

MINUTES
HENDERSONVILLE REGIONAL PLANNING COMMISSION
TUESDAY, FEBRUARY 5, 2013
6:30 P.M. – CITY HALL MEETING ROOM

Chairman Bob Freudenthal called the meeting to order at 6:30 p.m. in the City Hall Meeting Room, 101 Maple Drive North, Hendersonville, TN.

ROLL CALL:

Present: Lori Atchley, Mark Bristol, Kee Bryant-McCormick, Bob Freudenthal, David Jenkins, Ann Massey, Bryant Millsaps and Darlene Stringfellow. Absent: Don Ames and Frank Pinson. Also Present: Fred D. Rogers, Jr., Planning Director; Lisa D. Milligan, Senior Planner; Timothy D. Whitten, Landscape Architect/Planner; Jerry Horton, Public Works Director; Paul Varble, Fire Inspector; and Georgie Mathis, Administrative Clerk.

PUBLIC HEARING:

Public Hearing to hear comments on a request by Todd Jordan/Harpoon of Hendersonville, TN, LLC to rezone property located west of Indian Lake Blvd. south of the CSX Railroad (behind Cracker Barrel) from General Commercial Service District Planned Unit Development (GCS PUD) to Multiple Residential/Office District Planned Unit Development (MRO PUD) to accommodate a 312 unit Multi-Family residential development. (18.32 acres) Sumner County Property Tax Map 159B, Group C, Parcel 6.00.

REQUEST FOR INFORMATION AND ASSISTANCE:

Without objection from the Planning Commission, it was agreed to allow Megan Buell, Cal Gentry and Tim Wheeler to speak regarding Millstone Subdivision PMDP when presented to the Commission.

ADDITIONS TO AGENDA: None

MINUTES:

MOTION by Millsaps, seconded by Massey, to approve the Hendersonville Regional Planning Commission Minutes of January 3, 2013. Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps and Stringfellow voted aye. Nay: None. Abstain: Atchley and Bristol. Absent: Ames and Pinson. Motion carried.

CONSENT AGENDA ITEMS:

Chairman Freudenthal added as a member of the Commission that Site Plan, Anderson Grove Apartment Homes – One Year Renewal has been pulled due to some questions and will be presented later on the agenda.

12-075-001: SITE PLAN, SPEEDWAY STORE #100156: MOTION by Atchley, seconded by Jenkins, to approve Site Plan, Speedway Store #100156, with all staff comments as listed below. Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps and Stringfellow voted aye. Nay: None. Absent: Ames and Pinson. Motion carried.

Planning Department

STAFF REPORT

This site is located at the intersection of Rockland Road and West Main Street. It is adjacent to Intown Suites. The zoning is General Commercial Services (GCS).

The proposed use is a fuel service station and convenience store, which is allowed in GCS zones.

STAFF COMMENTS

1. Retaining wall shall be faced with brick to match building.
2. Show street address on plans.
3. Canopy fascia shall have a stucco finish.
4. Use species other than Pyrus for street tree.
5. Provide 24" height shrubs to screen parking area at northeast corner of parking area (near Main St. entrance).
6. Raphiolepis is not hardy to our area. Choose other species.
7. Ilex and Cedrus shall be 6' height minimum.
8. Wall pack lights shall have full cut-off glare shields.
9. Street trees as base of retaining wall must be understory/ornamental due to proximity of overhead lines.
10. Evergreen buffer trees shall be tall enough at planting to screen utilities at rear of building.
11. Provide stone sample.

12. Provide sod for retention pond and surrounding area.
13. See Public Works comments regarding requirement for sidewalk, curb and gutter on Rockland Road and West Main Street.

Submitted by Timothy Whitten, Landscape Architect/Planner (February 1, 2013)

Public Works Department

1. Developer is required to provide payment in lieu of construction of public improvements on Rockland Road including but not limited to curb & gutter, sidewalk, drainage and lane improvements,
2. Add City standard notes,
3. Provide oil water separator under the dumpster pad,
4. Update retaining wall to be reinforced concrete faced with brick or equivalent.
5. More comments may be forthcoming with the submittal of updated site construction plans.

