during a series of workshops and meetings held from July-September 2002. Staff presented the final plan at the last meeting on 7 October 2002.

Description

The DNDP outlines the uniqueness of each planning neighborhood.

Waverly Place

The Structure Plan identifies Waverly Place as a fairly low-density urban residential neighborhood. The Detailed Land Use Plan places most of the neighborhood under single-family detached residential policy. Smaller areas of single-family attached and detached and mixed housing policies are at the eastern edge of the neighborhood, generally adjacent the mixed-use and commercial policy areas along 8th Avenue South.

Woodland-in-Waverly

The Structure Plan identifies Woodland-in-Waverly as a fairly low-density urban residential neighborhood. Most of the neighborhood falls under single-family detached residential policy, with areas along 8th Avenue South as mixed-use land use policy.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2002Z-019T
None
BL2002-1021
Kleinfelter

Staff Recommendation

Disapprove

REQUEST

Change the text of the Zoning Code to amend Section 17.28.040 to designate certain zoning districts as “proper” for development and other zoning districts as “improper” for development.

AMENDMENT ANALYSIS

Existing Law:

Current regulations governing development in areas of mapped floodplain permit development of residential sites zoned for single or two family lots under the restrictions listed below. These *restrictions* apply only to lots one acre in size or smaller.

1. A single or two family lot located in the floodplain may be developed if enough of the lot is outside the floodplain to satisfy the minimum lot size standards for the zoning district.
2. Single and two family lots also may be developed under the “cluster lot” provisions, which permit a developer to reduce the size of lots by two base zone districts. The lots created may be within the floodplain, but a minimum of one-half of the floodplain must remain in a natural state.

Development of land not zoned for single or two family lots is not limited by the Zoning Code. Stormwater regulations enforced by the Water Services Department, however, do require undeveloped “buffer zones” along some waterways. The stormwater regulations also generally require that any area in the floodplain that is developed be “balanced” by the excavation of land to permit additional storage of flood waters.

Proposed Text Change:

The proposed text change would categorize all zoning districts contained in the Zoning Code as either “proper” or “improper” for floodplain development. The districts designated as proper for floodplain development are:
Agricultural districts (AG, AR2a);
Single-Family Districts (RS80, RS40, RS30, RS20);
One and Two-Family Districts (R80, R40, R30, R20);



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Multi-Family Districts (RM2, RM4, RM6, RM9);
Institutional District (I);
Mixed-Use Districts (MUN, MUL);
Office Districts (ON, OL);
Commercial Districts (CN, CL); and
Shopping Center District (SCN).

Districts designated as improper for floodplain development are:

Single Family Districts (RS15, RS10, RS7.5, RS5, RS3.75);
One and Two Family Districts (R15, R10, R8, R6);
Multi-Family Districts (RM15, RM20, RM 40, RM60);
Mobile home park district (MHP);
Mixed-Use Districts (MUG, MUI);
Office Districts (OR20, OR40, OG, ORI);
Commercial Districts (CS, CA, CF, CC);
Shopping Center Districts (SCC, SCR); and
Industrial Districts (IWD, IR, IG).

Staff has been informed that an amendment will be offered at Council that would move R20 from being proper for floodplain development to improper. The cluster lot provisions in the current law are preserved by this Council bill.

Recommendation

Staff believes that the approach to floodplain regulation proposed by this text change proposal is artificial and not sufficiently focused on preserving the natural floodplain. Rather than dividing up existing zoning districts and permitting unrestricted development in certain districts, staff would recommend a regulation that preserves a certain percentage of floodplain in all zoning districts. This is the approach reflected in the current cluster lot provisions. While this text change proposal would further limit development of lands within the floodplain, staff does not believe this is either the appropriate approach or goes far enough. Therefore, staff recommends disapproval.

In addition, the legislation states that zoning districts categorized as “proper” are proper for floodplain/floodway development.” Development of the floodway is prohibited by stormwater regulations. If the ordinance proceeds, this legislation should be amended to remove the provisions that would permit development within the floodway.



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2002Z-097G-13

None
PUD Proposal No. 95P-019G-13 (Provincetown)
Leeman

Staff Recommendation

Approve with conditions. The proposed RM15 and MUN districts are consistent with the Subarea 13 Plan's RMH policy calling for residential medium high-density development at 9 to 20 dwelling units per acre. The proposed PUD plan incorporates a well-designed neighborhood scale, mixed-use node that will serve the needs of this development. The subarea plan does allow for small-scale commercial uses in residential policies if located and designed appropriately.

The following traffic improvements are to be completed prior to the first Use and Occupancy permit for the project:

- 1. The northbound approach to Old Franklin Road should be widened to include separate left and right turn lanes for motorist turning onto Mt. View Road. Each turn lane should include 150 feet of storage and should be designed to AASHTO standards.*
- 2. The westbound approach of the new project access should include at least 100 feet of storage between Old Franklin Road and the first access street within the project site.*
- 3. Old Franklin Road, adjacent to the property should be improved to collector standards, where it is not already 37-feet of pavement, and provide a left-turn lane into the project site (Monroe Crossing).*

APPLICANT REQUEST

Rezone a total of 45.08 acres, including 4.5 acres from residential single-family (RS7.5) to mixed-use neighborhood (MUN) and 40.58 acres from RS7.5 to residential multi-family (RM15).



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Existing Zoning

RS7.5 district

RS7.5 is intended for single-family homes at 4.9 dwelling units per acre. The existing PUD is approved for 586 apartment units at 13 dwelling units per acre.

Proposed Zoning

RM15 district/Amend PUD

RM15 is intended for multi-family residential at a maximum density of 15 dwelling units per acre. With 40.5 acres proposed for RM15, the maximum number of dwelling units allowed would be 608 units, while the proposed PUD plan limits the number of units to 494 units.

MUN district

MUN is intended for a low-intensity mixture of residential, retail, and office uses.

SUBAREA 14 PLAN POLICY

Residential Medium High (RMH)

RMH policy is intended for medium high-density residential development at 9 to 20 dwelling units per acre.

Residential Medium (RM)

A small portion of the site falls within the RM policy area. RM policy is intended for medium density residential development at 4 to 9 dwelling units per acre.

Retail Neighborhood (RN)

RN is an unmapped policy category designed to accommodate uses which provide routinely needed goods and services, such as small grocery stores, video rental stores, restaurants, and dry cleaners.

Policy Conflict

None. The proposed RM15 is consistent with the Subarea 13 Plan's RMH policy calling for multi-family development at 9 to 20 dwelling units per acre, the RM policy calling for 4 to 9 dwelling units per acre, and the RN policy calling for neighborhood scale commercial uses.

The Subarea 13 plan states that higher densities were intended in this area due to the proximity to the CSX railroad tracks: "The intent is to promote the development of this area in accordance with the locational criteria of the general plan and the densities necessary to support the proposed commuter rail line." (Page 58) The plan also says: "Medium density residential development at the higher end of the density range is appropriate for this policy area." (Page 56)



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RECENT REZONINGS

None

TRAFFIC

Old Franklin Road is a two-lane roadway built to collector street standards with 37 feet of pavement width, while Mt. View Road is a two-lane roadway built with approximately 23 feet of pavement width. The Major Street Plan classifies Mt. View Road as a U2 (urban, 2-lane arterial). Currently, the T-intersection of Mt. View Road and Old Franklin Road is an unsignalized intersection with an eastbound through lane and a right-turn lane on Mt. View Road. Westbound Mt. View Road includes a separate left turn lane and a through lane. There are no separate turn lanes on the Old Franklin Road approach to this intersection.

Metro Traffic Engineer's Findings

The Metro Traffic Engineer is requiring the following traffic improvements to be completed prior to the first Use and Occupancy permit for the project.

1. *The northbound approach to Old Franklin Road should be widened to include separate left and right turn lanes for motorist turning onto Mt. View Road. Each turn lane should include 150 feet of storage and should be designed to AASHTO standards.*
2. *The westbound approach of the new project access should include at least 100 feet of storage between Old Franklin Road and the first access street within the project site.*
3. *Old Franklin Road, adjacent to the property should be improved to collector standards, where it is not already 37-feet of pavement, and provide a left-turn lane into the project site (Monroe Crossing).*
4. *The Metro Traffic Engineer has indicated that all two-way roadways must be at least 26' curb to curb, including 24" (not 18") of gutter plus parking. All one-way roadways must be at least 16' plus parking.*

SCHOOLS

(Not counting assisted-living as Multi-family)

34 Elementary 24 Middle 20 High

Schools Over/Under Capacity

If the property were developed under the proposed PUD, 78 students could be generated. Students would attend Maxwell Elementary Schools, Antioch Middle



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School, and Antioch High School. The Metro School Board has identified Maxwell Elementary, Antioch Middle School and Antioch High School as being over crowded for the current school year.

Under the existing PUD, approved for 586 apartment units, approximately 92 students could be generated.



Project No.
Project Name
Council Bill
Associated Cases
Staff Reviewer

95P-019G-13
Provincetown (formerly the Orchards)
None
2002Z-097G-13
Leeman

Staff Recommendation

Approve with conditions, including the following traffic improvements to be completed prior to the first Use and Occupancy permit for the project.

1. *The northbound approach to Old Franklin Road should be widened to include separate left and right turn lanes for motorists turning onto Mt. View Road. Each turn lane should include 150 feet of storage and should be designed to AASHTO standards.*
2. *The westbound approach of the new project access should include at least 100 feet of storage between Old Franklin Road and the first access street within the project site.*
3. *Old Franklin Road, adjacent to the property should be improved to collector standards, where it is not already 37-feet of pavement, and provide a left-turn lane into the project site (Monroe Crossing).*

APPLICANT REQUEST

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

Request to amend the preliminary PUD plan to allow 470 multi-family units, 18,842 square feet of commercial uses, 21,070 square feet of office, and 2,000 square foot, 75-child day care center, replacing 586 undeveloped apartment units on the approved PUD plan.

The plan provides an option for changing the office uses to condominiums should the market not support the office uses. The plan would then include maximum of 494 multi-family units (422 townhomes and 72 condominiums) with no office uses.

VARIANCES

Chapter 2-6.2.1 Street Design Standards (Subdivision Regulations)

The alternative street cross-sections proposed in this plan are designed to control vehicle speeds through



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context sensitive design of streets and the streetscape (trees, sidewalks, parks, etc.). The narrower than normal streets, with on-street parking, are intended to slow traffic by lowering the design speed of the street.

Without driveways in front of the units, the units can be closer together--reducing the need for wider streets.

Proposed/Standard Street Cross-Sections

- **Collector Street:** Proposed 70 feet of right-of-way, 11-foot travel lanes, 7-feet of formal on-street parking, 4-foot grass strip, 5-foot sidewalk, and a 14-foot median.
The standard cross-section is 60 feet of right-of-way and 37 feet of pavement width.
- **Local Street:** Proposed 53 feet of right-of-way, 10-foot travel lanes, 7-feet of formal on-street parking, 4-foot grass strip, 5-foot sidewalk.
The standard cross-section is 46 and 50 feet of right-of-way with 23 and 27 feet of pavement width.
- **Minor Local Street:** Proposed 48 and 43 feet of right-of-way, 10-foot travel lanes, 7-feet of formal on-street parking on the 48-foot street only, and 4-foot grass strip, 5-foot sidewalk.
The standard cross-section is 46 feet of right-of-way with 23-feet of pavement and 50-feet of right-of-way with 27-feet of pavement.

PLAN DETAILS

Although this plan contains no single-family residential, it incorporates many of the design elements found in a traditional neighborhood, including the following:

- Interconnected network of streets and sidewalks to disperse vehicular trips and make walking and biking practical, safe, and attractive for short trips. This plan connects to three adjacent stub-streets in the Ashford Crossing subdivision. The original PUD plan for apartments proposed no connection to Long Haven Crossing or Cedar Ash Crossing, while a connection to Monroe Crossing has always been planned. Dead end streets, combined with low-density development patterns, make pedestrians take indirect routes in order to reach their final destinations. As a result, people have a natural



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incentive to use their automobile, rather than to walk. The two new connections constitute a PUD amendment.

- Townhomes will have parking areas to the rear of the units to allow fewer driveways on the public streets, which will allow more street trees and a more attractive streetscape throughout the development.
- Street widths are narrower, with on-street parking, to encourage vehicles to drive slower, which will promote walking and bicycling.
- There is a mixed-use town center within a one-quarter mile (5 minute) walk of all points within this development and the fringes of the existing Ashford Crossing PUD. A mixed-use center provides the opportunity for residents to live, work, and play within walking distance from their home.
- The plan provides 6 useable open space areas, including 5 pocket parks and a village green at the town center.

