

MINUTES
HENDERSONVILLE REGIONAL PLANNING COMMISSION
TUESDAY, JANUARY 6, 2015
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.

Chairman Freudenthal publically recognized and sent sympathies to Fred Rogers, Director of Planning, in the death of a family member. He is not with us tonight but will be back later this week and asked staff to let them know of the Planning Commission's concern and condolences.

ROLL CALL:

Present: Don Ames, Lori Atchley, Mark Bristol, Kee Bryant-McCormick, Bob Freudenthal, David Jenkins, Ann Massey, Bryant Millsaps, Frank Pinson and Darlene Stringfellow. Absent: None. Also present: Timothy D. Whitten, Landscape Architect/Planner; Will Hager, Senior Planner; Chip Moore, Public Works Director; Paul Varble, Fire Inspector; and Georgie Mathis, Administrative Secretary.

PUBLIC HEARINGS: None

REQUEST FOR INFORMATION AND ASSISTANCE: None

ADDITIONS TO AGENDA: None

MINUTES:

MOTION by Millsaps, seconded by Ames, to approve Public Hearing Minutes for December 2, 2014 regarding request by Sue Carolyn Causey and Andrew Wayne Causey to amend the General Framework Map of the Hendersonville Land Use & Transportation Plan to change their 8 acres located on the west side of Drakes Creek Road and on the north side of SR386 from Suburban Residential to Regional Activity Center. Ames, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Abstain: Atchley. Absent: None. Motion carried.

MOTION by Ames, seconded by Pinson, to approve the Hendersonville Regional Planning Commission Minutes of December 2, 2014. Ames, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Abstain: Atchley. Absent: None. Motion carried.

CONSENT AGENDA ITEMS:

14-096-001: FINAL PLAT, THE MEADOWS OF INDIAN LAKE, PHASE 5: MOTION by Pinson, seconded by Jenkins, to approve Final Plat, The Meadows of Indian Lake, Phase 5, with all staff comments as listed below. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Motion carried.

STAFF REPORT

The proposed final plat would create 49 buildable lots within The Meadows of Indian Lake subdivision. The plat also dedicates right-of-way for Thornwood Place, Scarsdale Drive North, Fraser Place and Revere Park.

STAFF COMMENTS

Planning Department

1. "Front" yards need to be specified for corner lots. Lots should front on higher demand streets where appropriate. For example: Thornwood Place > Scarsdale Drive > Revere Park > Fraser Place.

Submitted by Will Hager, AICP, Senior Planner (January 2, 2015)

Public Works Department

1. No policy issue.

Submitted by Public Works (January 2, 2015)

Fire Department

1. Fire flow requirements shall be a minimum of 1500 gpm @ 20 psi per the 2012 International Fire Code. Fire Hydrants shall be installed every 500' along the roadway. Hydrants will be

installed on a water main of 6” or greater. No hydrants may be installed on water mains of 6” if it dead ends and exceeds 300’ in length, per the Hendersonville Subdivision Regulations 3-107.201. Hydrants will then need to be installed on a minimum of an 8” water main if these criteria are met.

2. Every building shall be accessible to the fire department apparatus including but not limited to ladder trucks and vehicles of similar size. An access roadway shall be an all-weather driving surface of not less than 26’ of unobstructed width, with adequate roadway turning radius capable of supporting the imposed load of fire apparatus. There shall be do “dead end” roadways.
3. The roadway, water mains, and fire hydrants shall be installed and operational prior to any combustibles being placed on the construction site, including but not limited to trailers and construction offices. These will be maintained in working order throughout the construction project. The AHJ shall approve.
4. This project is subject to the regulation set forth in the City of Hendersonville Subdivision Regulation, the International Fire and Building Code, 2012 edition, and the National Fire Protection Agency Life Safety Code 101. While maintaining compliance with the above mentioned codes it may be necessary to comply with other sections of the National Fire Protection Agency (NFPA) standards and guidelines.
5. The AHJ reserves the right within code to require additional compliance and/or upon further review of plans submitted including site inspections for additional compliance to meet the code standard, although it may not be initially indicated during staff review.

Submitted by Chuck Swann, Fire Marshall (January 2, 2015)

Utility District

1. No comment.

Submitted by David Brigance, HUD (January 2, 2015)

08-055-001: SITE PLAN, DAILY’S CONVENIENCE MARKET SITE PLAN RENEWAL: MOTION by Pinson, seconded by Jenkins, to approve Site Plan, Daily’s Convenience Market Site Plan Renewal for one year. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

FINAL PLATS: None

PRELIMINARY AND FINAL DEVELOPMENT PLANS:

Chairman Freudenthal asked Chip Moore to introduce the Public Works new staff member.

