

2015SP-013-001

STEPHENS VALLEY

Map 169, Parcel(s) 064, 069, 094, 120, 122, 351

Council District 35 (Bo Mitchell)

Staff Reviewer: Lisa Milligan

A request to rezone from AR2a and RS40 to SP-MU zoning for properties located at 441 Union Bridge Road, Natchez Trace Parkway (unnumbered), Haselton Road (unnumbered), and Pasquo Road (unnumbered), south of Highway 100 (133.15 acres), to permit a mixed use development, requested by Ragan-Smith-Associates, Inc., applicant; Natchez Trace Associates, L.P., owner (See Also Community Plan Amendment Case No. 2015CP-006-001).

Staff Recommendation: Approve with conditions and disapprove without all conditions subject to approval of the associated policy change.

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) and One-Family Residential (RS40) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 441 Union Bridge Road, Natchez Trace Parkway (unnumbered), Haselton Road (unnumbered), and Pasquo Road (unnumbered), south of Highway 100 (133.15 acres) to permit a mixed use development.

Existing Zoning

Agricultural/Residential (AR2a) district requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 54 lots with 13 duplex lots for a total of 67 units.*

One-Family Residential (RS40) district RS40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 22 units.*

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) district provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses.

CRITICAL PLANNING GOALS

- Preserves Sensitive Environmental Features
- Creates Open Space
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices

The proposed plan meets several critical planning goals. The development, particularly Area 3, has been designed in such a way as to be sensitive to the Natchez Trace Parkway and the viewsheds of the parkway, preserving open space and places of natural beauty. Additionally, the development is protecting existing streams. By clustering the lots in Area 3, a minimum amount of the land is being disturbed creating large open space that will remain tree covered. A sidewalk network is being established that will link all parts of the development and allow for the residents to walk to retail and office uses within the town center area. Nearby residents in existing neighborhoods will also have the opportunity to walk to the town center utilizing sidewalks being installed as part of upgraded existing local roads. A variety of housing types are being included in the neighborhood providing for various housing options for future residents and allowing for residents to live in the community through all stages of life.

BELLEVUE COMMUNITY PLAN

Current Policy

T2 Rural Neighborhood Maintenance (T2 NM) policy is intended to preserve the general character of rural neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. T2 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily

developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

DRAFT Preferred Future Policy

No changes proposed.

Proposed Policy

T3 Suburban Neighborhood Center (T3 NC) policy is intended to enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Neighborhood Centers are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, civic and public benefit land uses, with residential present only in mixed use buildings. T3 Suburban Neighborhood Centers serve suburban neighborhoods within a 5 minute drive.

Consistent with Policy?

Yes. The proposed SP is consistent with the T2 Rural Neighborhood Maintenance, T3 Suburban Neighborhood Evolving, and T3 Suburban Neighborhood Center policies. Area 3 is being developed at a very low density and is preserving the majority of the land as undisturbed open space. This protects the rural nature of the property and respects the form of surrounding developments. Area 2 is providing housing types that do not currently exist in the area, providing for additional housing choice. Area 1 is creating a new suburban town center to serve the proposed development as well as existing residential developments in the area. The town center is located at a prominent intersection and includes a mixture of uses including retail, office and residential. Sidewalks are being provided on new and existing streets to encourage walking by future residents as well as residents of existing neighborhoods within the immediate area.