TRAFFIC

Metro Traffic Engineer's Findings

See zone change staff report 2002Z-097G-13

SCHOOLS

See zone change staff report 2002Z-097G-13



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2002Z-102G-14
None
PUD Proposal No. 2002P-006G-14 (Brown’s Farm)
Leeman

Staff Recommendation

Disapprove. The MUN district is not consistent with the Subarea 14 Plan’s RM policy calling for residential development at 4 to 9 dwelling units per acre. Rezoning the entire site to multi-family is also inconsistent with the existing single-family zoning pattern west of Dodson Chapel Road. Multi-family development should be limited to the frontage of Dodson Chapel Road and the frontage of I-40 as a transition from the higher-density RMH policy on the east side of Dodson Chapel Road.

APPLICANT REQUEST

Rezone a total of 223.57 acres, including 4.06 acres from residential single-family (RS15) to mixed-use neighborhood (MUN) and 219.51 acres from RS15 to residential multi-family (RM9).

Existing Zoning
RS15 district

RS15 is intended for single-family homes at 2.5 dwelling units per acre. The existing zoning permits 552 single-family lots.

Proposed Zoning
RM9 district

RM9 is intended for multi-family residential at a maximum density of 9 dwelling units per acre. With 219.51 acres proposed for RM9, the maximum number of dwelling units allowed would be 1,976 units. The proposed PUD plan has 1,940 “units” under the Zoning Code because every three assisted-living units count as one dwelling unit.

MUN district

MUN is intended for a low-intensity mixture of residential, retail, and office uses.

SUBAREA 14 PLAN POLICY
Natural Conservation (NC)

NC policy is intended for mostly undeveloped areas of steeply sloping terrain, floodplains or other environmental features that are constraints to development at urban intensities. The area of this site around the Stones River is classified NC due to floodway and floodplain.

Residential Medium (RM)

RM policy is intended for residential development at 4 to 9 dwelling units per acre.



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Policy Conflict

Yes. The MUN district is not consistent with the Subarea 14 Plan's RM policy calling for residential development at 4 to 9 dwelling units per acre. Rezoning the entire site to multi-family is also inconsistent with the existing single-family zoning pattern west of Dodson Chapel Road. If multi-family zoning occurs on the west side of Dodson Chapel Road, it should be limited to the frontage of Dodson Chapel Road and along I-40 as a transition from the higher-density RMH policy on the east side of Dodson Chapel Road.

Although neighborhood scale mixed-use zoning may be appropriate in certain instances in residential policy, the proposed zoning and PUD design (see 2002P-006G-14) do not create a well-integrated neighborhood center. The MUN zoning is proposed as a stand-alone strip commercial center *without* a mixture of uses. The proposed MUN is not in the appropriate location nor does it have the appropriate orientation for a neighborhood commercial center. The introduction of the MUN district into the RM policy area should create a neighborhood node that can serve the needs of this development and should be designed to become a part of the fabric of the neighborhood, not a stand-alone commercial use without any relation to the rest of the development.

RECENT REZONINGS

Yes. The Planning Commission approved with conditions a preliminary PUD and zone change to permit 529 single-family lots, 300 condominium/townhome units, and 400 apartment units in 21 apartment buildings (1,229 units) on March 29, 2001. However, a council bill was never filed for this proposal.

TRAFFIC

Dodson Chapel Road is classified as a collector road (requiring 37 feet of pavement width and 60 feet of right-of-way) on the Major Street Plan. Currently, there is approximately 20 feet of pavement width along the frontage of the property on Dodson Chapel Road with varying right-of-way between 50 and 72 feet.

Hoggett Ford Road is a minor local road (requiring 23 feet of pavement width and 46 feet of right-of-way). Currently, Hoggett Ford Road is a substandard one-lane road.



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Metro Traffic Engineer's Findings

The Metro Traffic Engineer is requiring the following traffic improvements. To the extent that these improvements are not constructed by others, the developer should be required to provide them as indicated below.

1. Prior to the issuance of any use and occupancy permits, a traffic signal shall be installed at the intersection of Dodson Chapel Road and Bell Road.
2. Prior to the issuance of any use and occupancy permits, Dodson Chapel Road should be widened to collector standards with a three-lane cross-section from the I-40 overpass to the south side of parcel 137, a distance of approximately 2,950 feet. The construction plans shall be submitted by the developer with the final PUD plan and Public Works shall approve the construction plan at this stage.
3. A westbound right-turn lane should be provided on Bell Road at Dodson Chapel Road. This right-turn lane should include approximately 100 feet of storage.
4. Prior to the completion of 600 units and / or lots, if the State of Tennessee has not begun improvement at the intersection of Central Pike and Dodson Chapel Road, the developer of this project shall be required to install a traffic signal and make roadway improvements, including a left-turn lane at all approaches of Dodson Chapel Road and Central Pike and to widen Dodson Chapel Road from the south side of parcel 137 to the intersection of Dodson Chapel Road.
5. The existing width of Hoggett Ford Road should be widened to meet Metro's minimum standards of 23 feet for minor local streets. This will require adding approximately ten feet of pavement width to the existing roadway. This improvement should be constructed along with the construction of the project access located on Hoggett Ford Road.
6. A westbound right turn lane should be constructed on Bell Road at its intersection with Stewart's Ferry Pike. Also, for the westbound approach, the existing lane for a through movement be restriped to include left turn movements as specified by the metro traffic engineer.
7. A southbound right turn lane to be constructed on Dodson Chapel Road at the north project access. This right turn lane should include approximately



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100 feet of storage. This improvement should be constructed along with the construction of the north project access.

8. A southbound right turn lane to be constructed on Dodson Chapel Road at the south project access. This right turn lane should include approximately 100 feet of storage. This improvement should be constructed along with the construction of the south project access.

SCHOOLS

(Not counting assisted-living as multi-family)

122 Elementary 78 Middle 60 High

Schools Over/Under Capacity

If the property were developed under the proposed PUD, 260 students could be generated. Since assisted-living is categorized as multi-family in the Zoning Code, the potential student generation for the 2,589 assisted-living units was also calculated; however, a PUD amendment would be required to change the uses from assisted-living to any other multi-family use.

Students would attend Tulip Grove Elementary Schools, Dupont Tyler Middle School, and McGavock High School. The Metro School Board has identified Dupont Tyler Middle School as being over crowded for the current school year.

Staff recommends that, if a Council bill is filed for this proposal, then a provision should be included in that bill to require the applicant to offer for dedication to the Metro Board of Education one school site acceptable to said Board. The school site shall be in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students. The proposed PUD plan does not currently include a dedicated area for a future elementary school.



Project No.
Project Name
Council Bill
Associated Cases
Staff Reviewer

2002P-006G-14
Brown's Farm
None
2002Z-102G-14
Leeman

Staff Recommendation

Disapprove. The proposed MUN and RM9 districts are not consistent with the Subarea 14 Plan's RM policy, and the proposed PUD plan:

- *Does not provide the required Open Space Conservation Easement for a greenway along the Stones River;*
- *Does not meet the Zoning Code requirements of Section 17.36.050 for preserving areas of slope greater than 20% in a natural state and preserving environmentally sensitive areas;*
- *Does not meet the purpose and intent requirements of Section 17.36.030 the Zoning Code for establishing a PUD—this development could be accomplished under straight zoning;*
- *Proposes 16 townhomes and 7 single-family lots directly under an unabandoned TVA line. Although the applicant is in the process getting TVA to abandon this line, it currently has not been abandoned.*
- *Does not provide adequate pedestrian or vehicular connectivity between the different phases of development so as to create an integrated master plan.*
- *Does not adhere to basic principles of good design, building orientation and layout. The proposed plan has two collector streets with no multi-family units fronting the streets. Parking lots, cul-de-sacs, sides and rears of townhomes face the streets—creating an unattractive streetscape throughout the development. The plan does not provide an appropriate transition from the existing single-family development to the north into this site.*
- *Requires a variance for the 12% street grade on the local road in the single-family portion of the development, where only 10% is allowed by the Subdivision Regulations.*
- *Requires the removal of the two proposed billboards along I-40 since the Zoning Regulations do not permit billboards on residentially zoned property.*



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APPLICANT REQUEST

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

Request for preliminary PUD approval for 79 single-family lots, 998 townhomes, and 2,589 assisted-living units in four, 4-story buildings (every 3 assisted-living units counts as 1 dwelling unit for purposes of density calculation). The plan also includes 43,880 square feet of commercial uses including bank, office, and retail uses.

Variances

Section 17.36.050A (Zoning Regulations) Minimum Performance Standards

Neither the Planning Commission nor Council can grant variance to the Zoning Code. Should the Metro Council approve this plan, the Board of Zoning Appeals would have to grant a variance to allow the proposed building layout since it is not in compliance with the regulations. Approximately 80 townhomes and the entire commercial center are located on slopes of 20% or greater, where the Zoning Code requires these areas to be placed in common open space as part of a Planned Unit Development.

Section 17.36.050 A states: "If encompassing environmentally sensitive areas as defined by Chapter 17.28, approval of a PUD master development plan shall be based upon a finding that the proposed development plan will result in greater protection and preservation of those areas than otherwise would result from development at the minimum protection standards of Chapter 17.28. Areas to be protected shall include undisturbed hillsides of twenty percent or greater slopes, nonmanipulated floodway and floodplain areas, problem soils, streams, creeks and major drains, designated wetlands, and areas containing protected Cedar Glade plant species.

Chapter 2-7.5 (Subdivision Regulations) Open Space Conservation Easement

Chapter 2-7.5 states: "Open Space Conservation easements shall be required in subdivisions contiguous to greenways as indicated on the Countywide Greenways Plan or the Countywide Parks Master Plan."



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Chapter 2-6.2, Table 1(Subdivision Regulations) Maximum Street Grade

The proposed PUD is contiguous to the Stones River, which is mapped as a future greenway corridor on the Parks Master Plan. An Open Space Conservation easement is required. Staff recommends disapproval without this easement.

Chapter 2-6.2 (Table 1) allows a maximum street grade of 10% on local streets, while the plan proposes a 12% street grade within the single-family portion of the site. The Subdivision Regulations do allow steeper grades when such is necessary to lessen environmental impacts, however, staff recommends changing the road to a minor local street where a 12% grade would be permitted without the need for a variance.

TRAFFIC

Metro Traffic Engineer's Findings

See zone change proposal 2002Z-102G-14.

The Metro Traffic Engineer is requiring the following traffic improvements. To the extent that these improvements are not constructed by others, the developer should be required to provide them as indicated below.

1. Prior to the issuance of any use and occupancy permits, a traffic signal shall be installed at the intersection of Dodson Chapel Road and Bell Road.
2. Prior to the issuance of any use and occupancy permits, Dodson Chapel Road should be widened to collector standards with a three-lane cross-section from the I-40 overpass to the south side of parcel 137, a distance of approximately 2,950 feet. The construction plans shall be submitted by the developer with the final PUD plan and Public Works shall approve the construction plan at this stage.
3. A westbound right-turn lane should be provided on Bell Road at Dodson Chapel Road. This right-turn lane should include approximately 100 feet of storage.
4. Prior to the completion of 600 units and / or lots, if the State of Tennessee has not begun improvement at the intersection of Central Pike and Dodson Chapel Road, the developer of this project shall be required to install a traffic signal and make roadway improvements, including a left-turn lane at all approaches of Dodson Chapel Road and Central Pike and to widen Dodson Chapel Road from the



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south side of parcel 137 to the intersection of Dodson Chapel Road.

5. The existing width of Hoggett Ford Road should be widened to meet Metro's minimum standards of 23 feet for minor local streets. This will require adding approximately ten feet of pavement width to the existing roadway. This improvement should be constructed along with the construction of the project access located on Hoggett Ford Road.
6. A westbound right turn lane should be constructed on Bell Road at its intersection with Stewart's Ferry Pike. Also, for the westbound approach, the existing lane for a through movement be restriped to include left turn movements as specified by the metro traffic engineer.
7. A southbound right turn lane to be constructed on Dodson Chapel Road at the north project access. This right turn lane should include approximately 100 feet of storage. This improvement should be constructed along with the construction of the north project access.
8. A southbound right turn lane to be constructed on Dodson Chapel Road at the south project access. This right turn lane should include approximately 100 feet of storage. This improvement should be constructed along with the construction of the south project access.