Chip Moore said Marshall Boyd is the new City Engineer – he came in the last week of December. Mr. Moore said that it was probably best for him to be up here tonight instead of Mr. Boyd but for the rest of the Planning Commission meetings, “Mr. Boyd will be taking over doing all of your plan reviews and asked everyone to please address all comments to him. His email address is mboyd@hvilletn.org. He will be a good addition for us.”

14-095-001: BELL HARBOR (FORMERLY THE RETREAT) FDP: MOTION by Jenkins, seconded by Millsaps, to recommend approval to the Board of Mayor and Aldermen Bell Harbor (formerly The Retreat) FDP, with all staff comments as listed below. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

STAFF REPORT

The proposed Bell Harbor Final Master Development Plan is a revision of a previously approved planned development known as The Retreat. This revision reduces the overall number of lots to 12 single family lots from the previously approved 24. As proposed the development would be 0.46 acres short of fulfilling the 25% open space requirement established by the zoning ordinance. Instead, this proposed revision hopes to leverage large lots that are greater than 25,000 s.f. on average and the 6.7 acres of open space provided by the Corps of Engineer property along the shoreline of Old Hickory Lake as usable open space for residents. The Corps property will be maintained by the homeowners association. Additional common area is provided at the entrance to the development in order to accommodate landscaped berms and the entryway.

Due to the reduced number of lots, common amenities such as a community pool or boat dock are not proposed. Instead, the larger lots allow for each residence to construct private pools and boat docks, if desired. Other amenities proposed with this revision include a landscaped and gated entryway, street trees, ornamental street signs and lighting. The entryway will need to receive administrative site plan and design review approval prior to construction. Additionally, if the proposed pump station east of lot 9 is proposed to be above ground, site plan and design review approval will be required as well.

The draft Covenants, Conditions and Restrictions (CCR) have been submitted. The CCRs state that an Improvement Review Committee (IRC) will review and approve all structures within the development. Garages are limited by the CCRs to the side or rear of dwellings except for lot 9 which has limited depth. The CCRs allow for a front entry garage on lot 9.

In order to accommodate the needs of the Public Works and Fire Departments, the development proposed to use a small roundabout before reaching the end of Bell Harbor in order to accommodate garbage truck and firefighting equipment. The roundabout feature would allow for

the maneuvering of large vehicles without reducing the buildable area of lots 6, 7, and 8. The smaller cul-de-sac would have a grass strip and 5' sidewalk around all sides but, due to the narrowness of the property, the sidewalk along the south side of the roundabout would be interrupted by the needed pavement. This may be permissible due to the fact that this is a gated community with a limited number of lots.

STAFF COMMENTS

Planning Department

1. Finalize the CCRs. Identify a minimum dwelling size and list vinyl as a prohibited building material. The zoning ordinance requires 66% brick or stone façade (Section 12.2 of the Zoning Ordinance).
2. Specify a mailbox style that is compatible with the proposed street signage and lighting.
3. Modify note 7 to state that payment is required for sidewalk, curb and gutter and a 4-foot striped bike lane along frontage of Sanders Ferry Road prior to recording the plat. Payment-in-lieu of construction must be approved by the Planning Commission.
4. Include revised landscape plan on resubmittal. Include proposed screening for pump station, headwall facing, street tree pattern, fencing materials, etc.
5. Site plan and design review approval will be required for the pump station if it is above ground.
6. Site plan and design review approval will be required for entrance features.

Submitted by Will Hager, AICP, Senior Planner (January 2, 2014)

Public Works Department

1. Relocate the proposed gated entry islands to be within the private road boundaries.
2. Add a note stating the island is the maintenance responsibility of the HOA.

Submitted by Public Works (January 2, 2015)

Fire Department

1. 8' water main noted. Fire flow to be determined per IFC B105.1, 2012 edition concerning square footage of homes.
2. The turn-around (cul-de-sac) does not meet the requirements of IFC D103.4 and is not a temporary stub out. Contact the fire marshal's office to discuss solution. (615-822-1119)
3. Hydrant locations do not meet Hendersonville Subdivision Regulations.
4. Fire flow requirements shall be a minimum of 1500 gpm @ 20 psi per the 2012 International Fire Code. Fire Hydrants shall be installed every 500' along the roadway. Hydrants will be installed on a water main of 6" or greater. No hydrants may be installed on water mains of 6" if it dead ends and exceeds 300' in length, per the Hendersonville Subdivision Regulations 3-107.201. Hydrants will then need to be installed on a minimum of an 8" water main if

these criteria are met. The proposed 6” water main is not looped. This will require an 8” water main.