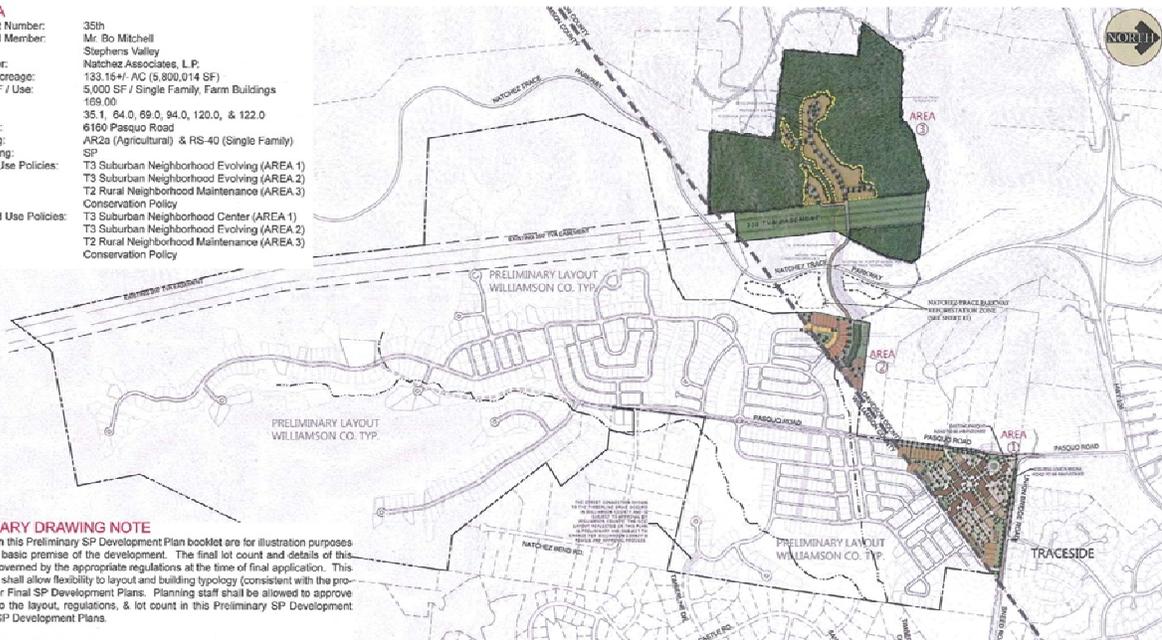
PLAN DETAILS

The site is located at 441 Union Bridge Road, Natchez Trace Parkway (unnumbered), Haselton Road (unnumbered), and Pasquo Road (unnumbered), south of Highway 100. The site is approximately 133.15 acres in size. The overall Stephens Valley development is approximately 859 acres in size. The remaining portion of the development, outside of the 133.15 acres within Davidson County, is located within Williamson County. The Metro Planning staff has been working with Williamson County staff in reviewing the project to coordinate the development between the two jurisdictions.

SITE DATA

Council District Number:	35th
District Council Member:	Mr. Bo Mitchell
SP Name:	Stephens Valley
Property Owner:	Natchez Associates, L.P.
Parcels Site Acreage:	133.15+/- AC (5,800,014 SF)
Ex. Building SF / Use:	5,000 SF / Single Family, Farm Buildings
Tax Map:	169.00
Parcels:	35.1, 64.0, 69.0, 94.0, 120.0, & 122.0
Street Address:	6160 Pasquo Road
Existing Zoning:	AR2a (Agricultural) & RS-40 (Single Family)
Proposed Zoning:	SP
Existing Land Use Policies:	T3 Suburban Neighborhood Evolving (AREA 1) T3 Suburban Neighborhood Evolving (AREA 2) T2 Rural Neighborhood Maintenance (AREA 3) Conservation Policy
Proposed Land Use Policies:	T3 Suburban Neighborhood Center (AREA 1) T3 Suburban Neighborhood Evolving (AREA 2) T2 Rural Neighborhood Maintenance (AREA 3) Conservation Policy

PRELIMINARY DRAWING NOTE
 The drawings in this Preliminary SP Development Plan booklet are for illustration purposes to indicate the basic promise of the development. The final lot count and details of this plan shall be governed by the appropriate regulations at the time of final application. This Preliminary SP shall allow flexibility to layout and building typology (consistent with the proposed uses) for Final SP Development Plans. Planning staff shall be allowed to approve modifications to the layout, regulations, & lot count in this Preliminary SP Development Plan for Final SP Development Plans.



Overall Stephens Valley Concept Plan

Site Plan

The Plan is broken into 3 distinct areas within the Davidson County portion of the project. Area 1 is the town center area located at the intersection of Sneed Road/Union Bridge Road and Pasquo Road. Area 1 is approximately 23.83 acres in size. Area 1 proposes a mixture of uses including residential, office, and commercial uses. Area 1 is limited to up to 243 residential dwelling units. These units may be one-family, two-family, multi-family, or live/work units. Additionally, accessory dwelling units are allowed throughout the development. Area 1 allows up to 88,000 square feet of non-residential uses, with up to 45,000 square feet of the non-residential designated for retail uses. The non-

residential uses are limited to buildings primarily along newly extended Pasquo Road, wrapping around the corner to the new portion of Union Bridge Road.