SCHOOLS

See zone change proposal 2002Z-102G-14 for school information.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2002Z-109U-07
None
None
Hardison

Staff Recommendation

Disapprove. CS zoning will not implement the intent of the Subarea 7 Plan's Residential Medium (RM) policy.

APPLICANT REQUEST

Rezone 0.30 acres from Residential (R8) to Commercial Services (CS) at 6120 Robertson Avenue.

Existing Zoning
R8 zoning

R8 zoning is intended for single-family homes and duplexes at 4.63 units per acre.

Proposed Zoning
CS zoning

CS zoning is intended retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

SUBAREA 7 PLAN POLICY
Residential Medium (RM)
Policy Conflict

RM policy is intended for 4 to 9 dwelling units per acre.

Yes. These properties are located in the Subarea 7 Plan's Residential Medium (RM) Policy area. The proposed rezoning is inconsistent with the intent of RM policy. The Subarea 7 Plan states the following with respect to this area:

“There has been a history of damaging zoning decisions from residential to industrial in this area. For the most part, these rezoned areas remain either undeveloped or residential. However, there has been recent residential investment in the area. It is the intent of the plan that this area be fully reclaimed for residential use, with the exception of locations that meet the criteria for unmapped nonresidential policies such as RN, RLC, and OT. To implement the RM policy, rezoning the underutilized industrially zoned area for residential use is necessary and is recommended.”

CS zoning will not work towards establishing residential uses or neighborhood scale retail uses compatible with a residential area.

RECENT REZONINGS

None



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CODES VIOLATIONS

The applicant is requesting this zone change to accommodate an existing auto repair garage. The Metro Codes Department Property Standards division on August 12, 2002, issued a citation for this use. The citation stated the following:

"It has been reported the owner/tenant is operating an auto repair shop from the new garage that was built in 1999. Further – he has signage and ads located at various CS properties in the area." Incident number 2002016775

The garage referenced in the citation was built in 1999 for the following purpose:

"To construct a new-detached 24' x 40' garage with a height not to exceed 16'. Not to be used for living nor commercial purposes." Permit number 99-01578A

This property was also cited in 1996 for storage of car/truck tires, parts, trash, and debris.

TRAFFIC

Based on typical uses in CS districts, this proposed zoning would generate approximately 61 to 186 trips per day could be generated by these uses (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

Approve



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2002Z-111U-10
None
None
Leeman

Staff Recommendation

Disapprove as contrary to the General Plan. The proposed OL district is not consistent with the Subarea 10 Plan's Residential Low (RL) policy.

APPLICANT REQUEST

Rezone 1.04 acres from residential (R10) to office limited (OL) at 3420 Belmont Boulevard.

Existing Zoning
R10 district

R10 is intended for single-family and duplex residential at 3.7 dwelling units per acre.

Proposed Zoning
Office Limited (OL) district

OL is intended for moderate intensity office uses with a maximum floor area ratio (FAR) of 0.75.

SUBAREA 10 PLAN POLICY
Residential Low (RL)

RL policy is intended for low-density residential with a maximum density of 2 dwelling units per acre.

Policy Conflict

Yes. The OL district is inconsistent with the Subarea 10 Plan's RL policy calling for low-density residential development. "RL policy was applied to these areas because, with the exception of some non-conforming development, it is developed residentially with densities at or below two dwelling units per acre (page 49, Subarea 10). The plan also says "The intent of this plan is to ensure that future development of infill sites conform with the existing character of surrounding areas."

The structure on this lot was used as a day care center from 1991 to 2002 with the approval of the Board of Zoning Appeals (BZA).

RECENT REZONINGS

None

TRAFFIC

Woodmont Boulevard is classified as a U2 (Urban two-lane arterial) on the Major Street Plan. Currently, Woodmont Boulevard has two lanes with east and westbound left-turn lanes at the Belmont Boulevard intersection. There is also a westbound right-turn lane on Woodmont.



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Metro Traffic Engineer's Findings

Based on typical office uses and the existing 8,055 square foot structure, approximately 89 trips per day would be generated (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

The Metro Traffic Engineer has indicated that no traffic impact study would be required with this rezoning request, and that the existing driveway on Belmont Boulevard, located nearest the intersection, should be eliminated.



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2002Z-112U-10
None
2002P-007U-10
Scott

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 0.9 acres from Residential (R8) to Residential Multi-Family (RM40) at Hillside Drive (unnumbered).

Existing Zoning
R8 zoning

R8 zoning is intended for single-family and duplexes at 4.63 dwelling units per acre.

Proposed Zoning
RM40 zoning

RM40 zoning is intended for high-density multi-family development at 40 dwelling units per acre.

PUD

(See 2002P-007U-10)

SUBAREA 10 PLAN POLICY
Residential Medium (RM)

RM policy is intended for 4 to 9 residential units per acre. The Subarea 10 plan’s text indicates any zone changes in the area should conserve the existing character of the neighborhood. The plan recommends no further expansion of the non-residential uses.

Policy Conflict

Although RM40 does not implement the RM Policy, with the application of the PUD district on this property there will be no changes in use or increases in density (see PUD 2002P-007U-10). A BellSouth telecommunications facility is already located on this property. Section 13-24-301 of the Tennessee Code states, “*No municipal, county or regional planning commission or any municipal or county legislative body shall, by ordinance or otherwise, exclude the location or relocation of any facility used to provide telephone or telegraph services to the public.*” This exclusion, however, does not release the telephone or telegraph service provider from compliance with the Metro Zoning Regulations. Changing the zoning from R8 to RM40 will allow the applicant to keep the building in compliance with the Zoning Code while making necessary additions to the building.

RECENT REZONINGS

None



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ZONE CHANGE DETAILS

The property owner purchased adjacent lots 232 and 233 in order to use the lot area to meet the Floor to Area Ratio (FAR) once the houses were razed. With a zone change to RM40, the additional lots would not be needed to meet the FAR. This zone change would preserve these houses, and allow BellSouth to sell them and still make the changes they need to the telecommunications facility..

An associated PUD (2002P-007U-10) is also filed and will ensure that an inappropriately dense apartment complex is not built.

TRAFFIC

Based upon the 11,785 square foot addition to the building, approximately 5.77 trips per day would be generated by the telecommunications use (Institute of Transportation Engineers, 6th Edition, 1996).

Metro Traffic Engineer's Findings

Approve



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 2002P-007U-10
BellSouth Telecommunications
None
2002Z-112U-10
Scott

Staff Recommendation

- Approve with Conditions, including the following:*
- 1. In conjunction with the final PUD plan, a lighting plan must be submitted, showing proposed and existing lighting. The lighting plan must be designed to minimize the impact on the surrounding properties.*
 - 2. The applicant will be responsible for planting all proposed landscaping on adjacent properties, where adjacent property owners agree, as shown on the approved PUD plan. Bellsouth will only be responsible for installation of the landscaping.*
 - 3. Hillside Drive will be the primary construction ingress/egress.*
 - 4. Future uses other than telephone services shall require Metro Council approval.*
 - 5. Metro Water Services must approve water quality measures prior to final PUD. Final PUD must meet all Metro stormwater requirements.*
 - 6. Fence must be constructed, as shown on the PUD plan.*
 - 7. Roof must be built as shown on the PUD plan.*
 - 8. Windows must be installed and constructed as shown on the PUD plan.*

APPLICANT REQUEST

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

This request is for preliminary PUD approval to permit the second story addition to an existing telecommunications building on a .9 acre parcel located on Hillside Drive.

Existing Zoning

The property is currently zoned R8 and the applicant is asking to rezone to RM40/PUD.



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PLAN DETAILS

The applicant's plan proposes an 11,785 square foot second floor addition to an existing 21,250 square foot building that is used for housing telephone equipment.

The Floor Area Ratio (FAR) is defined as the total floor area of all structures on a lot, divided by the total horizontal area of the lot. The maximum FAR in R8 is 0.50 and the existing structure is 0.55 FAR. The maximum FAR in RM40 is 1.00 and the proposed structure would have a 0.85 FAR, compliant with the proposed RM40 FAR.

The plan includes upgrades to the existing façade of the building. Glass blocked windows will be added to the first floor to match the windows on the second floor. A landscape buffer yard and six foot brick wall will be added along the perimeter of the property. Existing bollards along the property edge on Hillside Drive will be incorporated into a new brick and wrought iron privacy wall. Trees will be planted on the property adjacent to the alley on the south side of the building.

A telephone equipment building is classified as a telephone services use. This use is defined as "a facility providing telephone and telegraph services to the public, including central office exchanges, switching buildings, and microwave and cellular towers."

It is important to note that §13-24-301 of the Tennessee Code states, "*No municipal, county or regional planning commission or any municipal or county legislative body shall, by ordinance or otherwise, exclude the location or relocation of any facility used to provide telephone or telegraph services to the public.*" This includes all residential districts.

Telephone service is permitted with conditions (PC) in RM40 district, including the minimum lot size, maximum height and setback provisions shall comply with the zone district bulk provisions, and a landscape buffer yard standard A shall be installed along property lines next to residential property.

Although there is a request to change the base zoning to RM40, the PUD plan includes a note stating that any future uses other than telephone services shall require



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Metro Council approval. Other uses allowed under the RM40 zoning district include single-family, multi-family developments with up to 40 units per acre, nursing home, dormitory, and assisted-care living.

TRAFFIC

Based upon the 11,785 square foot addition to the building, approximately 5.77 trips per day would be generated by the telecommunications use (Institute of Transportation Engineers, 6th Edition, 1996).

Traffic Engineer's Findings

Approval

CONDITIONS

1. Future uses other than telephone services shall require Metro Council approval.
2. Metro Water Services must approve water quality measures prior to final PUD.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2002Z-114U-13
None
None
Hardison

Staff Recommendation

Disapprove. CS zoning will not implement the intent of the Subarea 7 Plan's Residential Medium (RM) policy.

APPLICANT REQUEST

Rezone 1.38 acres from Residential (R10) to Commercial Services (CS) at Murfreesboro Pike (unnumbered).

Existing Zoning
R10 zoning

R10 zoning is intended for residential lots with a minimum area of 10,000 square feet.

Proposed Zoning
CS zoning

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

SUBAREA 14 PLAN POLICY

Residential Medium (RM)

RM policy is intended for 4 to 9 dwelling units per acre.

Retail Concentration
Community (RCC)

RCC policy is intended to accommodate concentrations of community scale retail such as restaurants, retail, office, and financial uses.

Policy Conflict

Yes. These properties are located on the border of the Subarea 14 Plan's RM and RCC policy areas. These properties are adjacent to a section of townhomes to the east and the Edge-o-Lake community to the northeast. There are commercial properties to the west and south of the properties. Increasing the presence of commercial zoning along the northern margin of Murfreesboro Pike will further encroach commercial uses into the residential policy area. A commercial policy area exists along the southern margin of Murfreesboro Pike in order to maintain the retail uses necessary for this area.

Although RM9 district does not carry out the intent of the RCC policy, with the emerging zoning pattern in the area the RM9 district is appropriate. When the Subarea 13 Plan is updated this area should receive special



Metro Planning Commission Meeting of 11/14/02

attention in order to bring the policy in line with the existing zoning pattern.

RECENT REZONINGS

Yes. MPC recommended disapproved on 12/6/01 (2001Z-104U-13) rezoning parcels 67, 68, 69, 74, 75, 76, 145, and 146 from R8 and R10 to MUL. Metro Council approved the bill on 4/3/02.

TRAFFIC

Based on typical uses in CS districts, with on site parking and 10,000 sq. ft. of development per acre is used to calculate traffic generation, such as a gasoline/service station with convenience market, video rental, and quick lubrication vehicle shop this proposed zoning would generate approximately 166 to 188 trips per day could be generated by these uses (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

Approve



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2002Z-115U-12
None
None
Hardison

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 3.1 acres from Commercial (SCC) to Residential Multi-Family (RM9) at 483 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered).

Existing Zoning
SCC zoning

SCC zoning is intended for commercial, retail, restaurant, and offices within a shopping center complex.

Proposed Zoning
RM9 zoning

RM9 zoning is intended for residential multi-family uses at up to 9 units per acre.

SUBAREA 14 PLAN POLICY

Retail Concentration
Community (RCC)

RCC policy is intended to accommodate concentrations of community scale retail such as restaurants, retail, office, and financial uses.