5. Every building shall be accessible to the fire department apparatus including but not limited to ladder trucks and vehicles of similar size. An access roadway shall be an all-weather driving surface of not less than 26’ of unobstructed width, with adequate roadway turning radius capable of supporting the imposed load of fire apparatus. There shall be do “dead end” roadways. The proposed “turn-around” may not meet city requirements. Public works is researching to confirm. This may affect hydrant locations.
6. The roadway, water mains, and fire hydrants shall be installed and operational prior to any combustibles being placed on the construction site, including but not limited to trailers and construction offices. These will be maintained in working order throughout the construction project. The AHJ shall approve.
7. This project is subject to the regulation set forth in the City of Hendersonville Subdivision Regulation, the International Fire and Building Code, 2012 edition, and the National Fire Protection Agency Life Safety Code 101. While maintaining compliance with the above mentioned codes it may be necessary to comply with other sections of the National Fire Protection Agency (NFPA) standards and guidelines.
8. The AHJ reserves the right within code to require additional compliance and/or upon further review of plans submitted including site inspections for additional compliance to meet the code standard, although it may not be initially indicated during staff review.
9. Gate(s) to be installed per IFC D103.5 (2012). We prefer the gate to operate by our siren.

Submitted by Chuck Swann, Fire Marshall (January 2, 2015)

Utility District

1. Ok for planning, need to submit plans to HUD for approval.

Submitted by David Brigance, HUD (January 2, 2015)

13-051-001: INDIAN LAKE VILLAGE PHASE IIIF, AREA 2/INDIAN LAKE WEST PLAZA – ADD CHILD DAY CARE CENTER AND PRIMARY AND SECONDARY EDUCATIONAL FACILITIES AS PERMITTED USES: MOTION by Stringfellow, seconded by Atchley, to approve Indian Lake Village Phase IIIF, Area 2/Indian Lake West Plaza – Add Child Day Care Center and Primary and Secondary Educational Facilities as Permitted Uses. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

STAFF REPORT

Phase IIIF of Indian Lake Village PD is the large parcel of land between Saundersville Road and Aventura Apartments, and behind Sumner Bank & Trust and Pour Vous. Drakes Creek backs up to the property. Hobby Lobby is currently the only developed portion of the parcel.

The owners would like to build a daycare on the parcel, similar to the Goddard School. They are requesting to add Child Day Care Center and Primary/Secondary Educational Facilities to the list of allowed uses. These uses are allowable in the base zone (MXC).

The addition of a use to an approved Final Development Plan shall require approval of the Planning Commission, but not the Board of Mayor and Aldermen, unless the Planning Commission determines that the additional use could have a significant impact on the Planned Development.

Submitted by Timothy Whitten, Landscape Architect/Planner (January 2, 2015)

Public Works Department

1. No Policy issues.

Submitted by Public Works (January 2, 2015)

Fire Department

1. Fire flow requirements shall be a minimum of 1500 gpm @ 20 psi per the 2012 International Fire Code. Fire Hydrants shall be installed every 500' along the roadway. Hydrants will be installed on a water main of 6" or greater. No hydrants may be installed on water mains of 6" if it dead ends and exceeds 300' in length, per the Hendersonville Subdivision Regulations 3-107.201. Hydrants will then need to be installed on a minimum of an 8" water main if these criteria are met.
2. Every building shall be accessible to the fire department apparatus including but not limited to ladder trucks and vehicles of similar size. An access roadway shall be an all-weather driving surface of not less than 26' of unobstructed width, with adequate roadway turning radius capable of supporting the imposed load of fire apparatus. There shall be no "dead end" roadways.
3. The roadway, water mains, and fire hydrants shall be installed and operational prior to any combustibles being placed on the construction site, including but not limited to trailers and construction offices. These will be maintained in working order throughout the construction project. The AHJ shall approve.
4. This project is subject to the regulation set forth in the City of Hendersonville Subdivision Regulation, the International Fire and Building Code, 2012 edition, and the National Fire Protection Agency Life Safety Code 101. While maintaining compliance with the above mentioned codes it may be necessary to comply with other sections of the National Fire Protection Agency (NFPA) standards and guidelines.
5. The AHJ reserves the right within code to require additional compliance and/or upon further review of plans submitted including site inspections for additional compliance to meet the code standard, although it may not be initially indicated during staff review.

6. Concerned with plans for areas of refuge during alarms or fires. Notify State Fire Marshal's office of intent to obtain any requirements they may have.

