

**MINUTES OF REGULAR MEETING
GOODLETTSVILLE PLANNING & ZONING BOARD**

May 5, 2003

5:00 PM

Massie Chambers

Present: John Cannon, Jim Driver, Gary Manning, Grady McNeal, Scott Trew, Margaret Wall, Susan Williams, Jim Hitt

Absent: John Coombs, Jim Galbreath

Also Present: Bill Terry, David Wilson, Jim Thomas, Jack Tompkins, Charlie Lowe, Bennie Lane, Allen Ramsey, Homer Ayers, Charles Harris, Don Ross, Ray Hanks, Bill Greene, Brian Lokey, Ken Karkaw, Mark Baker, Terry Simmons, Craig Fessenden, Dan Besser, Gordon Slothauer, John Gifford, Steve Brown, Dan Burtell, William Smith, Alice Smith, Steve Smith and others.

The meeting was called to order by John Cannon. Prayer was offered by Grady McNeal.

Item #1 The minutes of the April 7, 2003 Goodlettsville Planning and Zoning Board stand approved as revised to indicate the absence of Susan Williams and Jim Hitt.

Item #2 (9.1 #10-03) Consider the request of Schneider Structural Engineering Inc. for approval of an amended site plan for an addition to IBP/Tyson Food, Inc., 201 Cartwright Street, Davidson County Tax Map 19, Parcel 18.

Staff reviewed. Terry reported that IBP wants to expand their facility to include an additional production line for packaging and associated storage and shipping areas. The size of the expansion is relatively small in comparison to the overall size of the existing plant, so the entire site does not have to be brought into zoning compliance. Due to the curve of the property line at the back of the building and the need to build the rear portion of the building to accommodate this property line, a rear setback encroachment has occurred. The Goodlettsville Board of Zoning and Sign Appeals granted a variance of the rear yard setback in the zoning district at the April 14, 2003 meeting. The building expansion is being added to areas that are already paved; therefore, staff has determined that no new landscaping is required. However, the site plan standards of the zoning ordinance require a landscape plan. IBP is requesting a waiver of the landscape plan as a part of the site plan. All other requirements have been met.

Ray Hankins, Plant Manager, informed the board the name of the company has changed to Tyson Fresh Meats. He reiterated that the expansion will provide an additional production line, shipping and storage area which will enable the plant to produce approximately four million, six hundred thousand (4,600,000) pounds of meat weekly. A variance in the site plan requirements regarding a landscape plan is requested also.

Motion by Driver for approval of an amended site plan for an addition to Tyson Fresh Meats, formerly IBP/Tyson Food, Inc., 201 Cartwright Street, Davidson County Tax Map 19, Parcel 18 based on the Goodlettsville Board of Zoning Appeals approval of the rear yard setback variance and to grant a waiver of the site plan requirement for submission of a landscape plan based on

staff's assessment that the entire expansion is currently paved. Motion seconded by Wall. Motion passed unanimously.

Item #3 (9.1 #11-03) Consider the request of DBS & Associates Engineering for approval of the revised site plan for an addition to Vanco Manor, 813 South Dickerson Road, Davidson County Tax Map 25, Parcels 63 and 137.

Staff reviewed. Terry reported DBS & Associates submitted the original plan April 7, 2003 Planning Board meeting. Staff comments were submitted to the design engineer and a second meeting between staff and the engineer and owners was held to resolve several issues. The driveway has been moved to the northeast portion of South Dickerson Road to reduce the grade of the entryway. Additional staff comments have been addressed. There are a few minor issues remaining that can be approved conditionally.

The major issue remaining is regarding the slope of the existing parking lot in comparison to the proposed parking lot. The entrance drive has been relocated and reduced the slope from about ten percent (10) to eight percent (8). The slope of the parking lot extending from the new entrance to the connection with the existing parking park depicts a slope of seven (7) percent to eight (8) percent. Our consulting engineer recommends the slope be no more than five (5) percent and can be achieved by excavating and regrading the existing lot to a point approximately sixty-five (65) feet in length into the old lot. The owners maintain that additional work on the existing parking area is not financially viable.