Policy Conflict

None. The Planning Commission previously determined in May 1998 that the boundary of the RCC policy is the TVA line that borders this property. That determination occurred with a request to rezone this property from R40 and RM9 to OL district in 1998 (98Z-075U). The property owner then requested in December 1998 to have the property rezoned back to RM9 (98Z-197U). The applicant then requested the existing SCC zoning in 2001 (2001Z-081U), which the Planning Commission recommended approval. This request will return the properties to the previous zoning district.

RECENT REZONINGS

Yes. MPC recommended approved on 7/19/01 (2001Z-081U-12) rezoning parcels 135, 43, and 44 from RM9 to SCC. Metro Council approved the bill on 10/26/01.

TRAFFIC

The proposed zone change would permit a total of 28 units. This number of units would create approximately 185 vehicle trips per day (Institute of Transportation



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Traffic Engineer's Findings

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

Approve.

SCHOOLS

Students Generated

2 Elementary 1 Middle 1 High School

Schools Over/Under Capacity

Students will attend Granbery Elementary School, McMurray Middle School, and Overton High School. Overton High has not been identified as being overcrowded by the Metro School Board, but Granbery Elementary and McMurray Middle have been identified as being overcrowded.



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2002Z-116U-10
None
None
Scott

Staff Recommendation

Disapprove. The proposed RS20 zoning is inconsistent with the Subarea 10 Plan's Residential Low (RL) Policy calling for a maximum of 2.0 units per acre.

APPLICANT REQUEST

Rezone 1.2 acres from Residential (R40) to Residential (RS20) at 4000 Wayland Drive.

Existing Zoning
R40 zoning

R40 zoning is intended for single-family and duplexes at 1.3 units per acre.

Proposed Zoning
RS20 zoning

RS20 zoning is intended for single-family at 2.18 units per acre.

SUBAREA 10 PLAN POLICY
Residential Low (RL)

RL policy is intended to conserve large areas of established, low density (2.0 dwelling units per acre or below) neighborhoods that have their own street systems. RL policy also emphasizes maintaining the housing character already established.

Policy Conflict

Yes. RS20 district allows for 2.18 units per acre, which is inconsistent with the RL policy's maximum of 2.0 units per acre.

Although this proposal exceeds the density by a minimal amount, it will set a precedent in this area. Staff has analyzed the surrounding neighborhood and determined that there are other existing lots where rezoning to RS20 would allow the subdivision of property. Further, there are many one acre lots in the neighborhood that could accommodate 2 dwelling units if rezoned. These would require demolition of the existing structure to properly site the homes on the lot. Staff is concerned that allowing this change would set a precedent that could change the character of the neighborhood.

RECENT REZONINGS

None



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TRAFFIC

Based on the number of dwelling units RS20 zoning would allow, two single family homes, approximately 19 trips per day could be generated by this use (Institute of Transportation Engineers, 6th Edition, 1996).

Metro Traffic Engineer's Findings

Approve



Project No.
Council Bill
Associated Cases
Staff Reviewer

Zone Change 2002Z-117U-13
None
PUD Proposal No. 61-85-P-13
Leeman

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 8.36 acres from shopping center community (SCC) to mixed-use limited (MUL) property at 2261 Murfreesboro Pike.

Existing Zoning
Shopping Center Community (SCC)/ Commercial PUD

The SCC district is intended for moderate intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residents. The existing commercial PUD is approved for 89,250 square feet of retail uses.

Proposed Zoning
Mixed Use Limited (MUL)

The MUL district is intended for a moderate intensity mixture of residential, commercial, and office uses. MUL also permits church uses.

SUBAREA 13 PLAN POLICY

Retail Concentration Community (RCC)

RCC policy is intended for a wide range of retail commercial uses.

Residential Medium (RM)

A small portion at the rear of this property is designated as RM policy, intended for residential development at 4 to 9 dwelling units per acre.

Policy Conflict

None. The MUL district is consistent with the Subarea 13 Plan's RCC policy calling for retail commercial uses. The MUL zoning is also appropriate at this location since it will allow for the adaptive reuse of an existing, partially vacant shopping center. Murfreesboro Pike, a major commercial arterial road, is a corridor with an overabundance of underutilized commercial shopping centers and vacant commercial properties. Any rezonings along this corridor should be in accordance with the subarea policies and should serve to enhance and revitalize the existing commercial districts. Since there are many shopping centers with vacant tenant space along this road, every effort should be made to locate new businesses to the existing underutilized shopping centers.



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RECENT REZONINGS

None. Not in the immediate vicinity.

TRAFFIC

Murfreesboro Pike is classified as a U6 on the Major Street Plan, calling for six lanes with 108 feet of right-of-way and a center turn lane. Currently, this portion of Murfreesboro Pike has only four lanes with no center turn lane. Based on the approved and proposed uses within the existing PUD, which will have 89,250 square feet of commercial and religious institution uses, approximately 1,423 to 2,163 trips per day could be generated.

Metro Traffic Engineer's Findings

The Metro Traffic Engineer indicated the following: "Our field review indicated that this is located within an existing shopping center which is well served by several accesses to Murfreesboro Road and Una Antioch Pike. Additional accesses to adjacent roadways are not recommended. A traffic study is not required."

SCHOOLS

 0 Elementary 0 Middle 0 High

Schools Over/Under Capacity

Although MUL allows for residential uses, none are proposed within the PUD and a condition is proposed with the PUD amendment requiring council approval for any change in use not currently part of the approval.



Project No.
Project Name
Council Bill
Associated Cases
Staff Reviewer

61-85-P-13
Pinnacle Point (Mt. Zion Baptist Church)
N/A
Zone Change Proposal 2002Z-117U-13
Leeman

Staff Recommendation

Approve with conditions, including a note on the plan requiring Metro Council approval for any use not specifically included in this PUD.

APPLICANT REQUEST

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

This request is to amend the preliminary plan for the Commercial PUD district located along the west side of Murfreesboro Pike and the north side of Una-Antioch Pike to permit a 38,850 square foot, 1,500 seat church in a portion of the existing shopping center approved for a retail grocery store. The plan does not propose any other immediate changes to the shopping center, however, it does propose to allow future uses including retail, restaurants, daycare, and offices—all of which are allowed in the MUL district.

PLAN DETAILS

The proposed PUD amendment includes the conversion of a 38,850 square foot vacant retail space to a church use, and to allow future uses in the attached shopping center such as office, restaurants, retail, and daycare.

The plan utilizes the Shared Parking provisions of Section 17.20.100 of the Zoning Code. This section allows for different establishments on the same property to share parking spaces when the establishments have different peak hours. The Metro Traffic Engineer has indicated no concerns with this proposal. The Zoning Code requires 375 parking spaces for the church (1 parking space for every 4 seats in the sanctuary), while this shopping center has 410 parking spaces total.

The proposed hours of church operation are on Sunday from 9AM to 12PM and on Thursday from 6PM to 9PM.



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PUD CONDITION

The following PUD condition shall be made a part of this council bill: Any future change in use to those not specifically included in this PUD approval will require Metro Council approval.

TRAFFIC

Murfreesboro Pike is classified as a U6 on the Major Street Plan, calling for six lanes with 108 feet of right-of-way and a center turn lane. Currently, this portion of Murfreesboro Pike has only four lanes with no center turn lane. Based on the approved and proposed uses within the existing PUD, which will have 89,250 square feet of commercial and religious institution uses, approximately 1,423 to 2,163 trips per day could be generated.

Metro Traffic Engineer's Findings

The Metro Traffic Engineer indicated the following: "Our field review indicated that this is located within an existing shopping center which is well served by several accesses to Murfreesboro Road and Una Antioch Pike. Additional accesses to adjacent roadways are not recommended. A traffic study is not required."



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2002Z-118U-13
None
None
Hardison

Staff Recommendation

Approve

APPLICANT REQUEST

Rezone 7.52 acres from Residential (R10) to Residential Multi-Family (RM9) at Ned Shelton Road (unnumbered).

Existing Zoning
R10 zoning

R10 zoning is intended for residential lots with a minimum area of 10,000 square feet.

Proposed Zoning
RM9 zoning

RM9 zoning is intended for residential multi-family uses at up to 9 units per acre.

SUBAREA 13 PLAN POLICY
Residential Medium (RM)

RM policy is intended for 4 to 9 dwelling units per acre.

Policy Conflict

None. This property is located in the RM policy, which calls for 4 to 9 units per acre. Development in this area has a density range at 7 units per acre. Although the RM9 district is above the average density in the area, RM9 district is within the range of the subarea policy.

RECENT REZONINGS

None

TRAFFIC

The proposed zone change would permit a total of 68 units. This number of units would create approximately 449 vehicle trips per day (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

Approve.

SCHOOLS
Students Generated

5 Elementary 3 Middle 3 High School

Schools Over/Under Capacity

Students will attend Lakeview Elementary School, Kennedy Middle School, and Antioch High School. Lakeview Elementary has not been identified as being overcrowded by the Metro School Board, but Kennedy Middle and Antioch High have been identified as being overcrowded.



Project No.
Associated Case
Council Bill
Staff Reviewer

Zone Change 2002Z-120G-14
 None
 None
 Hardison

Staff Recommendation *Approve*

APPLICANT REQUEST

Rezone 4.62 acres from Residential (R15 and R20) to Commercial Limited (CL) at 2558 Couchville Pike.

Existing Zoning
 R15 zoning

R15 zoning is intended for residential lots with a minimum area of 15,000 square feet.

R15 zoning

R15 zoning is intended for residential lots with a minimum area of 15,000 square feet.

Proposed Zoning
 CL zoning

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

SUBAREA 14 PLAN POLICY

Industrial and Distribution (IND)

IND policy is intended for most types of industrial and distribution uses, such as storage centers, wholesale centers, and manufacturing.

Office Concentration (OC)

OC policy is intended for large concentrations office uses.

Policy Conflict

Yes. Although the CL zoning district is typically used to implement commercial policies, it also allows uses, which are consistent with the OC policy area. This property lies on the border of the OC and IND policy areas, but predominantly within the OC policy area. Since this area is currently undeveloped, approving CL zoning will allow many of the uses expected in the OC policy, as well as allowing several uses that will help to foster development in this area. CL zoning is consistent with future growth plans for this area.

RECENT REZONINGS

None

TRAFFIC

Based on typical uses in CL districts, with on site parking and 10,000 sq. ft. of development per acre is used to calculate traffic generation, such as a office uses, hotel, or a hardware store this proposed zoning



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Traffic Engineer's Findings

would generate approximately 535 to 2,370 trips per day could be generated by these uses (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Approve.



Project No. 2002P-005U-10
Project Name Glen Echo Hall
Council Bill None
Associated Cases None
Staff Reviewer Leeman

Staff Recommendation *Approve. The proposed PUD plan has been revised since being deferred at the August 22, 2002, Planning Commission meeting. The road into the site has been shifted from the east side to the west side of the site to allow a possible future connection from adjacent property. The layout of the units has also been changed to front Glen Echo Road to provide a better, more urban, design with rear-loaded garages.*

APPLICANT REQUEST

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

Request for preliminary PUD approval for 4 duplex lots with a total of 8 dwelling units on 2.06 acres, with an overall density of 3.88 dwelling units per acre.

Existing Zoning
R10 district

R10 district is intended for single-family and duplex residential with minimum lot sizes of 10,000 square feet. R10 allows a maximum density of 3.7 dwelling units per acre.

PUD Plan

Planned Unit Development's allow 100% duplexes, while a regular subdivision only allows 25% of the proposed lots to have duplexes. The Zoning Code also allows densities in excess of what the base zoning normally allows when duplexes are proposed in a PUD.

SUBAREA 10 POLICY
Residential Low (RL)

RL policy calls for development at 2 dwelling units per acre or below.

Residential Low Medium (RLM)

RLM policy calls for development at 2 to 4 dwelling units per acre.

This property falls along the boarder of the Subarea 10 Plan's RL and RLM policies.



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The Subarea 10 Plan, adopted in 1994, states: “In some cases, (infill) dwelling types also have not matched the existing character of established neighborhoods. These types of development are not recommended in the future and should not be used as a basis for similar projects in areas where they presently exist. The intent of this plan is to ensure that future development of infill sites conform with the existing character of surrounding areas” (page 49, Subarea 10 Plan).

Duplexes currently exist along Glen Echo Road between this property and Belmont Boulevard, and to the east along portions of Hillmont Drive. This proposal is not out of character with the neighborhood, and provides good design features that create an attractive streetscape for both Glen Echo Road and the newly proposed road.