Submitted by Chuck Swann, Fire Marshall (January 2, 2015)

Utility District

1. Ok for planning, need to submit plans to HUD for approval.

Submitted by David Brigance, HUD (January 2, 2015)

SITE PLANS:

14-092-001: SITE PLAN, ETHAN ALLEN BUILDING – ADDITIONAL PARKING PLAN: MOTION by Atchley, seconded by Pinson, to approve Site Plan, Ethan Allen Building – Additional Parking Plan, with all staff comments as listed below. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

STAFF REORT

The old Ethan Allen building on Glenbrook Way is now home to several different businesses. The owner would like to increase parking to accommodate increased traffic. The only area available for the number of spaces they need is in the adjacent detention pond to the east. The owner is proposing to put a parking easement over the open space for the new parking lot. The detention pond will be resized to accommodate the parking lot. 5 parallel parking spaces will also be added in front of the building.

The Glenbrook North master plan requires that the development as a whole provide a minimum of 20% pervious area or green space. Currently, the development has 3.1 acres in excess of that requirement. The proposed parking lot would reduce the open space by 0.31 acres, but the development will still exceed the requirement by 3.06 acres. Still, the applicant is proposing a seating area between the new parking lot and the Glenbrook Way street sidewalk as an in-lieu offset to the reduction in pervious area. The seating area will feature scored and colored concrete with brick banding, stone seating walls, and landscaping.

The owner is proposing to build the parking lot in two phases. The first phase will be to construct half of the parking lot, and will push the edge of the lot about 6 feet into the adjacent open space. The second phase will finish out the second half of the parking lot. The sitting area will get built only in conjunction with phase 2.

STAFF COMMENTS

Planning Department

1. The parking easement must be recorded prior to construction.
2. Show proposed light poles on the landscape sheet. Coordinate poles with proposed trees.
3. Any existing trees affected by the construction of the 5 parallel parking spaces must be relocated or replaced.
4. Show underground electric service to the light poles.

Submitted by Timothy Whitten, Landscape Architect/Planner (January 2, 2015)

Public Works Department

1. No policy issues.

Submitted by Public Works (January 2, 2015)

Fire Department

1. Ensure turning radius is per the fire departments template not the City of Hendersonville's.

Submitted by Chuck Swann, Fire Marshall (January 2, 2015)

Utility District

1. No comment.

Submitted by David Brigance, HUD (January 2, 2015)

14-093-001: SITE PLAN, MALLARD BAY ASSISTED LIVING (FORMERLY FREEMAN HARBOR): MOTION by Atchley, seconded by Millsaps, to approve Site Plan, Mallard Bay Assisted Living (Formerly Freeman Harbor), with all staff comments as listed below. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

STAFF REPORT

Mallard Bay is a proposed 65 bed assisted living center with a separate 20 bed memory care facility located at 216 Sanders Ferry Road. The site received conditional use approval from the MBZA in February of 2014. The facility is set well off the road with the potential for future construction closer to the entrance from the roadway.

The three story assisted living facility uses a combination of brick and stone veneer, fiber cement cladding and asphalt shingles to clad the buildings. The style complements other new multi-family structures along the Sanders Ferry corridor. An existing garage is proposed to remain on the property. Staff suggests that this structure should be remodeled to complement the two proposed structures on the site.

A Geoblock porous paving system extends around the front of the assisted living facility to allow the fire department better access to all sides of the structure without reducing green space.

The applicant has agreed to consider providing an east-west connection to the proposed Sanders Ferry multi-use path that would run through this site and connect to Connie Drive, just west of the property. The applicant has asked that the City of Hendersonville assist in securing easements from the existing Nottingham Apartments in order to provide a direct connection to Connie Drive.

STAFF COMMENTS

Planning Department

1. Submit a revised sign detail that complies with the requirements for institutional ground signs located within residential districts (Section 13.3.B.5 of the Zoning Ordinance).
2. Complementary building materials should be used to remodel the existing two car garage in order to incorporate it into the site.
3. The existing gravel drive leading to the garage will need to be replaced by the heavy duty asphalt pavement.
4. Remove overhead power line from sheets illustrating proposed conditions. Label "To be relocated".
5. A multi-use path is proposed in the Land Use and Transportation Plan for this portion of Sanders Ferry Road. Payment-in-lieu of construction of the multi-use path and curb and gutter will be required prior to issuance of any building permits. Add a note referencing this requirement on Sheet C1.00. As an alternative to required construction or payment-in-lieu of construction, a multi-use bike/pedestrian trail could be extended through the Mallard Bay property to Connie Drive. The City of Hendersonville will assist in securing off-site easements as necessary. Send Zac Dufour an electronic file of the proposed route (zachary.dufour@kimley-horn.com).
6. Use a water table to define an articulated base to the assisted living building. This can be done with a change in materials (from brick to stone) or a change in color. The water table should be extended to the soldier course above the 1st story windows.
7. The Memory Care Center elevations are dominated by the roof system which "overwhelms" the wall. Consider adjusting the wall height or adding appropriate features to the roof to break up this massing.
8. Add additional landscaping to the entranceway.