Submitted by Duane Allen, Assistant to City Engineer (February 1, 2013)

Codes Department

1. No comments. However, please note this parcel has a lot of rock, both existing and from fill, as it relates to the proposed installation of gas tanks and gas lines.

Submitted by Steve Mills, Director of Codes (February 1, 2013)

Fire Department

1. Water mains and hydrants are existing.

Submitted by Darrel Fleming, Fire Marshall (February 1, 2013)

Utility District

1. Must be listed as a "Private Sewer System", can not be tied into existing In-Town Suites service, manhole will have to be cored and force main installed per HUD specifications. This must be a Duplex System. If grease trap is to be installed it will have to be a 2,000 gal.unit. Why would you have clean outs on a "Force Main"?

Submitted by Ronnie Perdue, HUD (February 1, 2013)

FINAL PLATS: None

PRELIMINARY AND FINAL MASTER DEVELOPMENT PLANS:

12-069-001: REVISED FMDP HOME DEPOT TO ADD USE TO ALLOW TRUCK RENTAL & TEMPORARY STORAGE OF RENTAL TRUCKS: MOTION by Jenkins, seconded by Millsaps, to approve Revised FMDP Home Depot to add use to allow truck rental & temporary storage of rental trucks, with all staff comments as listed below. Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps and Stringfellow voted aye. Nay: None. Absent: Ames and Pinson. Motion carried.

Planning Department

STAFF REPORT

Home Depot is requesting an amendment to the Indian Lake Market Final Master Development Plan to add Vehicular and Equipment Rental and Leasing Services (which falls under the General Business and Communication Services activity type) to the list of allowed uses for the Home Depot lot (Lot A). This will allow them to conduct a Penske truck rental business. A rental truck storage area has been indicated on the master plan, at the front north-east corner of the lot, just behind Play It Again Sports. Staff had requested that the storage area be located in the parking bay east of the Home Depot building, where the storage buildings are currently located, so that they would not be in front of the building.

With the rental truck storage area, Home Depot will still have sufficient parking to meet City requirements.

STAFF COMMENTS

1. Relocate rental truck area to the east side of the building.
2. In the event that Parish Place is ever extended, Home Depot shall be required to provide landscaping sufficient to screen the rental truck area from the new road.

Submitted by Timothy Whitten, Landscape Architect/Planner (February 1, 2013)

Public Works Department

1. No policy issues.

Submitted by Duane Allen, Assistant to City of Hendersonville Engineer (February 1, 2013)

12-074-001: MILLSTONE SUBDIVISION PMDP (FORMERLY WILLOWBROOKE):

The Planning Commission allowed three citizens to speak regarding Millstone Subdivision PMDP before the presentation. Megan Buell, Cal Gentry and Tim Wheeler were allowed to speak concerning issues.

Megan Buell, 105 Riverbirch Lane, spoke on two different levels, one regarding the connector into Wynbrooke Subdivision from Millstone decreasing the Level of Service and the other on traffic safety and driver behaviors with the connector increasing traffic flow and traffic safety in the subdivision and requesting the connector not be allowed to take place and that the value of homes backing up to Wynbrooke be the same level of value.

Cal Gentry, Vice-President of Development for Southeastern Building Corporation, spoke regarding the product on the connecting road be consistent and comparable to that in Wynbrooke based on sales price and perceived value and measured in lot size, exterior building materials and type of house or garage orientation.

Tim Wheeler, President of Wheeler Construction, 457 West Main Street, said if there is a connection, a nice transition going in and out of the Wynbrooke Subdivision would be good.