PLAN DESIGN

The proposed plan still includes 4 lots with duplexes on each lot. The applicant has worked with staff to redesign the plan to take a more comprehensive approach to the overall redevelopment of this transitioning area, including reorienting the duplex along Glen Echo to face the road, providing a different housing type for rear-loaded garages, and moving the new road to the west to allow the adjacent property to access the new road, if developed in the future.

This proposal incorporates good planning principles for infill development in that it is designed to blend in with the existing neighborhood character in terms of building orientation, unit type, and density.

Staff has discussed with the applicant the need to look at the redevelopment of the entire block from the subject property to Hillmont Drive, including an undeveloped 4-lot subdivision directly to the west. This 4-lot subdivision was approved in 1980, with a cul-de-sac similar to what is being proposed again today. The latest plan provides the opportunity for the adjacent property to access this road.



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TRAFFIC

While Glen Echo Road is currently classified as a local road on the Major Street Plan. There is a strong likelihood that this could change to a collector street when the Major Street Plan is updated.

The applicant has shown a 5-foot right-of-way dedication to address this future change.

SCHOOLS

Students Generated

1 Elementary 0 Middle 0 High Schools

Schools Over/Under Capacity

If the property were developed under the proposed PUD, approximately 1 student would be generated. Students would attend Percy Priest Elementary, John Trotwood Moore Middle, and Hillsboro High School. Moore Middle School has been identified by the Metro School Board as being overcrowded as of the 2002-03 school year.



Project No. 2002S-105G-04
Project Name Hannah Price Estates
Council Bill N/A
Associated Cases N/A
Staff Reviewer Leeman

Staff Recommendation *Approve sidewalk variance. There is an existing residence on lot 3 and major road upgrades would be necessary in order to provide a sidewalk with curb and gutter along Palmer Avenue for lots 1 and 2.*

APPLICANT REQUEST

Preliminary Plat Preliminary and Final Plat Final Plat

This request is to revise the preliminary and final plat to eliminate a 280-foot long portion of sidewalk along Palmer Avenue and a 220-foot long portion of sidewalk along Pierce Road. The Planning Commission approved a preliminary and final plat to create three lots on June 13, 2002.

ZONING

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

SUBDIVISION VARIANCE

Sidewalks
 (Section 2-6.1)

Section 2-6.1 of the Subdivision Regulations requires a 5-foot wide public sidewalk and a 4-foot wide grass strip along the frontage of residential properties.

The applicant has requested a variance to the sidewalk regulations of the Subdivision Regulations since there are no existing sidewalks in the area and since sidewalks would require the upgrade of both Palmer Avenue and Pierce Road.

Metro Public Works Findings

No exception taken. Pierce Road and Palmer Avenue are residential roadways with no sidewalks in the vicinity. Eight trees will be affected by the construction of sidewalks. The pavement widths are 18' and 22' for Pierce Road and Palmer Avenue.

Staff Recommendation

Approve. Staff recommends approval of the sidewalk variance along both roads since the existing house



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fronts Pierce Road and Palmer Avenue, and since major reconstruction of the two roadways would be required.

Lots 1 and 2 are situated in the middle of the block, where Palmer Avenue would have to be widened from 18 feet to 23 feet of pavement. Widening the road and building sidewalks only at this mid-block location on Palmer Avenue would create an awkward and impractical situation that will not further the goal of an interconnected sidewalk network. Currently, there are no sidewalks along Palmer Avenue or Pierce Road. Furthermore, installing sidewalks may require the removal of eight mature trees.

The Planning Commission approved the preliminary and final plat with sidewalks in June as part of the three-lot plat approval.

TRAFFIC CONDITIONS

Pierce Road and Palmer Avenue are substandard minor local roads (46 feet of right-of-way) that would be required to be brought up to minor local standards (23 feet of pavement) with the installation of sidewalks. Currently, the pavement widths are 18' and 22' for Pierce Road and Palmer Avenue.



Project No. 2002S-272G-02
Project Name Skyline Village
Council Bill None
Associated Cases None
Staff Reviewer Leeman

Staff Recommendation *Approve with conditions, including the dedication of the 22-foot wide portion on the eastern end of parcel 147 on tax map 50 for public road right-of-way, and the installation of a new stop sign on Hunley Drive when Vailview Drive is extended.*

APPLICANT REQUEST

Preliminary Plat Preliminary and Final Plat Final Plat

This request is for preliminary plat approval for a 50-lot single-family cluster lot subdivision on 14.13 acres at the terminus of Vailview Drive and Hunley Drive, south of Briley Parkway and east of Dickerson Pike.

ZONING

RS10 district

The RS10 district requires a minimum lot size of 10,000 square feet and allows a maximum of 52 lots on this property. The proposed development only proposes 50 single-family lots. A small portion of the site conditioned to be dedicated as future right-of-way is zoned Commercial Limited (CL). There are no lots proposed on this portion of the plan.

CLUSTER LOT

Under the proposed cluster lot option, lot sizes can be reduced up to two zoning districts (5,000 square feet) with the installation of landscape buffer yards along the perimeter lots less than 10,000 square feet. The plan shows a standard 20-foot wide "C" landscape buffer yard. No landscape buffer yard is required for the lots abutting Briley Parkway and lots 10,000 square feet or greater.

The plan proposes single-family lots ranging in size from 5,400 square feet to 13,000 square feet.

PLAN DETAILS

The proposed plan provides a stub street to be extended in the future should the adjacent properties redevelop. This stub street will connect Vailview Drive to



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SUBAREA 2 PLAN

Oakview Drive. There is no unusual topography on this site, except where a small pond will be filled.

This proposal is consistent with the Subarea 2 Plan's Residential Low Medium (RLM) policy calling for residential development at 2 to 4 dwelling units per acre. The proposed subdivision has 3.5 dwelling units per acre.

VARIANCES

No variances requested.

Metro Public Works Findings

No exception taken.

Staff Recommendation

Approve. Staff recommends conditional approval since this proposal meets the requirements of the Zoning and Subdivision Regulations, and the Subarea 2 Plan's RLM policy.

TRAFFIC CONDITIONS

The Metro Traffic Engineer has indicated that a new stop sign must be installed on Hunley Drive when Vailview Drive is extended.



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2002S-278G-13
Arbor Crest
None
Fuller

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

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

ZONING

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

CLUSTER LOT OPTION

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

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

SUBDIVISION DETAILS

Alternative Sewerage

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

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



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TRAFFIC

Traffic Study Submitted

None required.

Traffic Engineer's Recommendation

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

CONDITIONS

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



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as shown on the Metro Property Maps. This discrepancy will need to be resolved by the applicant prior to the approval of any final plats. The Metro property maps include additional property that the preliminary plat does not account for. If any surplus exists, the land shall be counted toward open space.

5. The existing section of Bakers Grove Lane should be improved from Bakers Grove Road to Hobson Pike. The improved cross section should match that of Arbor Crest Avenue (46 ft. ROW and 23' roadway, sidewalks). Construction plans shall be submitted for bonds with the final plat for phase 1.
6. With the final plats for each phase, bonds will be needed for the extension of streets and sidewalks, public utilities and landscape buffer yards.



Project No.
Project Name
Associated Cases
Reviewer

Subdivision 2002S-288G-14
Hermitage Creek
None
Scott

Staff Recommendation

Approve with conditions subject to submitting a revised plat prior to Planning Commission Meeting.

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Subdivide 5.65 acres into an eleven (11) lot Cluster Lot subdivision, at a proposed density of 1.9 dwelling units per acre.

ZONING

RS15 district requires a minimum lot size of 15,000 square feet.

CLUSTER LOT OPTION

The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification of RS15 (minimum 15,000 sq. ft. lots) to RS7.5 (minimum 7,500 sq. ft. lots).

Applicant has justified utilizing the cluster lot option by providing for additional open space and asserting that significant vegetation will be preserved in open space areas. Pursuant to Section 17.12.080(D) of the Metro Zoning Ordinance, open space provisions require a minimum of 15% open space per phase. The amount of open space required for this cluster lot subdivision is .85 acres. The applicant allows for 2.72 acres of open space, which exceeds the minimum open space requirements.

Landscape Buffer yards

A C-1 type buffer yard is provided along the northern and eastern property lines. A C-1 buffer yard is 35' in width and includes 4.8 canopy trees, 2.4 understory trees and 19 shrubs per 100' linear feet (Section 17.24.240 of the Metro Zoning Ordinance) and will be bonded with the final plat.

SUBDIVISION DETAILS

Street Layout and Access

Access to the development is proposed at Tulip Grove Road between Strombury and Rockwood Drive.



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Tulip Grove Road is listed as a U4 (urban arterial with 4 lanes and 84 feet of Right of Way) in the Major Street Plan. Tulip Grove Road currently has 50 feet of ROW. The applicant will dedicate 5 feet of R.O.W. and reserve 12 feet of R.O.W for future roadway improvements.

The plat proposed a temporary cul-de-sac easement to be abandoned upon extension of Hermitage Creek Court to the east for future development.

Blue Line Stream and Spring

The proposed plat preserves an existing blue-line stream located along the eastern edge of the property. A twenty-five-foot-wide buffer is shown from the blue-line stream. The plat also preserves an existing spring located between lots 3 and 4. The blue-line stream and spring are both located within common open space.

Critical Lots

Proposed lots 1, 2, 3, 8, 9, 10 and 11 are labeled as critical lots. A plan shall be submitted to the Planning Commission staff for approval before permits may be issued or grading may take place on the critical lots.

SUBDIVISION VARIANCES

None

TRAFFIC

Traffic Study Submitted

No – none required.

Traffic Engineer's Recommendation

Approve

CONDITIONS

1. Performance bonds must be posted to secure the satisfactory construction, installation, and dedication of all required public improvements.



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2002S-289G-14
Cobblestone Landing Subdivision
None
Scott

Staff Recommendation

- Approve with conditions as follows:*
1. *Subject to a revised plat prior to recordation.*
 2. *The following road improvements must be completed or bonded prior to any final plat recordation:*
 - a. *Reconstruction of hill profile on North New Hope Road at intersection with Road "A".*
 - b. *A left turn lane on southbound North New Hope Road.*
 - c. *The northbound approach on North New Hope Road widened to include separate left and right turn lanes at the intersection with Old Lebanon Dirt Road.*
 3. *Road "A" is built to the Local Road standard in the Subdivision Regulations with 46' ROW and 23' of pavement as shown on the plat. This recommendation is designed to coordinate with the requirements of Mt. Juliet.*
 4. *Add note on final plat to all stub streets "Temporary turnaround, road to be extended in future."*

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Subdivide 38.25 acres into 71-lot Cluster Lot subdivision, at a proposed density of 1.86 dwelling units per acre.

The balance of this subdivision, an additional 103.7 acres, is located in Wilson County. The Wilson County portion of this subdivision received its final approval for zoning for a PUD on October 28, 2002, by the Mt. Juliet City Commission. This property is proposed to have an additional 231 dwelling units, approximately 12,000 square feet of retail space that will be located near Old Lebanon Dirt Road, greenway trails, and a community center with a swimming pool.



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ZONING

The RS15 district requires a minimum lot size of 15,000 square feet.

CLUSTER LOT OPTION

The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification of RS15 (minimum 15,000 square foot lots) to RS7.5 (minimum 7,500 square foot lots).

Applicant has justified utilizing the cluster lot option by providing for additional open space and asserting that significant vegetation will be preserved in open space areas. Pursuant to Section 17.12.080(D) of the Metro Zoning Ordinance, open space provisions require a minimum of 15% open space per phase. The amount of open space required for this cluster lot subdivision is 5.74 acres. The applicant allows for 14.73 acres of open space, which exceeds the minimum open space requirements.

Landscape Buffer Yards

The Cluster Lot Option within the Zoning Code allows perimeter lots abutting a conventional subdivision to be reduced in size the equivalent of one zoning district with the installation of a standard “B” landscape buffer yard, or perimeter lots may be reduced in size the equivalent of two zoning districts with the installation of a standard “C” landscape buffer yard.

The proposed plat shows a standard “B” landscape buffer yard between the abutting southern property line from lot 2 to the edge of lot 26. All lots located along this property line are reduced one zoning district size. A “B” landscape buffer yard is located along the northern property line from lot 64 to lot 71, along the property line extending north from lot 64 and along the north property line extending east to the edge of lot 50.