Submitted by Will Hager, AICP, Senior Planner (January 2, 2015)

Public Works Department

1. No policy issues.

Submitted by Public Works (January 2, 2015)

Fire Department

1. Extended driveways exceed 150' and required turnarounds. S-curve has been removed and noted.
2. All but the first two hydrants exceed 300'. Measurement must be made by the path a fire apparatus would travel, not a straight line across the property.
3. Fire flow requirements shall be a minimum of 1500 gpm @ 20 psi per the 2012 International Fire Code. Fire Hydrants shall be installed every 300' along the roadway. Hydrants will be installed on a water main of 6" or greater. No hydrants may be installed on water mains of 6" if it dead ends and exceeds 300' in length, per the Hendersonville Subdivision Regulations 3-107.201. Hydrants will then need to be installed on a minimum of an 8" water main if these criteria are met.
4. Every building shall be accessible to the fire department apparatus including but not limited to ladder trucks and vehicles of similar size. An access roadway shall be an all-weather driving surface of not less than 26' of unobstructed width, with adequate roadway turning radius capable of supporting the imposed load of fire apparatus. There shall be no "dead end" roadways. The grass-crete proposed may not support the weight of our two ladder apparatus. With the curving of this extended roadway it would be unrealistic in backing the apparatus out. The grass-crete roadway and the roadway extension in the back both exceed the distance that requires turn-arounds. This design limits our access by the ladder apparatus.
5. The roadway, water mains, and fire hydrants shall be installed and operational prior to any combustibles being placed on the construction site, including but not limited to trailers and construction offices. These will be maintained in working order throughout the construction project. The AHJ shall approve.
6. This project is subject to the regulation set forth in the City of Hendersonville Subdivision Regulation, the International Fire and Building Code, 2012 edition, and the National Fire Protection Agency Life Safety Code 101. While maintaining compliance with the above mentioned codes it may be necessary to comply with other sections of the National Fire Protection Agency (NFPA) standards and guidelines.
7. The AHJ reserves the right within code to require additional compliance and/or upon further review of plans submitted including site inspections for additional compliance to meet the code standard, although it may not be initially indicated during staff review.

Submitted by Chuck Swann, Fire Marshall (January 2, 2015)

Utility District

1. Ok for planning, need to submit plans to HUD for approval.

Submitted by David Brigance, HUD (January 2, 2015)

14-094-001: SITE PLAN, MERCHANT POINTE, INDIAN LAKE SUBDIVISION, SECTION 13, LOT 24: MOTION Atchley, seconded by Millsaps, to approve Site Plan, Merchant Pointe, Indian Lake Subdivision, Section 13, Lot 24, with Public Works Comments 1 and 4 as worked out by Staff and with all staff comments as listed below. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

STAFF REPORT

This site is located off of Indian Lake Boulevard, south of the railroad tracks and north of Goodwill. It is behind Cracker Barrel, Verizon and Gold's Gym. It is in the Indian Lake Center Planned Development.

The proposed use is a 140,000 square foot shopping center. The use and design are in compliance with the approved Final Development Plan.

The applicant is proposing to use split-face concrete block on the rear of the center backing up to Drakes Creek. Goodwill, which is adjacent to this property, was allowed to use the same material on the back of their building. The rear of the center will be screened by the existing trees. The back of the stand-alone building, Suites 1000 and 1080, faces Aventura Apartments. It will meet the 75% brick requirement; no split-face block is being proposed there.

The applicant is proposing to use 30 foot light poles instead of the standard 22 foot poles. 30 foot height is allowed by the City ordinance subject to Planning Commission approval, and would be consistent with similar large-scale shopping center developments in the area.

STAFF COMMENTS

Planning Department

1. Dumpster gate height shall equal enclosure height.
2. Indicate where electric service originates.
3. Landscape plan around ground sign is not readable. Revise.
4. Aluminum awnings are subject to approval of the Planning Department upon receipt of pictures and/or samples.
5. Provide 10' landscape strip along south edge of parking lot.
6. The end cap landscape islands along east edge of parking lot must be at least 9' wide, exclusive of sidewalk.