Non-residential uses are required to create a minimum contiguous area of no less than 15,000 square feet. Maximum height of buildings within Area 1 shall be 3 stories in 48'. All residential uses within Area 1 are to be rear loaded. Parking areas have been located behind buildings, to the extent possible. Architectural guidelines have been provided for commercial as well as residential buildings. Street trees are proposed along all streets.

Area 2 is approximately 8.96 acres in size and includes only residential uses. There are up to 45 residential units allowed and they may be one-family or two-family. The layout of Area 2 allows for cottage style units that front onto a shared open space along with more traditional single-family lots, the majority of which will be alley loaded. There is some allowance for front-loaded garages within this area, on a limited basis. An existing stream within Area will be protected and trees will remain in the area.

Area 3 is approximately 100.36 acres and will include up to 50 residential dwelling units. Units may be one-family, two-family or townhomes. A minimal amount of the land in Area 3 is being disturbed for development area. This allows for the existing trees to remain and allows for a more sensitive development that creates less impact on the surrounding area.

Sidewalks are being provided throughout the development and will be provided along existing roadways as well. A trail connection is being provided between Area 2 and Area 3. Some realignment of existing roadways is proposed with the development and a section of Union Bridge Road and Pasquo Road will be closed and rerouted. The current plan shows a street connection to the existing Timberline Road, which is within Williamson County. Staff feels that this connection is very important not only from the standpoint of providing emergency services but also from a neighborhood connectivity standpoint. This will allow opportunities for travel between existing neighborhoods and the proposed neighborhood for future residents. It will provide an option for existing residents to access the proposed town center. Timberline Road was built as a stub street and intended for a future connection which can now be completed with the development of Stephens Valley.

The project site is surrounded by the Natchez Trace Parkway and parkland. For the most part, the project is screened from view of the Trace by existing wooded areas. There is one area of the development that is not currently screened. However, the applicant has been working with the National Park Service on a reforestation plan for this area that will provide screening of the development in a way that is complimentary to similar existing portions of the Trace. Native trees and shrubs will be planted in a way that is not seen as a planned, formal buffer but will act more as a natural transition and buffer to the development.

ANALYSIS

The plan is consistent with the existing T2 Rural Neighborhood Maintenance and T3 Suburban Neighborhood Evolving policies along with the proposed T3 Suburban Neighborhood Center policy, which staff is also recommending for approval. The development is being proposed in a way that is sensitive to the environment of the area and is being particularly careful in regards to views from the Natchez Trace Parkway. The town center provides for non-residential uses within close proximity to existing and future residents allowing for some non-automobile trips to occur. Based on the design of the plan, staff recommends approval with conditions and disapproval with conditions subject to the approval of the associated plan amendment.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

- Fire Code issues for the structures will be addressed at permit application review. Grades not to exceed 10%

STORMWATER RECOMMENDATION

Returned for corrections

- Show Undisturbed Buffers, a hydrologic determination showing the conveyances as a wet weather conveyance, or provide variance. See Metro Maps for all stream locations.
- Add Buffer Note to plans:
 - (The buffer along waterways will be an area where the surface is left in a natural state, and is not disturbed by construction activity. This is in accordance with the Stormwater Management Manual Volume 1 - Regulations.)
- Add Access Note to plans:
 - (Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities in this site.)
- Provide a Water Quality Concept and room for detention for Area 3. Also, provide documentation from Williamson County stating that water quality will be managed within their jurisdiction.

HARPETH VALLEY UTILITY DISTRICT

Approved as a preliminary SP only

- Prior to the approval of the Final SP, the design engineer must submit construction plans along with a review fee for review and approval.

PUBLIC WORKS RECOMMENDATION

Conditions if approved

This development will require Public Works approval of detailed construction plans prior to grading the site that comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions

- The proposed roundabout shall comply with AASHTO and FHWA design criteria and have an inscribed circle diameter of no less than 90 feet.
- Minimum lane widths shall be 11 feet for all streets.
- Install a center median on Timber Gap Drive from Union Bridge Road to 100' north.
- All new streets shall use the ST-200 curb and gutter, except the rural park road that may be eligible for a non-curb section if a sidewalk is not installed.
- On the rural park road, install a sidewalk on one side or a multi- use path.
- A mandatory referral application and approval will be required for any existing street relocations.
- The street names shown are not approved at this time and will require coordination with the Public Works Department.
- Comply with all conditions of the Public Works Traffic Engineer.
- Any right-of-way plantings must be coordinated with the Public Works Horticulturist.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the TIS and addendum findings the developer shall install the following roadway improvements.