MOTION by Jenkins, seconded by Millsaps, to recommend approval to the Board of Mayor and Aldermen the Millstone Subdivision PMDP (Formerly Willowbrooke) with all staff comments and with the inclusion of the connection to Wynbrooke, with integration of traffic calming devices, the adjoining lots developed to similar size and design compatibility to the adjacent properties including 2,400 square foot minimum size, lot width 85 feet and brick on all four sides, designation or landmark between the developments and the elimination of vinyl siding throughout the development. Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps and Stringfellow voted aye. Nay: Atchley. Absent: Ames and Pinson. Motion carried.

Planning Department

STAFF REPORT

The Planning Commission and Board of Mayor and Aldermen previously approved a plan for the Willowbrooke Development located on Saundersville Road. The previous development never came to pass. A new developer is acquiring the property and has submitted a new Preliminary Master Development Plan. The proposed development is called Millstone.

Millstone is proposed to be a primarily residential development with a small amount of neighborhood serving commercial. The proposed zoning is R-15 (Low Density Residential) and GCS (General Commercial Service) PUD (Planned Unit Development). The development is a total of 221.4 acres with 204.7 designated for residential uses and 16.7 designated for commercial uses. There is a total of 53.2 acres (24%) designated as open space – 49 acres (23.9%) in the residential area and 4.2 acres (25.1%) in the commercial area.

The residential portion of the development is proposed to have 614 single-family dwelling units for a density of 3.0 dwelling units/acre. This is the same density as the previously

approved Willowbrooke. The dwelling units are a mixture of single-family attached and single-family detached with varying home and lot sizes. There is also a mixture of front-load, side-load and alley-load garages. The units are broken down by type as follows: Classic, Prestige, Vintage, Villa, Cottage Grove and Shadow Green. The table below summarizes details for each type of unit:

	Type	# of Lots	Lot Area*	Width (ft) Min/Avg	Garage	House Size (sq ft)
Classic	Detached	46	18,977	90/101	side	1,806-3,293
Prestige	Detached	176	10,135	63/69	front	2,000-2,994
Vintage	Detached	198	8,412	53/62	front-recessed	2,345-3,991
Villa	Attached	92	6,322	36/46	front	1,484-2,256
Cottage Grove	Attached	36	4,011	28/39	rear	1,338-2,022
Shadow Green	Attached	66	2,627	22/27	rear	1,722-1,740

The front setback for the detached units and Villa units is 20 feet. The front for the Cottage Grove units and Shadow Green units is 15 feet. The side yards are 5 feet for all units (15 feet for corner). The rear yards are 20 feet. Staff had suggested that the Villa units be limited to 2 units per building as shown in the provided photos rather than a mixture of 2 and 3-unit buildings. The developer prefers to stay with the proposed plan which is 23% 2-unit buildings and 77% 3-unit buildings (26 total buildings).

The originally submitted plan had a row of Shadow Green townhomes (2 story) facing a row of Cottage Grove (1 story) along the entrance drive. Staff recommended that the Shadow Green units be placed on both sides of the entrance drive and the developer made this change. Staff also expressed concern about the appropriateness of placing Vintage (detached) units on lots **336-340** facing the Shadow Green attached units. The developer has agreed to consider this prior to the submittal of the Final Master Development Plan.

The maximum square footage of the proposed commercial buildings is 174,200 square feet. The proposed uses remain the same as previously approved for Willowbrooke. The exact layout of the buildings may change as this plan only shows a conceptual layout.

The development has a total of 53.2 acres of open space. Amenities include 2 lakes, walking trails, passive open spaces, and an amenity center that will include a clubhouse, swimming pool, children's splash ground, playground and fitness center. There will also be landscaped islands and landscaped buffer areas. The developer will also work with the City to plant additional landscaping in the existing Saundersville Road islands. As per the City of Hendersonville Bicycle and Pedestrian Master Plan, the developer will be installing an 8 foot wide multi-use path along Saundersville Road. This path will meander throughout the open space adjacent to Saundersville.