7. Hetzi junipers and Nellie R Stevens hollies may not count towards required site trees. Revise.

Submitted by Timothy Whitten, Landscape Architect/Planner (January 2, 2015)

Public Works Department

Remaining Public works conditions:

1. Provide traffic Impact study for signal and Indian Lake Boulevard; include recommendations for timing and define lane improvements to properly handle additional traffic for both accesses that at a minimum do not further impair Indian Lake Boulevard traffic flow. Also as outlined in email copied to Public Works Director dated Dec 26, 2014. Provide traffic study to city engineer's office with appropriate proposed improvements for approval a minimum of 30 days prior to building permit request.
2. Provide easements for drainage and utilities through the site as needed for outparcels.
3. Clearly show fill in floodplain, show offset compensation on plan or identify LOMR. Per phone conversation the city engineer's office will support LOMR-F.
4. Provide pedestrian connection on back of the property to encourage pedestrian traffic to existing trail.
5. Two drive locations too close to main entrance drive (modify) or provide restricted turn movements via sketch for signage.
6. Provide traffic control at key front intersections to allow traffic to enter and exit site freely. (without stop that could back traffic onto Indian Lake Blvd)

Submitted by Public Works (January 2, 2015)

Fire Department

1. Fire hydrants shall not exceed 300 feet from one another. Hydrants shall be installed on the 8' main.
2. Refer to IFC Table B105.1 for fire flow requirements.
3. Fire flow requirements shall be a minimum of 1500 gpm @ 20 psi per the 2012 International Fire Code. Fire Hydrants shall be installed every 300' along the roadway. Hydrants will be installed on water main of 6" or greater. No hydrants may be installed on water mains of 6" if it dead ends and exceeds 300' in length, per the Hendersonville Subdivision Regulations 3-107.201. Hydrants will then need to be installed on a minimum of an 8" water main if these criteria are met.
4. Every building shall be accessible to the fire department apparatus including but not limited to ladder trucks and vehicles of similar size. An access roadway shall be an all-weather driving surface of not less than 26' of unobstructed width, with adequate roadway turning radius capable of supporting the imposed load of fire apparatus. There shall be do "dead end" roadways.

5. The roadway, water mains, and fire hydrants shall be installed and operational prior to any combustibles being placed on the construction site, including but not limited to trailers and construction offices. These will be maintained in working order throughout the construction project. The AHJ shall approve.
6. This project is subject to the regulation set forth in the City of Hendersonville Subdivision Regulation, the International Fire and Building Code, 2012 edition, and the National Fire Protection Agency Life Safety Code 101. While maintaining compliance with the above mentioned codes it may be necessary to comply with other sections of the National Fire Protection Agency (NFPA) standards and guidelines.
7. The AHJ reserves the right within code to require additional compliance and/or upon further review of plans submitted including site inspections for additional compliance to meet the code standard, although it may not be initially indicated during staff review.

Submitted by Chuck Swann, Fire Marshall (January 2, 2015)

Utility District

1. Ok for planning, need to submit plans to HUD for approval.

Submitted by David Brigance, HUD (January 2, 2015)

SKETCH PLATS: None

PRELIMINARY PLATS:

14-097-001: PRELIMINARY PLAT, BELL HARBOR (FORMERLY THE RETREAT): MOTION by Jenkins, seconded by Bristol, to approve Preliminary Plat, Bell Harbor (formerly The Retreat), with all staff comments as listed below. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

STAFF REPORT

The proposed preliminary plat corresponds to the Final Master Development Plan for Bell Harbor. The plat proposes to create 12 lake front single family lots. The property includes substantial USACE property that will be utilized as common open space for the residents.

STAFF COMMENTS

Planning Department

1. Any plat approval is subject to BOMA approval of this Final Master Development Plan.
2. Include note stating that payment is required for sidewalk, curb and gutter and a 4-foot striped bike lane along frontage of Sanders Ferry Road prior to recording the plat. Payment-in-lieu of construction must be approved by the Planning Commission.

Submitted by Will Hager, AICP, Senior Planner (January 2, 2015)

Public Works Department

1. Provide drainage easement around pump station and storm drainage in common area. The proposed gated entry including any islands must be within the private road boundaries. Must obtain US Army Corp of Engineer approval for discharge point of culvert.

Submitted by Public Works (January 2, 2015)

Fire Department

1. Need clarification on the cul-de-sac. A 40' radius means an 80' in diameter cul-de-sac. Please contact me to discuss this issue.

Submitted by Chuck Swann, Fire Marshall (January 2, 2015)

Utility District

1. Ok for planning, need to submit plans to HUD for approval.

Submitted by David Brigance, HUD (January 2, 2015)

14-098-001: PRELIMINARY PLAT, WATERFORD CROSSING, PHASE II: MOTION by Atchley, seconded by Millsaps, to approve Preliminary Plat, Waterford Crossing, Phase II, with all staff comments as listed below. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

STAFF REPORT

This preliminary plat would create 16 townhome lots at the intersection of Spadeleaf Boulevard and Lakeside Drive. These lots are located west of the Bell Hendersonville apartment complex

and southeast of the proposed Reserve at Waterford Crossing. The property is zoned OTR (Old Town Residential). The proposed townhomes would be required to submit to the Planning Commission for site plan and design review approval prior to the issuance of building permits. The townhomes will need to comply with the residential design standards established in section 12.2 of the Zoning Ordinance. The townhomes would be required, by the Zoning Ordinance, to be faced with at least 50% brick and/or stone veneers. Additionally, vinyl is not a permitted façade material.