Highway 100 at McCrory Lane

- The developer shall construct westbound right turn lane on Highway 100 at McCrory Lane with adequate transition. The combined length of the storage and taper length for this turn lane may be limited to approximately 200 feet due to existing driveways and right-of-way constraints on the north side of Highway 100. The timing of the right turn lane installation should coincide with construction of the Stephens Valley SP (Stephens Valley Phase 3).

Highway 100 at Pasquo Road

- The developer shall construct an eastbound right turn lane on Highway 100 at Pasquo Rd with adequate transition. The combined length of the storage and taper length for this turn lane may be limited to approximately 250 feet due to the presence of a cemetery, existing driveway, and underground fiber optic utility lines on the south side of Highway 100. The timing of the right turn lane installation should coincide with construction of the Stephens Valley SP (Stephens Valley Phase 3).

Highway 100 at Temple Road

- Developer shall construct additional roadway improvements at this location. Additional traffic analysis shall be conducted prior to the final SP plan to determine the required improvements. The timing of the intersection improvement should occur with Stephens Valley Phase 3.

Williamson Co. Intersections - Sneed Road at Timberline, Sneed Road Temple Rd, Hillsboro Road at Sneed Road

- MPW supports the recommended improvements at the Williamson county intersections as identified in the TIS.

Pasquo Road at Stephens Valley Access E

- The approach of Stephens Valley Access E to Pasquo Road should have a minimum width of 24 feet. Stephens Valley Access E will be a private drive, therefore, a commercial driveway ramp per Metro Nashville - Davidson County Public Works standard drawing ST-324 should be included in the design for Stephens Valley Access E.
- A southbound left turn lane on Pasquo Road at Stephens Valley Access E with adequate storage and transition should be included in the final design of Pasquo Road improvements.

Pasquo Road at Stephens Valley Access G

- The approach of Stephens Valley Access G should include two (2) westbound lanes (one right turn lane, one left turn lane) and one (1) eastbound lane for traffic entering Stephens Valley. Additional ROW for a WB thru lane may be required when the property opposite Stevens Valley is developed. A Southbound lane on Pasquo Rd at nearby access driveways and access G may be warranted at final SP. Additional ROW shall be reserved.

Pasquo Road at Union Bridge Road/Stephens Valley Access F

- The intersection of Pasquo Road and Union Bridge Road will be moved approximately 300 feet to the south to allow mitigation of the 90 degree curve with the construction of a roundabout intersection.
- The design for this roundabout and the roadway approaches to it should include the methods and practices shown in the *National Cooperative Highway Research Program (NCHRP) Report 672 -Roundabouts: An Informational Guide*. Additional design guidelines and criteria from AASHTO and the MUTCD should be utilized where applicable.
- All access drives on the approaches to the roundabout shall be located at an adequate distance from the roundabout to prevent traffic queue into the roundabout. These approaches may also require left turn lanes with a 3 lane x-section for the relocated Union Bridge Rd.

Union Bridge Road at Stephens Valley Access C & D

- The approach of Stephens Valley Access C & D to Union Bridge Road should have a minimum width of 24 feet. Stephens Valley Access C & D will be private drives, therefore, a commercial driveway ramp per Metro Nashville - Davidson County Public Works standard drawing ST-324 should be included in the design for Stephens Valley Access C & D.