In comparing the proposed plan to the previously approved Preliminary Master Development Plan for Willowbrooke, many changes have been made. The below table

highlights some of the differences between the 2 plans in regards to the types of units:

	Willowbrooke		Millstone	
Detached	365	59%	420	68%
Attached	249	41%	194	32%

No Garage	137	22%	0	0%
Front-Flush/Protrude	168	27%	268	44%
Front-Recessed	0	0%	198	32%
Courtyard	95	15%	0	0%
Alley	50	8%	102	17%
Side	164	27%	46	7%

As can be seen above, there are more single-family detached units proposed in the Millstone plan. Also, the Millstone plan eliminates the apartment style townhomes that were proposed in Willowbrooke. These townhomes featured surface parking only. With the elimination of these units, all units in Millstone are proposed to have an attached garage. There are significantly more front-loaded garages proposed in Millstone than Willowbrooke. **Of the 466 proposed front-loaded units, 198 (32% of total units) will have the garage recessed from the front**

façade at least 10 feet. These are shown as the Vintage units on the proposed plan. The remaining front-loaded garages (Prestige) vary in regards to the garage. **The floor plans vary as follows: recessed up to 2 feet or protrude from 3'7" up to 13'8"**. The 3 most popular selling floor plans, per the developer, are the one with the 2' recess and the ones that protrude 3'7" and 13'8".

The size and width of the lots also changed. A comparison of the detached units is as follows:

Willowbrooke			Millstone		
# of Lots	Width	Size	# of Lots	Width	Size
164	90	11,700	46	90	10,800
249	75	9,000	176	63	7,560
103	60	7,500	198	55	6,600

The side yards in Willowbrooke would have been a minimum of 7'. Millstone is proposed to be 5'. The lot size and width of the attached units in Millstone will be about the same as Willowbrooke.

The Millstone plan provides for a street connection to the Wynbrooke development to the north. The Willowbrooke plan showed this is only as an emergency connection. This connection will allow for residents to travel between these 2 neighborhoods without having to add traffic to Saundersville Road. Willowbrooke featured a gated area whereas no gated area is proposed in Millstone. Both plans feature extensive amenities and open space areas.

STAFF COMMENTS

1. Develop a contingency plan with the Final Master Development Plan showing the development of the NHC property as residential units.
2. Please provide sample covenants and restrictions with the Final Master Development Plan. Covenants shall include specifications as to the following: building materials, garage door styles, fencing, outbuildings, etc.
3. With the submittal of the FMDP, submit details for: alleys, including rear yards; amenities; detentions ponds (to make sure they are aesthetically pleasing); and architectural and signage standards for commercial areas.
4. Are there plans to preserve the existing tree lines along the boundary of the development? Please indicate areas where the tree line will be preserved. Tree protection fencing will need to be installed prior to the start of construction.
5. Please provide plans with the submission of the Final Master Development Plan for a buffer at the rear of lots 169-173 adjacent to the existing Wynbrooke development. This buffer may be through landscaping, fencing or a combination of both.
6. Please provide plans with the submission of the Final Master Development Plan for a buffer at the rear of lots 82-88 adjacent to the existing Wynbrooke development. This buffer may be through landscaping, fencing or a combination of both.
7. With the submittal of the Final Master Development Plan please submit plans for adding landscaping to the medians in Saundersville Road.
8. Provide landscaping plans with the submittal of the Final Master Development Plan.

9. With the submittal of the Final Master Development Plan, please submit documentation showing that the existing drainage/detention pond easement has been relocated or is no longer needed.
10. Please contact the Public Works department in regards to required street improvements to Saundersville Road. The Transportation Plan calls for 4 lanes with curb & gutter and 86' of right-of-way.