STAFF COMMENTS

Planning Department

1. Use the terms “build to line” instead of “front yard” in order to clarify where the buildings are to be placed on the lot (See Note 4).
2. Establish the rear build to line to be either 5’ or 20’ from the alley edge of pavement in order to avoid parked vehicles from blocking the ingress/egress easement.
3. Sidewalk labels along the west side of Lakeside Drive should be on top of the proposed sidewalk to clarify their location.
4. Alley lighting will need to be arranged so as to deflect the direct rays of light away from adjacent properties and streets in accordance with Section 11.3 (Outdoor Lighting).
5. Site plan and design review will be required for each group of townhomes. Townhomes will need to comply with the residential design standards established in section 12.2 of the Zoning Ordinance and the Supplemental Standards for the Old Town Residential District as established by 12.2.G.
6. Provide CCRs that address the maintenance of the alleys.

Submitted by Will Hager, AICP, Senior Planner (January 2, 2015)

Public Works Department

1. No policy issues.

Submitted by Public Works (January 2, 2015)

Fire Department

1. Fire flow requirements shall be a minimum of 1500 gpm @ 20 psi per the 2012 International Fire Code. Fire Hydrants shall be installed every 500’ along the roadway. Hydrants will be installed on a water main of 6” or greater. No hydrants may be installed on water mains of 6” if it dead ends and exceeds 300’ in length, per the Hendersonville Subdivision Regulations 3-107.201. Hydrants will then need to be installed on a minimum of an 8” water main if these criteria are met.
2. Every building shall be accessible to the fire department apparatus including but not limited to ladder trucks and vehicles of similar size. An access roadway shall be an all-weather

driving surface of not less than 26' of unobstructed width, with adequate roadway turning radius capable of supporting the imposed load of fire apparatus. There shall be do "dead end" roadways.

3. The roadway, water mains, and fire hydrants shall be installed and operational prior to any combustibles being placed on the construction site, including but not limited to trailers and construction offices. These will be maintained in working order throughout the construction project. The AHJ shall approve.
4. This project is subject to the regulation set forth in the City of Hendersonville Subdivision Regulation, the International Fire and Building Code, 2012 edition, and the National Fire Protection Agency Life Safety Code 101. While maintaining compliance with the above mentioned codes it may be necessary to comply with other sections of the National Fire Protection Agency (NFPA) standards and guidelines.
5. The AHJ reserves the right within code to require additional compliance and/or upon further review of plans submitted including site inspections for additional compliance to meet the code standard, although it may not be initially indicated during staff review.

Submitted by Chuck Swann, Fire Marshall (January 2, 2015)

Utility District

1. Ok for Planning.

Submitted by David Brigance, HUD (January 2, 2015)

14-099-001: PRELIMINARY PLAT, WATERFORD CROSSING, PHASE III: MOTION by Millsaps, seconded by Atchley, to approve Preliminary Plat, Waterford Crossing, Phase III, with all staff comments as listed below. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

STAFF REPORT

The proposed preliminary plat would create 38 single family lots and extend Nokes Drive to Lakeside Drive. The proposed lots are located south of the proposed Reserve at Waterford Crossing apartment complex. The Land Use and Transportation Plan calls for Walton Ferry Road to be upgraded to a cross-section that include two travel lanes with a center turn lane, two 4' bike lanes, curb and gutter, two 5' grass strips and two 5' sidewalks within 68' of right-of-way. The developer of this phase will be required to dedicate the right-of-way needed to provide 34' from the centerline of the Walton Ferry for the full length of their frontage. Additionally, the developer will be required to either construct the planned improvements to Walton Ferry Road or make a payment-in-lieu of construction, prior to the final plat being recorded. This development in conjunction with the Reserve at Waterford Crossing development will bring significant improvements to the Walton Ferry corridor.

Lesa and Carol Drives are not proposed to be extended, as required by the subdivision regulations, by this development. The applicant has stated that extending these drives would lead to very short undesirable block lengths. Extending Carol Drive to Nokes would create a block length of about 150' to the intersection of Nokes and Lakeside. Extending Lesa to Nokes would create an offset intersection with the unnamed street leading to the apartment complex. If the Planning Commission agrees that these roads should not be extended, staff would suggest requiring the developer to address the dead ends of Carol and Lesa by providing landscaping and/or curb and gutter that would provide a "finished" look to these streets.