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- A westbound left turn lane on Union Bridge Road at Stephens Valley Access C should be included in the final design of Union Bridge Road improvements. Access C and D shall be located to prevent traffic queuing into roundabout.
- Union Bridge Road at Stephens Valley Access B
- The approach of Stephens Valley Access B should include two (2) northbound lanes (one right turn lane, one left turn lane) and one (1) southbound lane for traffic entering Stephens Valley.
- A left turn lane should be constructed on Sneed Road at Stephens Valley Access B. Due to the proximity with Stephens Valley Access A, the design of this left turn lane should consist of a three lane section with a two-way continuous left turn lane on Union Bridge Road between Stephens Valley Access A and Stephens Valley Access B.
- At final SP a right turn lane at access B may be required; therefore additional ROW shall be reserved.
- Union Bridge Road at Timber Gap Drive
- The construction of Stephens Valley Access B will result in a two-way left turn lane being added to Union Bridge Road at this intersection.
- There has been discussion of improvements to Timber Gap Drive including a short median to improve the perception that Timber Gap Drive is a low speed, low volume residential street. This improvement and any other traffic calming measures discussed or proposed within the Traceside subdivision will require the approval of Metro Nashville - Davidson County Public Works staff and may require coordination through the Metro Nashville - Davidson County Neighborhood Traffic Management Program.
- Union Bridge Road at Stephens Valley Access A
- Stephens Valley Access A will provide access to approximately 200 single family lots before any other access to Stephens Valley is available.
- Analysis of this access in the horizon year 2021 indicates that 207 single family units can be accessed at this location with level of service B or better on all movements. Additional analysis of the available capacity at this intersection indicates that over 500 single family lots can be accessed at this location with level of service D or better on all movements in the horizon year 2021 conditions. Even though the maximum capacity of the minor street at this location can serve over 500 single family homes, it is reasonable to expect that a second route of access will be perceived as a need by residents prior to reaching that maximum capacity.
- Developer shall submit signal warrant analysis and signal plans and install traffic signal with pedestrian infrastructure when approved by Metro traffic engineer.
- The approach of Stephens Valley Access A should include two (2) northbound lanes (one right turn lane, one left turn lane) and one (1) southbound lane for traffic entering Stephens Valley.
- A left turn lane should be constructed on Sneed Road at Stephens Valley Access A. The storage length of this turn lane should be 225 feet with a bay taper length of 110 feet. Approach and departure tapers should be designed per TDOT design guidelines and MUTCD lane transition.
- A second route of access to Stephens Valley should be required when more than 350 single family units have received final approval. While this threshold is based on approximately 60% of the maximum capacity of Stephens Valley Access A, it is likely that additional routes of access will already be in place prior to Stephens Valley reaching the threshold of 350 single family units.
- Stephens Valley Roadway Infrastructure
- The Stephens Valley Preliminary SP submittal includes a roadway infrastructure plan that identifies the right-of-way width and other cross-sectional elements for roadways within the limits of the Preliminary SP.
- The ROW of the through route between Hwy 100 and Williamson County line may require 3 lane cross sections at driveways and road intersections with adequate transitions. Appropriate ROW shall be reserved.
- Focused TIS may be required as the commercial mixed use area 1 develops in order to identify any additional roadway improvements, signage and traffic control. Access B and access F may require additional ROW in order to construct left turn lanes and appropriate ROW shall be reserved.
- Developer shall provide adequate sight distance at all road and driveway intersections.
- Developer shall bond off- site improvements in Davidson County and area 1 of Specific plan road network with 1st Final SP Plat.
- Prior to final site plan for commercial or residential construction in area 1 of the specific plan, construction documents for the Roundabout and Union Bridge relocation shall be approved for area 1 roadway network. Union Bridge Rd shall remain a through route until a focused TIS determines when through traffic can be re-routed through proposed roundabout.

Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	109.32	0.5 D	54 U	590	48	62

Maximum Uses in Existing Zoning District: **RS40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
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Single-Family Residential (210)	23.83	1.08 D	25 U	240	19	26
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Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	133.15	-	95 U	992	77	103

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	133.15	-	243 U	1393	106	125

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	133.15	-	88,000 SF	6250	143	584

Traffic changes between maximum: **AR2a and RS40 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+7,805	+259	+724

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a & RS40 district: 29 Elementary 15 Middle 13 High

Projected student generation proposed SP-MU district: 28 Elementary 14 Middle 11 High

The proposed SP-MU zoning district could generate 24 fewer students than would be generated under the existing AR2a and RS40 zoning districts. Students would attend Harpeth Valley Elementary School, Bellevue Middle School and Hillwood High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if a recommendation of approval is received from all reviewing agencies and subject to the approval of the associated policy change. If the associated policy change is not approved, staff recommends disapproval.

CONDITIONS

- Permitted land uses shall be limited as follows:
 - Area 1 – limited to up to 243 multi-family residential dwelling units and other uses as indicated on the Preliminary SP
 - Area 2 – limited to up to 45 residential units, single-family and two-family only. Single-family units shall also be permitted to have 1 accessory dwelling unit.
 - Area 3 – limited to up to 50 residential units, single-family, two-family and townhome only. Single-family units shall also be permitted to have 1 accessory dwelling unit.
- On the corrected set of plans, add a standard that a raised foundation of a minimum of 18" and a maximum of 36" is required for all residential units within the development.
- On the corrected set of plans, correct the reference to the roadway notes on page 21.
- On the corrected set of plans, revise the street section for the improved portion of Union Bridge Road to show sidewalks and planting strip as per the Major and Collector Street plan (4 foot planting; 8 foot sidewalk).
- The Final Plat for Area 2 shall not be recorded until such time that the adjoining Williamson County streets are recorded.