Submitted by Lisa Milligan, AICP Senior Planner (February 1, 2013)

Public Works Department

1. Replace notes 2, 4, 5, 7 and 10 with, "All construction shall be in accordance with the Hendersonville Construction Manual."
2. Update note 8 to include, "... landscaped areas within the development."
3. Provide a note stating the developer is responsible for providing landscaping in the medians located in Saundersville Road.
4. Developer is responsible to incorporate all maintenance of the landscape island along Saundersville Road into development Home Owner's Association.
5. Provide a note stating the developer is responsible for providing street lights for the medians in Saundersville Road similar to that used with the development.
6. Add a note stating the home owner's association will maintain all decorative street lights including Saundersville Road that is adjacent to the development.

7. Label all areas proposed to be landscaped and/or open space.
8. Add a note stating the home owner's association will maintain the landscaped medians within the development.
9. Developer is responsible for providing a pedestrian connection to the Wynbrooke Subdivision.
10. Show existing median breaks on Saundersville Road.
11. In order to prevent parked vehicle from conflicting with public sidewalks, driveways shall be a minimum of 20 feet deep measured from the edge of sidewalks.
12. Street proposed to be "one-way" shall be a minimum of 20' feet wide.
13. Label any streets that are proposed as not to be in accordance with the Hendersonville Construction Manual as Private.
14. Provide a temporary cul-de-sac for the northern future connection to the property located to the east owned by Rogers Group Inc.
15. The need for deceleration lanes will be reviewed with the construction plans review. If the Public Works Director determines the deceleration lanes and/or turning lanes are needed, the developer is responsible for providing them along with all associated cost.
16. Developer may be subject to addition off site drainage improvement requirements in areas where drainage issue have been known to occur.
17. Add a note stating, "Access drives shown are conceptual. Access point will be reviewed with site construction plan review."
18. Add a note stating the developer is required to provide engineered infrastructure improvements to Saundersville Road for the Major Thoroughfare Plan requirements.
19. The proposed roundabout must be designed per the Federal Highway Administration guidelines.
20. Add a note stating the developer is responsible for the installation of the traffic signal at Myrtlewood Lane and all expenses associated with the installation.
21. The developer is responsible for presenting to the Planning Commission a proposal for all infrastructure improvements along Saundersville Road when / if warranted by the Public Works director.
22. Add a note stating the construction design aspects of the plan are conceptual and must be in accordance with the City of Hendersonville Construction Manual, Subdivision Regulations, Zoning Regulations, and TDOT specifications or as determined by the Public Works Director.
23. Update the Alley cross-section detail to state "Alley and One-way"
24. More comments may be forthcoming.

Submitted by Duane Allen, Assistant to City Engineer (February 1, 2013)

Fire Department

1. Fire flow requirements must be met.
2. Hendersonville Fire Department recommends approval.

Submitted by Darrel Fleming, Fire Marshall (February 1, 2013)

Utility District

1. Ok for Planning. Need details on all previous installed sewer.

Submitted by Ronnie Perdue (February 1, 2013)

13-002-001: HAWTHORNE AT INDIAN LAKE PMDP: MOTION by Atchley, seconded by Stringfellow, to recommend approval to the Board of Mayor and Aldermen the Hawthorne at Indian Lake PMDP, with all staff comments with the exception of a traffic study not required at the present time, that the issue regarding the charter easement be resolved at staff level and that staff be instructed to proceed with legal notice for amending the adopted Land Use and Transportation Plan. Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Millsaps and Stringfellow voted aye. Nay: Massey. Absent: Ames and Pinson. Motion carried.

Planning Department

STAFF REPORT

The applicant is proposing a rezoning of a portion of the Indian Lake Center Planned Unit Development from GCS PUD to MRO PUD to allow for the construction of 312 multi-family dwelling units. The property is located west of Indian Lake Boulevard and south of the CSX

railroad, behind the existing Cracker Barrel and Gold's Gym. The applicant previously presented a Preliminary Master Development Plan for Hawthorne at Indian Lake to the Planning Commission in June of 2012. The request was recommended for denial by the Planning Commission. The applicant has made some changes to the resubmitted plan although the number of units, architecture and amount of open space remains very close to what was submitted previously. The main change is in the layout of the buildings although the newly submitted plan is not vastly different than the previous plan.