STAFF COMMENTS

Planning Department

1. Show remaining acreage of this parcel that fronts along Walton Ferry Road and borders the proposed Reserve at Waterford Crossing apartment complex as an additional lot.
2. Use the terms "build to line" instead of setback in order to clarify where the buildings are to be placed on the lot (See Note 4).
3. The build-to-line is shown as 10' for Phase 3 while Phase 2 uses a build-to line of 15'. These phases should complement each other. Staff suggests using 15' build-to lines for both phases.
4. Name the drive leading into the apartment site between lots 76 & 77.
5. Walton Ferry Road is planned to be widened to 3-lanes with bicycle lanes, curb and gutter, grass strips and sidewalks. Any right-of-way for these improvements would need to be dedicated as part of this plat for all portions of the property that front on Walton Ferry Road. The required ROW dedication would measure 34' from the current centerline of Walton Ferry Road.
6. Payment-in-lieu of construction of the roadway improvements called for by the Land Use and Transportation Plan will be required prior to recording of the final plat.

Submitted by Will Hager, AICP, Senior Planner (January 2, 2015)

Public Works Department

1. Provide ROW for roadway improvements proposed by development and in accordance with the Long Range Transportation Plan. (68 feet total width)(34 feet from centerline). In accordance with subdivision regulations provide improvements for 4 ft. bike lane, sidewalks and curb/gutter (5' sidewalk and 5' grass strip minimum)
2. Provide drainage easement through property to the north or add note stating that this will be provided and by whom.
3. Show driveway locations on tracts 72 and 91.

Submitted by Public Works (January 2, 2015)

Fire Department

1. Fire flow requirements shall be a minimum of 1500 gpm @ 20 psi per the 2012 International Fire Code. Fire Hydrants shall be installed every 500' along the roadway. Hydrants will be installed on a water main of 6" or greater. No hydrants may be installed on water mains of 6" if it dead ends and exceeds 300' in length, per the Hendersonville Subdivision Regulations 3-107.201. Hydrants will then need to be installed on a minimum of an 8" water main if these criteria are met.
2. Every building shall be accessible to the fire department apparatus including but not limited to ladder trucks and vehicles of similar size. An access roadway shall be an all-weather driving surface of not less than 26' of unobstructed width, with adequate roadway turning radius capable of supporting the imposed load of fire apparatus. There shall be do "dead end" roadways.
3. The roadway, water mains, and fire hydrants shall be installed and operational prior to any combustibles being placed on the construction site, including but not limited to trailers and construction offices. These will be maintained in working order throughout the construction project. The AHJ shall approve.
4. This project is subject to the regulation set forth in the City of Hendersonville Subdivision Regulation, the International Fire and Building Code, 2012 edition, and the National Fire Protection Agency Life Safety Code 101. While maintaining compliance with the above mentioned codes it may be necessary to comply with other sections of the National Fire Protection Agency (NFPA) standards and guidelines.
5. The AHJ reserves the right within code to require additional compliance and/or upon further review of plans submitted including site inspections for additional compliance to meet the code standard, although it may not be initially indicated during staff review.

Submitted by Chuck Swann, Fire Marshall (January 2, 2015)

Utility District

1. Ok for Planning.

Submitted by David Brigance, HUD (January 2, 2015)

REZONING REQUEST: None

STAFF APPROVED PROJECTS: None

OTHER:

Chairman Freudenthal thanked Ann Massey for her service as this is her last meeting. We praise your help and we look forward to what else you are going to do in the community.

Election of Officers for 2015

Current Officers for 2014:

Chairman – Bob Freudenthal
Vice Chairman – David Jenkins
Secretary – Ann Massey
Assistant Secretary – Don Ames

MOTION by Atchley, seconded by Massey, to elect Bob Freudenthal as Chairman of the Hendersonville Regional Planning Commission for 2015. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

MOTION by Millsaps, seconded by Bryant-McCormick, to elect David Jenkins as Vice-Chairman of the Hendersonville Regional Planning Commission for 2015. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

MOTION by Massey, seconded by Stringfellow, to elect Lori Atchley as Secretary of the Hendersonville Regional Planning Commission for 2015. Ames, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Abstain: Atchley. Absent: None. Motion carried.

MOTION by Millsaps, seconded by Pinson, to elect Don Ames as Assistant Secretary of the Hendersonville Regional Planning Commission for 2015. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

ADJOURNMENT:

MOTION by Millsaps, seconded by Jenkins, to adjourn the Hendersonville Regional Planning Commission Meeting at 6:42 p.m. Ames, Atchley, Bristol, Bryant-McCormick, Freudenthal, Jenkins, Massey, Millsaps, Pinson and Stringfellow voted aye. Nay: None. Absent: None. Motion carried.

ANN MASSEY, Secretary

BOB FREUDENTHAL, Chairman

TIMOTHY D. WHITTEN, Landscape Architect/Planner