SUBDIVISION DETAILS

Street Layout and Design

Access to Cobblestone Landing is proposed to intersect with North New Hope Road. The Major Street Plan identifies North New Hope Road as a collector road. Right-of-way (ROW) for a collector road is 60 feet and 37 feet of pavement. Currently, North New Hope Road is not built to Public Works standards. The applicant is dedicating the required 5 feet of ROW along the roadway.



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Public Works has identified a sight distance problem at the proposed location for the intersection. The applicant will reconstruct North New Hope Road to remove the vertical curve to provide adequate sight distance and construct a southbound left turn lane.

Due to the development anticipated in Wilson County and along North New Hope Road, the northbound approach on North New Hope Road will be widened to include separate left and right turn lanes at the intersection with Old Lebanon Dirt Road.

Staff recommends Road "A" is built as a Local Street with 46' ROW and 23' of pavement. This recommendation is designed to coordinate with the requirements of Mt. Juliet, which are 22' to 24' of pavement width. This street will be consistent with the Subdivision Regulations, which requires a Local Street for 2 to 4 residential units per acre. The proposed density of Cobblestone Landing is 1.86 units per acre, below the minimum requirement.

The plat proposes a street connection to the property to the east, in Wilson County, that is proposed for 231 dwelling units and commercial development. The plat also proposes two stub-out streets to the south for future development.

Blue –Line Stream and Ponds

There is an existing blue-line stream located north of the property. The part of the mandatory 25' buffer located within the subdivision is preserved and located in the common open space of Cobblestone Landing.

Critical Lots

Lots 38,39,56, 57, and 58 are labeled as critical lots. It is required that these lots have plans approved by the Planning Commission at the time of application for a building permit. No clearing or grading may take place prior to approval of the critical lot plan.

SUBDIVISION VARIANCES

None

TRAFFIC

Traffic Study Submitted

Yes

Traffic Engineer's Recommendation

1. Improvements should be completed as shown (on plans) at the intersection of New Hope Rd and Road



Metro Planning Commission Meeting of 11/14/02

A, which includes reconstruction of a hill profile and construction of a left turn lane on southbound New Hope Rd.

2. As recommended in the traffic impact study, the northbound approach on New Hope Rd should be widened to include separate left and right turn lanes at the intersection with Old Lebanon Dirt Rd.
3. Based on the volumes indicated in the traffic impact study, the location of attractions surrounding the proposed development in the Hermitage area, and the existing subdivision regulations we recommend that Road A be constructed to collector standards.
4. To ensure the surrounding roadway network will be able to accommodate the traffic generated by the proposed development, we recommend that prior to constructing the connection between Davidson County and Wilson County that the connection to Old Lebanon Dirt Rd in Wilson County should be complete. This will also serve to provide improved access for emergency vehicles and other public services.
5. It is important to note that, as indicated in the traffic impact study, portions of New Hope Rd "include substantial vertical curves that limit the sight distance available for motorists turning from roadways and driveways". The impact study also notes "the northernmost portion of New Hope Rd includes a significant horizontal curve immediately south of the intersection with Old Lebanon Dirt Rd".



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2002S-302U-12
Providence Park
None
Fuller

Staff Recommendation

Defer because necessary approval has not been received from the Traffic Engineer. If the applicant does not wish to defer, then staff recommends disapproval.

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Subdivide 43.8 acres into a 141-lot cluster lot subdivision, at a proposed density of 3.22 dwelling units per acre.

ZONING

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

CLUSTER LOT OPTION

The cluster lot option allows the applicant to reduce minimum lot sizes two base zone districts from the base zone classification of R10 (minimum 10,000 sq. ft. lots) to R6 (minimum 6,000 sq. ft. lots). Proposed lots range from 6,000 sq. ft. to 16,297 sq. ft.

Pursuant to Section 17.12.080(D) of the Metro Zoning Ordinance, cluster lot subdivisions require a minimum of 15% open space per phase. The applicant successfully complies with this requirement by proposing a total of 14 acres (32%) of open space – which exceeds the minimum open space acreage required.

SUBDIVISION DETAILS

Critical Lots

There are 23 critical lots in this subdivision designated as critical lots due to steep topography, requiring individual review and approval of the grading plans for each lot by the Metro Water Services Stormwater Management division, Public Works, and Metro Planning Department staffs prior to the issuance of building permits.

Airport Impact

From the report *Final Noise Exposure Maps Submittal Documents 1996 and 2001 for the Nashville International Airport* it appears that the lower portion



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Stormwater

of this property was located within the 65 DNL (Day-Night Average Sound Level) area in 1996 but was projected to not be affected by the 65 DNL in 2001. The reduction in noise levels is attributed to the retirement of old aircraft and the downsizing of flights by American Airlines. The subdivision proposal includes earth berms along the eastern boundary facing the airport to mitigate the impact of airport noise. Additional insulation requirements, if required, will be dealt with at the building permit application.

The Tennessee Department of Environment and Conservation has determined that a small watercourse that originates in the southern corner of the property, crosses under an old roadbed, and flows northward toward I-24 is a wet weather conveyance from the road bed upstream, and a intermittent stream from the road crossing downstream. The watercourse can be altered with the appropriate permits from TDEC.

TRAFFIC

Traffic Study Submitted

Required. A TIS was submitted that was 2 years old. The Traffic Engineer requested that the study be updated.

Traffic Engineer's Recommendation

The Traffic Engineer cannot recommend approval of this project until a revised Traffic Impact Study is submitted.

CONDITIONS

1. A revised preliminary plat needs to be submitted prior to the Planning Commission meeting showing the professional stamp and signature of the civil engineer or land surveyor responsible for the design of the preliminary plat.
2. A recommendation from the Traffic Engineer is to be received prior to the Planning Commission meeting.
3. With the final plats for each phase, bonds will be needed for the extension of streets and sidewalks, public utilities and landscape buffer yards.



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2002S-189U-03
Davis Subdivision
None
Hardison

Staff Recommendation

Approve subdivision final plat, but disapprove the requested sidewalk variance.

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Subdivide 1.46 acres into four (4) lots and a variance for sidewalks along Whites Creek Pike.

ZONING

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

VARIANCES TO SUBDIVISION REGULATIONS

Sidewalks

A sidewalk is required on Whites Creek Pike by the Subdivision Regulations. Large portions of the properties' frontages are located within the 100-year flood plain. Public Works has indicated a sidewalk can be constructed with some reworking of street's drainage pattern.

Sidewalk Construction Report From Public Works

This property lies along the east margin of Whites Creek Pike. At this location the road has 24 feet of pavement, a 3-foot shoulder, and an open ditch. The ditch ranges from shallow to steep.

Sidewalk Construction

Pursuant to Chapter 13.20 of the Metro Code, the Department of Public Works regulates all work done in the right of way. However, this stretch of Whites Creek Pike is State Route 65. Therefore, any alteration of the roadway, including curbs, sidewalks, and driveway connections will require additional coordination and approval by TDOT. The applicant will be responsible for securing State approvals.

Recommendation

Staff recommends disapproval of the requested sidewalk variance. At the Planning Commission's July 11, 2002, meeting, staff recommended approval of the preliminary plat with the condition that before a final



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plat is recorded the applicant was to provide a report from TDOT with a determination of whether sidewalks are allowed. The Planning Commission adopted staff's recommendation.

The applicant has not provided a report from TDOT stating that sidewalks will not be required along this section of Whites Creek Pike. This property is along the mid-block section, but road frontage will not require widening. The applicant will be responsible for grading and drainage.

TRAFFIC ENGINEERS FINDINGS Approve

CONDITIONS

Staff recommends conditional approval subject to revised final plat the shows the following:

1. A sidewalk along the properties frontages on Whites Creek Pike
2. Add the note "Builder must submit sizing of drainage facility/structure/pipe (for access to building site) to Water Services for approval prior to issuance of a building permit"



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2002S-292U-10
Clifton Lane
None
Scott

Staff Recommendation

Approve with conditions subject to a revised plat prior to recordation and variance for sidewalk on lot two along Clifton Lane.

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Subdivide one parcel into two (2) lots with a sidewalk variance along the property frontage of lot two on Clifton Lane.

ZONING

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

SUBDIVISION DETAILS

Lot Comparability
(Section 2-4.7)

Lot frontage and lot area are consistent with lots within 300 feet of property. Lot frontages range from 50' - 100'. Lot one is proposed at 125' frontage and lot two is proposed at 75' frontage. Lot areas range from 10,000 to 20,000 square feet and the proposed lots provide a minimum of 15,000 square feet each.

VARIANCES TO SUBDIVISION REGULATIONS

Sidewalks

A sidewalk is required on the frontage of lot two. The applicant has requested a variance due to the absence of sidewalks in this area and the amount of roadwork that would be required by Public Works standards to construct sidewalks in this location.

Metro Public Works Findings

Clifton Lane has a pavement width of 16 feet, no shoulder and a slight swale. The construction of sidewalk along this stretch of roadway will require the widening of the roadway by 3.5 feet and may require a catch basin in addition to the sidewalk, grass strip and curb and gutter.

Recommendation

Approve. Staff recommends approval of the sidewalk variance along Clifton Lane since a major street reconstruction would be required.



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Lot 2 is situated in the middle of the block, where Clifton Lane would have to be widened from 16 feet to 19.5 feet of pavement. Widening the road and building sidewalks only at this mid-block location on Clifton Lane would create an awkward and impractical situation that will not further the goal of an interconnected sidewalk network. Currently, there are no sidewalks along Clifton Lane.

TRAFFIC

Traffic Study Submitted

No – none required.

Traffic Engineer's Recommendation Approve

CONDITIONS

1. Remove note #17 concerning sidewalk construction if variance is approved.
2. Metro Stormwater approval of grading plan for lot two.
3. Label the water main shown in Clifton Lane as a 6" line, not an 8" line.
4. Add the 4" water main on the north side of Clifton that is not currently shown on the plan.
Revise note #16 to read, "The owner(s) of lot 2 are responsible for the operation and maintenance of their respective private sanitary sewer and easement extending from the public sanitary sewer."



Project No.
Project Name
Associated Cases
Staff Reviewer

Subdivision 2002S-296U-12
Kingswood Park, Resubdivision of lot 10
None
Fuller

Staff Recommendation

Approve subject to a sidewalk variance and a variance for frontage on lot 1.

APPLICANT REQUEST

Preliminary Plat Preliminary & Final Plat Final Plat

Subdivide .90 acres into 2 lots and variance for sidewalks along Green Leaf Drive.

ZONING

R10 district requiring minimum lot size of 10,00 square feet.

SUBDIVISION VARIANCE

Lot Comparability
(Section 2-4.7)

According to the results of the lot comparability study, the minimum average lot size permitted is 14,701 square feet and the minimum permitted frontage is 75.3 feet. Both lots are larger the minimum area. However, lot 1 has a frontage of 69.28 feet, which is 6.02 feet short. Approval of a variance for lot frontage is recommended for lot 1 because this subdivision proposal brings the lots closer into compliance with the existing zoning.

SIDEWALK VARIANCE

Sidewalks (Section 2-6.1)

A sidewalk is required along the frontage of both lots on Green Leaf Drive. Currently there are no sidewalks along Green Leaf Drive. The applicant has requested a variance due to the absence of sidewalks within the area and the amount of roadwork that would be required by Public Works

Metro Public Works Findings

Green Leaf Drive has a pavement width of 21 feet with no definable ditch. In order for sidewalks to be constructed the road will have to be widened 2 additional feet, an NES pole may have to be relocated and curb and gutter will have to constructed as well as curb and driveway ramps.

Recommendation

Approve. A section of sidewalks approximately 162 feet in length will require major reconstruction of the



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roadway by widening and construction of the curb and gutter system for a relatively short section of sidewalk in a cul-de-sac location. This would create an awkward and impractical situation that will not further the goal of an interconnected sidewalk network.

TRAFFIC

Traffic Study Submitted

None required.

Traffic Engineer's Recommendation

No exception taken- traffic issues not applicable.



Project No.
Project Name
Council Bill
Associated Cases
Staff Reviewer

Planned Unit Development 2002P-002G-02
Magnolia Station Condominiums
BL2002-1081
2002Z-033G-02
Hardison

Staff Recommendation

Approve with conditions

APPLICANT REQUEST

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

Existing Zoning
RM4

Final PUD request for 24 condominium units on 6.26 acres at a density of 3.83 units per acre.

RM4 is intended for multi-family residential at 4 units per acre.

The applicant had the zoning changed from residential (R40) to residential multi-family (RM4), which allows the development of a residential condominium community.