This property is designated by the Land Use and Transportation Plan adopted in October 2009 as Suburban Center. The Suburban Center character area lists both Primary and Secondary Land Uses that are allowed. Multi-family residential is not included as either a Primary or Secondary Land Use. Therefore, the requested change in zoning does not conform to the Land Use Plan. When Hawthorne at Indian Lake was 1st submitted, staff requested an analysis of any changes which have occurred to warrant the requested change. Staff indicated that the analysis should include an assessment of the need/market for additional multi-family units taking into account that four multi-family developments have been recently completed or approved.

At that time, the applicant presented a Market Analysis for the proposed project prepared by Brod and Associates dated May 30, 2012(see attached). The report included an analysis of the key apartment market indicators for the Nashville metro area, the applicable submarket (NE/Rivergate) and the competitive market area within a 5-mile radius of the subject property. The conclusion of the study was as follows: "Considering continued increasing demand for apartments within the Hendersonville Market Area and limited supply constructed within the

past decade, it appears there is substantial need for the subject Property even after taking into account the two recently completed projects and the two projects planned or under construction". This conclusion appears to be based on the rent growth, low vacancy rates and continued population growth.

Additionally, the applicant states that market conditions have changed dramatically over time, particularly over the last few years and that there is a reduction in market demands for commercial use. Applicant claims that for these reasons, the change is warranted. The applicant has indicated in the responses to initial staff comments that the market and impact analysis is being updated but staff has not yet received this update and cannot comment on the findings.

The proposed plan includes 13 buildings, each containing 24 dwelling units for a total of 312 multi-family dwelling units located on 18.32 acres (17 units/acre). Each building is 3 stories in height. The proposed buildings feature a primarily brick façade with hardi-board and EFIS accents. Given the height and proximity to Indian Lake Boulevard, these buildings will be highly visible. The Planning Commission must determine if the architecture as proposed is in keeping with the surrounding existing development. Additionally, several of the buildings face the backs of existing commercial buildings/service areas.

The proposed site meets the requirements of the Zoning Ordinance in regards to the amount of open space. However, of the approximately 9 acres of open space, 4.1 acres is located at the rear of the site, adjacent to the CSX railroad. This area is also proposed to be used as a storm water management area. A clubhouse and pool have been provided as amenities. Also, a connection to the greenway has been provided.

Per the Zoning Ordinance, in reviewing a rezoning the Planning Commission shall make specific findings with regards to the following grounds for an amendment and shall note the same in the official record:

- (A) The amendment is in agreement with the general plan for the area;
- (B) It has been determined that the legal purposes for which zoning exists are not contravened;
- (C) It has been determined that there will be no adverse effect upon adjoining property owners, unless such effect can be justified by the overwhelming public good or welfare;
- (D) It has been determined that no property owner or small group of property owners will benefit materially from the change to the detriment of the general public;
- (E) It has been determined that conditions affecting the area have changed to a sufficient extent to warrant an amendment to the area's general plan, and consequently, the zoning map.

As stated previously, the proposal is not in agreement with the adopted Land Use and Transportation Plan. Therefore, before the Planning Commission could vote to recommend this development for approval, the Planning Commission would have to make a determination that conditions affecting the area have changed to a sufficient extent to warrant an amendment to the general plan. The Planning Commission would 1st have to vote to amend the adopted Land Use and Transportation Plan. This requires a public hearing with 30 days notice in a newspaper.