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6. A connection should be provided to the existing stub street of Timberline Drive within Williamson County. The connection should tie into the overall Stephens Valley development.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district (Area 1); R10 zoning district (Area 2); and RS40 zoning district (Area 3) as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.
8. Add the following note to plan: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size as shown on preliminary SP plan.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Mr. Gee recused himself from Items 11a and 11b and stepped out of the room.

Ms. Blackshear left the meeting at 9:26 p.m.

Ms. Milligan presented the staff recommendation of approval with conditions and disapproval without all conditions subject to approval of the associated policy change.

John Rotchford, developer, spoke in favor of the application and stated that this will hopefully be the benchmark of how all future developments will be measured.

Alan Thompson, 6248 Holly Trace Court, spoke in favor of the application and clarified that over 50% will be open space.

Clark Tidwell, 306 Mountainside Dr, spoke in favor of the application.

Neika Stephens, 6160 Pasquo Road, spoke in favor of the application.

Tom Campbell, 2518 Wiltshire Drive, spoke in favor of the application.

Walt Leaver, 1603 Burton Ave, spoke in favor of the application.

John Lowry spoke in favor of the application.

Wyatt Rampy, 8706 Poplar Creek, spoke in favor of the application; this will provide high quality, thoughtful, intelligent growth.

Jad Duncan, 7021 Bay Cove Trail, spoke in favor of the application due to the great economic impact for the Bellevue community.

Tony Turnbow, 203 3rd Ave S, spoke in favor of the application.

Chris Graffagnino, 408 Trace Park Circle, noted that there is a cut-thru problem on Trace Side and would like more stop signs.

Kevin Barber, 612 Meadow Glen Court, spoke in favor of the application.

Stacy Cornwall, 620 Meadow Glen Court, spoke in opposition to the application and stated that she would like to see a more detailed preliminary site plan.

Alan Thompson spoke in support of stop signs on Trace Side.

Chairman McLean closed the Public Hearing.

Chairman McLean spoke in favor of the application and stated that this will be a high quality project.

Councilman Hunt spoke in favor of the application and thanked Mrs. Stephens for attending and speaking.

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Mr. Clifton spoke in favor of the application.

Mr. Adkins spoke in favor of the application.

Mr. Haynes spoke in favor of the application and noted that is a very thoughtful development and great plan.

Ms. Farr spoke in favor of the application and expressed appreciation for the preservation of open space.

Ms. LeQuire spoke in favor of the application.

Mr. Adkins moved and Councilmember Hunt seconded the motion to approve Item 11b with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2015-95

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-013-001 is Approved with conditions and disapproved without all conditions. (7-0)"

CONDITIONS

1. Permitted land uses shall be limited as follows:

- Area 1 – limited to up to 243 multi-family residential dwelling units and other uses as indicated on the Preliminary SP
- Area 2 – limited to up to 45 residential units, single-family and two-family only. Single-family units shall also be permitted to have 1 accessory dwelling unit.
- Area 3 – limited to up to 50 residential units, single-family, two-family and townhome only. Single-family units shall also be permitted to have 1 accessory dwelling unit.

2. On the corrected set of plans, add a standard that a raised foundation of a minimum of 18" and a maximum of 36" is required for all residential units within the development.

3. On the corrected set of plans, correct the reference to the roadway notes on page 21.

4. On the corrected set of plans, revise the street section for the improved portion of Union Bridge Road to show sidewalks and planting strip as per the Major and Collector Street plan (4 foot planting; 8 foot sidewalk).

5. The Final Plat for Area 2 shall not be recorded until such time that the adjoining Williamson County streets are recorded.

6. A connection should be provided to the existing stub street of Timberline Drive within Williamson County. The connection should tie into the overall Stephens Valley development.

7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district (Area 1); R10 zoning district (Area 2); and RS40 zoning district (Area 3) as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.

8. Add the following note to plan: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size as shown on preliminary SP plan.

9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.

10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