PLAN DETAILS

These properties are adjacent to RS40 and RS20 district. Therefore no landscape buffer is required. The Zoning Regulations require one parking space per bedroom when developing multi-family dwelling units. This development is for 24 two-bedroom units, which will require 48 parking spaces. There is a cemetery located on the southern portion of the property. The applicant is proposing access to the cemetery to come from within the development. Also, the applicant is providing two parking spaces for cemetery visitation. The cemetery is separated from the development by an internal walkway system and a line of trees. The northern portion of lot 4 is being reserved as a common open space area accessed by a 195-foot sidewalk.

TRAFFIC

Based on typical a residential condominium community with RM4 zoning, approximately 141 trips per day could be generated by this use (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.



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Traffic Engineer's Findings

The Metro Traffic Engineer has indicated that this development cannot have access to Springfield Highway. Tinnin Road is a planned collector street with an ultimate right-of-way of 60 feet. Currently, Tinnin Road has a 50-foot right-of-way. Therefore, the applicant has shown on this PUD plan the dedication of 5 feet of right-of-way along the properties frontage on Tinnin Road, and reservation of 36 feet of right-of-way along the properties frontage on Springfield Highway. Springfield Highway has an ultimate planned right-of-way of 172 feet.



Project No.	Planned Unit Development 2002P-004G-04
Project Name	Madison Residential Care Facility
Council Bill	BL2002-1158
Associated Cases	2002Z-011G-04
Staff Reviewer	Hardison

Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

<input type="checkbox"/> Preliminary PUD	<input type="checkbox"/> Revised Preliminary	<input type="checkbox"/> Revised Preliminary & Final PUD
<input checked="" type="checkbox"/> Final PUD	<input type="checkbox"/> Amend PUD	<input type="checkbox"/> Cancel PUD

Existing Zoning
RM4

Final PUD request for a 42 bedroom residential care facility with future development of 16 bedrooms on 3.59 acres at a density of an additional 16 bedrooms per acre, which is equivalent to 4 units per acre as per Section 17.04.060 of the Metro Zoning Regulations.

RM4 is intended for multi-family residential at 4 units per acre.
The applicant had zoning changed from residential (RS20) to residential multi-family (RM4), which allows the development of a residential care facility.

PLAN DETAILS

The proposed plan is for a 42 bedroom residential care facility with a future development of another 16 bedrooms. The development is to be accessed by a main driveway. The applicant is providing the required 14 parking spaces with an additional 6 spaces for the future development.

In addition to the required landscaping and drainage details, the applicant is also proposing a mulch surfaced walking trail along the perimeter of the site with a shared access point to the adjacent Hickory Chase PUD.

TRAFFIC

Based on typical a residential care use in RM4 zoning, approximately 2 to 6 trips per day could be generated by this use (Institute of Transportation Engineers, 6th Edition, 1996). Other uses at different densities could generate more or less traffic.

Traffic Engineer's Findings

Approve



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 149-69-G-04
Chick-Fil-A & Rafferty’s – Rivergate Mall
None
None
Mitchell

Staff Recommendation

Approve variance request to remove the sidewalk requirement.

APPLICANT REQUEST

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

Revise a portion of the Rivergate Mall final PUD plan for Chick-Fil-A and Rafferty’s to vary the requirement to install sidewalks along the north margin of Gallatin Pike from Shepherd Hills Drive northeastward approximately 640 feet.

TRAFFIC ENGINEER’S FINDINGS

Existing Conditions

Grass embankment with ditch running the entire length. Pavement width is 60 feet with a 10-foot shoulder and no curb and gutter. The existing roadside ditch is twelve feet wide and approximately three to four feet deep. In addition, there are NES poles located approximately 20 feet from the edge of pavement.

Sidewalk Construction

In order to construct sidewalks at this location curb and gutter will need to be installed in addition to piped drainage and catch basins. The existing pavement will not need to be widened but curb ramps will need to be provided at either end for handicap accessibility. The existing NES poles should not need to be relocated; however, other utilities may be a factor.

TENNESSEE DEPARTMENT OF TRANSPORTATION COMMENTS

“Generally, the Department is supportive of the installation of sidewalks for urban areas. However, the above location is not in the area that has continuity in the sidewalk. The sidewalk does not appear to be effective; therefore, we do not object the city deleting the requirement of the sidewalk installation.”



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STAFF FINDINGS & CONCLUSIONS

Pursuant to roadway data and photographs provided by the Metro Public Works Department and pursuant to staff examination of the variance request in light of the Zoning Code variance review standards, staff recommends the granting of a sidewalk variance based upon the following:

Gallatin Pike is designated on the Major Thoroughfare Plan as a U6, or a 7-lane arterial highway, which requires a minimum right-of-way width of 108 feet. Currently, Gallatin Pike has a varied right-of-way that is approximately 150 feet in width; however, there is only 60 feet of pavement with a total of five lanes. The U6 designation calls for six travel lanes with one center turn lane and a total roadway width of 88 feet. The applicant would be required to install sidewalks, in accordance with the current Metro Public Works design standard, at the current edge of roadway. Since the thoroughfare plan calls for the addition of one travel lane per side, these newly installed sidewalks would be removed when the road is widened to its designated width. On the other hand, should the applicant install sidewalks at the future roadway edge, the location of those sidewalks would be a “peculiar and exceptional practical difficulty”, as stated in Sec. 17.40.370 of the Metro Zoning Code.

On October 24, 2002, the Planning Commission heard a request to grant a variance to waive the sidewalk requirement for the Christian Network International commercial PUD on Mt. View Road. Mt. View Road is designated on the Major Thoroughfare Plan as a U2 – which calls for two travel lanes with one center turn lane. The roadway was not in conformance with that designation and the ultimate roadway profile was unknown. Accordingly, any sidewalks installed on Mt. View Road at this time would very likely be destroyed when the roadway upgrade was performed. The Planning Commission found that this situation created a hardship for Christian Networks International and granted the sidewalk variance along Mt. View Road.

This applicant’s request for a sidewalk variance on Gallatin Road is factually similar to the Christian Networks International matter. Based upon the Commission’s granting of a sidewalk variance in that



Metro Planning Commission Meeting of 11/14/02

case, staff recommends that a variance be granted in this matter as well.



Project No.
Project Name
Council Bill
Associated Cases
Deferral

Planned Unit Development 155-74-G-14
Larchwood Commercial

None
None
A PUD amendment was deferred indefinitely on July 25, 2002.
Leeman

Staff Reviewer

Staff Recommendation

Approve with conditions, including the following traffic improvement to be completed or bonded prior to the recordation of a final plat for this phase of the PUD:
1. Provide left turn lane on Blackwood Drive to serve the proposed road and the proposed driveways. Removal of part of the existing median to accomplish this is recommended.

APPLICANT REQUEST

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

Existing Zoning
CL/Commercial PUD

To permit 92,800 square feet of retail, restaurant, office, hotel and medical office uses in 8 buildings on 11.11 acres, replacing 87,200 square feet of retail and restaurant uses.

Preliminary PUD plan is approved for 87,200 square feet of retail and restaurant uses on this portion of the PUD. The overall PUD is currently approved for 471,948 square feet, including retail, restaurants, gas station, office, car wash, hotel, and a building materials use. The underlying CL base zoning permits the proposed uses, while the preliminary PUD plan also permits these changes as a revision.

PLAN DETAILS

The proposed plan revises a portion of the existing PUD to change from a retail center containing a 38,000 square foot building materials store, a 43,100 square foot building with specialty shops retail, and restaurants to an office, 92,800 square feet of retail/restaurant uses, office, medical office, and a hotel use. Although this revision increases the square footage on this portion of PUD, it does not exceed 10% of the overall square footage last approved by the Metro Council, therefore, a PUD amendment is not required.



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The proposed plan provides the required landscape buffer yards separating this development from the adjacent residential subdivision, while the proposed uses are consistent with the CL base zoning and uses approved by the Council originally.

TRAFFIC

Based on the ITE Trip Generation Manual (6th Edition), the proposed uses could generate the following number of trips per day on average:

59,000 square feet of office uses = 650 trips per day
14,000 square feet of retail = 596 trips per day

Traffic Engineer's Findings

The Metro Traffic Engineer is requiring the following traffic improvement to be completed or bonded prior to the recordation of a final plat for this phase of the PUD:

1. Provide left turn lane on Blackwood Drive to serve the proposed road and the proposed driveways. Removal of part of the existing median to accomplish this is recommended.



Project No.
Project Name

154-79-U-07
Lion’s Head Village West
(Belle Meade Dermatology)

Council Bill
Associated Cases
Staff Reviewer

None
None
Leeman

Staff Recommendation

Approve with conditions, including the redesign of the existing right-in only driveway on White Bridge Pike prior to the Planning Commission meeting, or the removal of the existing driveway from White Bridge Pike to this outparcel. In addition, when a traffic signal is installed at the main Target ingress/egress, the driveway on this outparcel (map 103-14, parcel 117) must be removed. Should any subsequent changes to any other portion of the plan be requested after the signal is installed, the other secondary driveway on map 103-14, parcel 116 must be removed.

APPLICANT REQUEST

Preliminary PUD Revised Prelim. Revised Preliminary & Final PUD
 Final PUD Amend PUD Cancel PUD

This request is to revise a portion of the preliminary plan and for final approval to permit a 2,200 square foot addition to an existing 10,260 square foot medical office building.

Existing Zoning
Shopping Center
Community (SCC)/Comm. PUD

The SCC district is intended for moderate intensity retail, office, and consumer service uses for a wide market area. The existing commercial PUD was approved in 1980 for a restaurant and subsequently revised for a medical office building use on this parcel.

TRAFFIC

In 1980, the preliminary PUD plan was approved for a restaurant with no direct access to or from White Bridge Pike. In 1981, a request was made to revise the plan to include an “ingress-only” driveway from White Bridge Pike, which was approved by the Metro Traffic and Parking Commission with a condition for a sign indicating the driveway was for ingress-only.



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Traffic Engineer's Findings

In 1996, the use of the building changed from a restaurant to a dermatology clinic. There is no evidence that the condition for the ingress-only signage has ever been met. Since 1981, the traffic control measures to limit this driveway to an ingress-only driveway have been ineffective because the owners of the property have been in non-compliance with the approved condition.

Since this is a revision to the preliminary PUD plan, staff believes that traffic issues need to be re-addressed with this plan. Staff recommends conditional approval of this plan with the closure of the driveway, or redesign of the driveway as specified by staff to function as a right-in only driveway. The prior condition has proven ineffective at preventing exits from the property, and the applicant's proposed driveway redesign does not significantly alter the layout of the driveway.

With this proposal, the applicant is proposing the same signage and directional arrows on the pavement to limit cars from exiting. Staff believes these measures will adequately address the safety issue of leaving this potentially dangerous driveway in place only if a significant redesign of the driveway occurs. There are two other driveways from this PUD to White Bridge Pike and an internal driveway to connect this PUD to the adjacent PUD to the east, which allows for good internal circulation once in the PUD.

The Metro Traffic Engineer has indicated that the existing ingress-only driveway can stay in place with modifications and with the installation of signage and directional arrows as was required by the Traffic and Parking Commission in 1981. The Traffic Engineer is also assuming the hours of operation will remain at 9 A.M. to 4 P.M.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Planned Unit Development 206-83-G-13
Chelsea Village
None
None
Mitchell

Staff Recommendation

Approve with Conditions

APPLICANT REQUEST

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

Revise the preliminary master plan and final approval for a phase of the Chelsea Village Residential PUD to permit the development of 62 single-family lots in place of 58 single-family lots. Property located east of Una Antioch Pike, approximately one-half mile southwest of Murfreesboro Pike.

PLAN DETAILS

Although there is a 4-lot increase in the number of proposed lots, there is no net change in the number of approved single-family lots for the residential portion of this subdivision. The Metro Council originally approved the PUD plan in 1984 for 237 single-family lots.

Proposed lots will range in size from 6,945 sq. ft. to 14,250 sq. ft. – with one lot proposed at 29,000 sq. ft. Sidewalks are proposed along both sides of Split Oak Trail, Clapham Road, and Dover Glen Drive.

Forty-three of the single-family lots are designated as critical lots due to both steep topography and floodplain development – which requires individual review and approval of the grading plans for each lot by the Stormwater Division of the Water Services Department, Public Works Department, as well as Planning Department staff.