STAFF COMMENTS

1. The Planning Commission should review the grounds for an amendment as outlined in the Staff Report above and determine if the grounds have been met.
2. The Planning Commission must determine if there is a market/need for additional multi-family housing given the recently approved/constructed developments.
3. The Planning Commission must determine if the proposed architecture is in keeping with the surrounding existing development.
4. Add a note stating that retaining wall details, including material, will be submitted with Final Master Development Plan.
5. Provide information/plans for the recreation and stormwater quality area. (Applicant has indicated that more detailed plans will be submitted with the Final Master Development Plan but that this would be an area that could be utilized as an active recreation area)
6. Address the lack of open space in the areas immediately surrounding the buildings. (Applicant response: The Hawthorne at Indian Lake, in the context of a mixed-use community, has design applications much more applicable to an urban setting. The open spaces around the buildings, which account for approximately 55% of the total site open space, shall be intensely concentrated with hardscape, softscape, and landscape architecture. It is intended that buildings along the perimeter of the site, i.e., adjacent to access drives, frontage drives, etc., are to be accomplished creating more of an “urban streetscape”, whereas the central amenity courtyard shall receive the most intense level of high-quality amenity for the benefit and enjoyment of the residents.)
7. Provide a Traffic Study to determine what improvements are necessary to accommodate the traffic which will be generated by this development. This study should be provided prior to a decision by the Planning Commission to recommend approval or disapproval. (Applicant response: To date we have had numerous conversations with the City of Hendersonville Department of Public Works personnel and City Engineer personnel referencing the possible need for traffic studies and/or the needed roadway improvements that might be considered in the vicinity of the project, i.e. Indian Lake Boulevard and Anderson Lane. The discussion has focused on traffic deficiencies and the mitigation efforts and possibilities in this area. We will continue to work closely with staff over the next few weeks to arrive at an amendable traffic study/infrastructure commitment agreement.)
8. There is a “charter” right-of-way shown for the CSX railroad (outside of the regular right-of-way). This area is for all intents and purposes an easement area and represents the potential for entitlements and potential use should the railroads expand. The developer is allowed to build parking, drives, etc. on this area, but no buildings. Staff has concerns that should the railroad expand at some time in the future and this area be needed, parking, drive aisles and open space would be lost. As there are only enough parking spaces as required this could be an issue.

Submitted by Lisa Milligan, AICP, Senior Planner (February 1, 2013)

Fire Department

1. Water lines shall be looped completely around the development. The North section, southwest corner section, south section, and southeast sections must be connected in a continuous loop. (Page 2 of 4)
2. Hydrants must be installed no more than 300 feet apart.

Submitted by Darrel Fleming, Fire Marshall (February 1, 2013)

Public Works Department

1. No policy issues.

Submitted by: Duane Allen, Assistant to City Engineer (February 1, 2013)

Utility District

1. Ok for planning

Submitted by Ronnie Perdue, Hendersonville Utility District (February 1, 2013)

SITE PLANS:

13-001-001: SITE PLAN, TWICE DAILY'S CONVENIENCE MARKET: MOTION by Atchley, seconded by Stringfellow, to approve Site Plan, Twice Daily's Convenience Market, with all staff comments and with the addition of staff working out the issues with the canopy. Atchley, Bristol, Jenkins, Massey, and Stringfellow voted aye. Nay: Bryant-McCormick, Freudenthal and Millsaps. Absent: Ames and Pinson. Motion carried.

Planning Department

STAFF REPORT

This site is located on the southwest corner of the East Main Street/ Anderson Lane intersection. It is adjacent to Dr. Wesley's office to the west; it is across Anderson Lane from Bank of America and across East Main Street from Exxon. It is zoned General Commercial Services (GCS). The existing fuel service station and car wash will be torn down and a new fuel station and convenience built. The car wash will not be replaced.

The building is to be faced with brick on the sides, rear, and a small portion of the front. The portion of the front wall that is not brick and glazing will be a wood-patterned acrylic panel. This includes the tower or "wedge" at the front entry, and the panel to the left with the Daily's

logo. This is a new material for the City – we have not seen it used elsewhere. The Design Review Manual does not mention this material – it is neither a preferred nor prohibited material.