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Existing Zoning

R15 – Residential PUD

The R15 district is intended for single and two-family residential development, requiring minimum lot sizes of 15,000 sq. ft. – however, this PUD development utilizes the reduced lot option offered under Metro PUD provisions.

TRAFFIC ENGINEER'S FINDINGS

Approve

CONDITIONS

1. Prior to recordation of a final plat, the developer must coordinate with Metro Public Works to file a request for street name change in order to remedy the street name conflict between Oakwood Forest Drive and Dover Glen Drive.
2. A final plat needs to be recorded prior to the issuance of any building permits.
3. 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 and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
4. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four (4) additional copies of the approved plans have been submitted to the Metropolitan Planning Commission.
5. These plans as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans will require reapproval by the Planning Commission.
6. 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. The following revisions are required on this plan:
 - a) The zone district needs to be revised to reflect the R15 zone district. Any applicable calculation changes must also be made.



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7. 'Cladham Road' needs to be revised to reflect the correct street name of 'Clapham Road'.



Project No.
Project Name

Planned Unit Development 93P-023G-04
Gateway of Hermitage Commercial PUD
Wiltruco Credit Union

Council Bill
Associated Case
Staff Reviewer

None
None
Mitchell

Staff Recommendation

Approve with Conditions

APPLICANT REQUEST

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

Request to revise the preliminary master plan for the Gateway of Hermitage Commercial PUD to allow for the development of a 3,164 sq. ft. federal credit union in place of a 6,000 sq. ft. restaurant. The property is located at 3904 Central Pike.

PLAN DETAILS

The latest revision to the preliminary, approved in 1997, allowed for the development of a 6,000 sq. ft. restaurant and a 69,000 sq. ft., 6-story, 144-room motel.

The applicant's plan proposes a 3,164 sq. ft. credit union facility to be constructed on the corner of Central Pike and Shurguard Way, in what is designated as phase two of the PUD. Ingress and egress to the site will be provided via direct access off of Shurguard Way as well as via the motel access drive. Required parking for the facility is 16 spaces. A total of 18 spaces are provided, which includes handicapped spaces – of which both handicapped spaces are properly located directly in front of the building entrance.

TRAFFIC ENGINEER'S FINDINGS

Recommend approval.

The applicant has proposed a new sidewalk along Shurguard Way in accordance with current Metro Public Works design standards. A sidewalk currently exists along Central Pike.

CONDITIONS

1. A final plat needs to be recorded prior to the issuance of any building permits.



Metro Planning Commission Meeting of 11/14/02

2. Prior to the issuance of any permits, confirmation of preliminary approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management and the Traffic Engineering Sections of the Metropolitan Department of Public Works.
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.



Project No.
Project Name

Mandatory Referral 2002M-070U-03
Partial Closure of Winstead Avenue &
All of Alley #1039 &
All of an Unnumbered Alley off of
Old Matthews Road

Deferral Date
Council Bill
Associated Case
Staff Reviewer

Deferred Indefinitely on August 22, 2002
BL2002-1101 / 2002S-201U-03
None
Mitchell

Staff Recommendation

Approve, subject to the recorded consolidation of parcels 58 & 59, property owned by E.C. Bender, so as to prevent the land locking of parcel 59.

APPLICANT REQUEST - REVISED

This request was originally brought to the Planning Commission on August 22, 2002, at which time the project was deferred indefinitely. The applicant had originally requested to close the 290-foot portion of Winstead Avenue that extended from the mid-point of the existing right-of-way eastward to Monticello Street. All required signatures were not able to be obtained to carry the request forward; therefore, the applicant has revised the request as follows:

A request to close a 280-foot portion of Winstead Avenue from the mid-point of the right-of-way between Monticello Street and Old Matthews Road to the terminus of Winstead Avenue at Old Matthews Road, to close all of Alley #1039 from the east margin of Old Matthews Road to the west margin of Monticello Street, and all of an unnumbered 'L-shaped' alley extending east and north from Old Matthews Road, all within map 71-01, as part of a consolidation plat request (2002S-201U-03), requested by John and Judy Newell, applicants, for Joseph Herrod, et al, E. C. Bender, Cleve Yokley, James Allen, J.P. Ingle, Jessie Teasley, and Richard & Marie Hopkins, abutting property owners.

(Easements to be retained)

APPLICATION REQUIREMENTS

Application properly completed and signed?

Yes



Metro Planning Commission Meeting of 11/14/02

Abutting property owners sign application?

Yes

DEPARTMENT AND AGENCY COMMENTS

None

RECOMMENDATION

All reviewing departments and agencies recommend approval.



Project No.
Project Name

Mandatory Referral 2002M-109U-09
133 7th Avenue North
Right-of-Way Encroachment

Council Bill
Associated Case
Staff Reviewer

None
None
Mitchell

Staff Recommendation

Conditional Approval, subject to receiving all department approvals.

APPLICANT REQUEST

A request for an existing building to encroach 0.76 feet into the Alley #113 (Polk Alley) Right-of-Way, property located at 133 7th Avenue North, as requested by Boulton, Cummings, Conners, & Berry, PLC, applicant, for Nashville Enterprises, Inc., property owners.

APPLICATION REQUIREMENTS

License to Encroach Agreement

Yes – one was submitted in correct form.

Insurance Certificate

Yes – one was submitted providing general liability of \$1,000,000 for each occurrence and \$1,000,000 for general aggregate coverage, as allowed by Metro Legal.

Property Owner Sign Application

Yes

Tenant Sign Application

N/A

DEPARTMENT AND AGENCY COMMENTS

None

RECOMMENDATION

Conditional Approval, subject to receiving all department approvals.



Project No.
Project Name

Mandatory Referral 2002M-113G-04
Disposition of Certain Property by
Metro Government – 1002 Saunders Av.

Council Bill
Associated Case
Staff Reviewer

None
None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

An ordinance approving the disposition of 1002 Saunders Avenue, Madison, TN, property currently held by the Metropolitan Government of Nashville & Davidson County.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

All departments and agencies were notified as to the surplus status of the above-referenced property. None of the departments or agencies requested that the listed property be retained.

RECOMMENDATION

All reviewing departments and agencies recommend approval.



Project No.
Project Name

Mandatory Referral 2002M-114U-13
Dedication of Easement to Metro
Government from Army Corps. for
J. Percy Priest Project

Council Bill
Associated Case
Staff Reviewer

None
Project No. 02-D-0267
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request to accept the dedication of a permanent drainage easement to the Metropolitan Government of Nashville & Davidson County from the Army Corps. Of Engineers, for the J. Percy Priest Project for Project No. 02-D-0267, property located off of Rural Hill Road.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

None

RECOMMENDATION

All reviewing departments and agencies recommend approval.



Project No.
Project Name

Mandatory Referral 2002M-115G-14
Dedication of Easement to Metro
Government from Army Corps. for
Old Hickory Project

Council Bill
Associated Case
Staff Reviewer

None
02-D-0266
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request to accept the dedication of a permanent drainage easement to the Metropolitan Government of Nashville & Davidson County from the Army Corps. Of Engineers, for the Old Hickory Project for Project No. 02-D-0266, property located off of Rolling Mills Road.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

None

RECOMMENDATION

All reviewing departments and agencies recommend approval.



Project No.	Mandatory Referral 2002M-116U-10
Project Name	Glen Echo Subdivision 4-Foot Sewer Easement Abandonment
Council Bill Associated Case	None 2002S-268U-10
Staff Reviewer	02-D-156 Mitchell
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST	A request to abandon a 4-foot portion of an existing 20-foot public utility drainage easement for property located at 1726 Glen Echo Road, for Project No. 02-DG-156.
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APPLICATION REQUIREMENTS	None
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DEPARTMENT AND AGENCY COMMENTS	None
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RECOMMENDATION	All reviewing departments and agencies recommend approval.
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Project No.
Project Name

Mandatory Referral 2002M-117U-13
Rural Hill Townhouses Easement
Acquisition

Council Bill
Associated Case

None
Project No. 02-SL-129
Capital Improvement No. 02SL001

Staff Reviewer

Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request to acquire a 30-foot wide temporary construction easement and a 20-foot wide permanent sanitary sewer easement for the Rural Hill Townhouses, for Project No. 02-SL-129 (Capital Improvement No. 02SL001).

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

None

RECOMMENDATION

All reviewing departments and agencies recommend approval.



Project No.
Project Name

Mandatory Referral 2002M-118U-09
Peabody Street Easement
Abandonment & Relocation

Council Bill
Associated Case
Staff Reviewer

None
Project No. 02-SL-116
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request to abandon and relocate 556 feet of 8-inch sewer line for Project No. 02-SL-116. The relocated line is located upon MDHA and Guardian Life Insurance Company property, which are on the corner of Crockett Street and Peabody Street.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

None

RECOMMENDATION

All reviewing departments and agencies recommend approval.



Project No.
Project Name

Mandatory Referral 2002M-119G-14
Stones River Greenway Trailhead
Lease Agreement

Council Bill
Associated Case
Staff Reviewer

Not yet submitted to Council
None
Mitchell

Staff Recommendation

Approve, contingent on receiving all required final approvals by Nashville Electric Service (NES).

APPLICANT REQUEST

An ordinance approving a lease agreement by and between the Department of the Army and the Metropolitan Government of Nashville and Davidson County, acting by and through the Board of Parks and Recreation for certain parcels of property adjacent to the J. Percy Priest Lake and Dam to be used as a trailhead for the Stones River Greenway.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY COMMENTS

Nashville Electric Service (NES) contacted staff on this item and reiterated the importance of receiving final NES approvals prior to the start of any construction. NES recommends conditional approval.

RECOMMENDATION

All reviewing departments and agencies recommend approval.



Project No.	Mandatory Referral 2002M-120U-05
Project Name	Close Alley #258
Council Bill	None
Associated Case	None
Staff Reviewer	Mitchell
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

A request to close Alley #258 from South 4th Street to South 5th Street, as requested by St. Ann's Episcopal Church, applicant, for Nashville Baptist Association, abutting property owner.

(Easements are to be retained)

APPLICATION REQUIREMENTS

Application properly completed and signed?

Yes

Abutting property owners sign application?

Yes

DEPARTMENT AND AGENCY COMMENTS

Metro Water Services states that easement rights must be retained for an existing 15-inch sewer line.

RECOMMENDATION

All reviewing departments and agencies recommend approval.



Project No.
Project Name
Council Bill
Associated Case
Staff Reviewer

Mandatory Referral 2002M-121U-10
Close Unnamed Street
None
None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

A request to close an unnamed street, approximately 155 feet in length, extending north from Warfield Drive to its' terminus, as requested by Kurt Denny, for Kurt Denny and the Royal Arms Apartments, abutting property owners.

(Easements to be abandoned and any utilities to be relocated at applicant's expense)

APPLICATION REQUIREMENTS

Application properly completed and signed?

Yes

Abutting property owners sign application?

Yes

DEPARTMENT AND AGENCY COMMENTS

Metro Water Services states that there is an existing 8-inch sewer line in the street. This must be relocated, in accordance with all MWS requirements, prior to issuance of any construction permits.

RECOMMENDATION

All reviewing departments and agencies recommend approval.



Project No.	Mandatory Referral 2002M-122U-10
Project Name	Close Alley #237
Council Bill	None
Associated Case	None
Staff Reviewer	Mitchell
 Staff Recommendation	 <i>Approve</i>

APPLICANT REQUEST

A request to close Alley #237 from 15th Avenue North to its' terminus at parcel 100, as requested by H. Parker Toler, Construction Consultants, for Jim Reed Chevrolet Company and Hillsboro Realty Company, abutting property owners.

(Easements to be retained)

APPLICATION REQUIREMENTS

Application properly completed and signed? Yes

Abutting property owners sign application? Yes

DEPARTMENT AND AGENCY COMMENTS

Metro Water Services state that the easement rights for an existing 15-inch sewer line must be retained.

RECOMMENDATION

All reviewing departments and agencies recommend approval.



Project No.
Project Name

Mandatory Referral 2002M-123U-00
Adoption of 2002 Official Street & Alley
Maps

Council Bill
Associated Case
Staff Reviewer

Not yet submitted to Council
None
Mitchell

Staff Recommendation

Approve

APPLICANT REQUEST

An ordinance to adopt the Metropolitan Government of Nashville and Davidson County Official Street and Alley Map, requested by the Director of Metro Public Works.

APPLICATION REQUIREMENTS

None

DEPARTMENT AND AGENCY
COMMENTS

None

RECOMMENDATION

All reviewing departments and agencies recommend approval.