The Planning Commission should determine if this new material is acceptable, as well as whether or not the overall building is compatible with surrounding buildings. With regard to compatibility, the Design Review Manual states “ While architectural style may vary, buildings of a proposed development should be compatible with surrounding buildings with regard to massing, scale, proportion of openings, roof types, types of glazed openings, and degree of detail.”

The face of the canopy will consist primarily of a yellow and red panel. While this is consistent with the red panel on the Exxon Tiger Mart across the street and the green panel which was approved at Mapco on West Main Street, it is not consistent with the most recently approved fuel center canopies. These include Thorntons and the new Kroger as well as Speedway which is on the agenda. They all have earthtone EIFS, with Thornton’s and Speedway adding a narrow band of red. This conforms to the Design Review Manual which states “Full chroma colors shall not be used, except as accents.” If the Planning Commission wishes to maintain this precedent, Twice Daily’s should be required to modify their design accordingly.

STAFF COMMENTS

1. Provide additional vegetation to buffer adjacent residential zoning.
2. Provide a sample of the retaining wall block. Wall facing material shall be compatible with building.
3. Video screen may only change up to 8 times per day. Any movement or change in color on the screen is considered a change.
4. Building signage (including the video screen) dimensions are not indicated. Signage has not been evaluated to determine if it is within allowable limits. Signage must conform to the Hendersonville sign ordinance. A permit is required.
5. Landscaping along Main Street shall be revised to comply with TDOT requirements.
6. Resize canopy columns to be at least 24” width and depth.
7. Revise canopy colors to be earthtone. Full chroma colors should be limited to a narrow band.

Submitted by Timothy Whitten, Landscape Architect/Planner (February 1, 2013)

Public Works Department

1. No policy issues.

Submitted by Duane Allen, Assistant to City Engineer (February 1, 2013)

Fire Department

1. The engineered truck turning template has been received.
2. A Knox box is required unless the facility is attended 24 hours a day (Knox Box Series 3200 recessed in wall and hinged doors).
3. The Fire Marshal's Office shall witness the installation of tanks and all pressure tests on piping and tanks if applicable.
4. A complete set of digital plans (PDF on CD or e-mailed) is required.

Submitted by Darrel Fleming, Fire Marshall (February 1, 2013)

Utility District

1. Need to add 6' wye and 6" clean out at main connection per HUD spec.

Submitted by Ronnie Perdue, HUD (February 1, 2013)

SKETCH PLATS: None

PRELIMINARY PLATS: None

REZONING REQUEST: None

STAFF APPROVED PROJECTS:

13-004-001: SITE PLAN, GARROTT BROTHERS READY MIX – MACHINERY ENCLOSURE: The Hendersonville Regional Planning Commission acknowledged staff approval of Site Plan, Garrott Brothers Ready Mix – Machinery Enclosure.

OTHER: None

SITE PLAN:

At the request of Chairman Bob Freudenthal the Site Plan, Anderson Grove Apartment Homes – One Year Renewal was pulled from Consent Agenda to determine if there has been any changes in Zoning, Planning, Subdivision Regulations, Public Works issues or Codes issues since this is the second or third extension or approval for this project. The developer is required to update or upgrade plans accordingly to be consistent with current codes.

07-041-001: ANDERSON GROVE APARTMENT HOMES – ONE YEAR RENEWAL: MOTION by Millsaps, seconded by Jenkins, to approve Site Plan, Anderson Grove Apartment Homes – One Year Renewal (February 5, 2014). Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps and Stringfellow voted aye. Nay: None. Absent: Ames and Pinson. Motion carried.

ADJOURNMENT:

MOTION by Millsaps, seconded by Jenkins, to adjourn the Hendersonville Regional Planning Commission Meeting at 9:33 p.m. Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps and Stringfellow voted aye. Nay: None. Absent: Ames and Pinson. Motion carried.

ANN MASSEY, Secretary

BOB FREUDENTHAL, Chairman

FRED D. ROGERS, JR., Planning Director