Brian Lokey, DBS and Associates, stated the entrance has been relocated further north on the site to accommodate a more amendable slope. It was his understanding from the last meeting with staff that the drive isles and walkways were not as great a consideration as the slope of the entryways and parking spaces. The object was to improve the parking spaces to a four (4) to five (5) percent slope in the parking spaces and decrease the slope of the entrance to the site which has been achieved. The grade at the canopy entrance is at a two (2) to three (3) percent grade. In achieving these grades, the slope of the drive isles and walkways increased. Homer Ayers, representative of the current property owners, stated the property is under contract to Vanco Manor contingent on approval of the Goodlettsville Planning Board. The State of Tennessee has approved the addition of twenty-two beds, cafeteria and rehabilitation facilities. The developer has submitted a financial proposal to the State for review. To excavate, fill and regrade the existing parking lot would increase the project cost substantially and could create problems with the State's approval process. Vanco Manor cannot go over the appropriated expenditures set by the State for this expansion. Also, should the Board require the existing parking lot be brought into compliance, eighteen existing parking spaces will be unavailable for use during the construction period.

Charlie Lowe stated that the meetings with the applicant have been very beneficial and the cooperation has been tremendous regarding this project. The remaining issue is the grades of the parking lot area. Due to the nature of the business, severe sloping creates a major safety issue for anyone utilizing the front parking area. From the canopy at the proposed main entrance of the building, there will be a fall of approximately six (6) feet across the parking lot toward South Dickerson Road creating a virtual hole in the parking lot. The easiest solution to the problem is

to remove a portion of the existing asphalt approximately sixty (60) feet wide by (72) feet long and provide fill to level out this area and connect smoothly to the proposed parking area. There is no longer a need for a retaining wall due to the reconfiguration of the parking area. McNeal asked that Lowe estimate of the cost for excavating, fill and regrading of the portion of the existing parking lot at issue. Lowe estimated a cost of approximately ten thousand (10,000) dollars. Wall questioned how long the current parking area would be affected by the regrading process. Lowe estimated a two (2) week period of time for construction of the parking area.

Lokey responded that he calculates the slope from the canopied entrance to the end of the parking lot as a four (4) feet drop. Lowe reiterated that the fall is over five (5) feet; moreover, the seven (7) percent to eight (8) percent slope leading up to the entrance canopy is excessive for walking traffic due to the nature of the visitors to the in-house healthcare facility. He would like to see the range of grade for the drive isle and walking areas decrease to between two (2) percent and three (3) percent grade. Ayers asked if the area proposed for regrading and fill is located within the existing parking lot. Lowe agreed that the excessive slope is within the existing parking lot. Ayers questioned why the parking area slope has become excessive at this time since it has been used all these years. Manning questioned if the State has any standardized grades for this type healthcare facility. Ayers reported that the State had no comment regarding grades.

Cannon asked staff if there is a problem with the entranceway and transition area to the site. Terry and Lowe agreed that the grades have been improved and are acceptable. Driver stated that is the responsibility of the Board to achieve the very best possible development for this community. Our consulting engineer has recommended that a portion of the existing parking lot be excavated, filled and regraded and this is clearly what needs to be done. Lokey reiterated that it was his understanding the grades of the drive isles and entrance were not as important as meeting or exceeding grade for the parking spaces. Therefore, the revised plan reflects a compromise. Cannon stated the Board would like to see this project approved; however, the concern of the Board is the demographics of the visitors and their safety. An eight (8) percent grade creates dangerous walking areas for these visitors.

Don Ross, Executive Vice-President, American Health Center, the parent company for Vanco Manor, informed the Board that the budget for this project is a fixed expenditure. A fifty thousand (50,000) to one hundred thousand (100,000) dollars estimate was submitted for costs to reduce the grade of the existing parking area. This amount was not figured into the original cost of the project. Ross was agreeable to a conditional approval to meet the required grade or will revisit the cost estimate and determine if the excavation, fill and regrading can be accomplished for ten thousand (10,000) to fifteen thousand (15,000) dollars or determine to abandon the project.

Motion by Williams for conditional approval of the revised site plan for an addition to Vanco Manor, 813 South Dickerson Road, Davidson County Tax Map 25, Parcels 63 and 137 based on excavation, filling and regrading of the identified portion of the existing parking lot measuring approximately sixty (60) feet wide by (72) feet long to accomplish a five (5) percent grade for the existing parking lot and a smooth transition to the proposed parking area. Motion seconded by Wall. Motion passed unanimously.

Item #4 (9.1 #15-03) Consider the request of R. L. Montoya, RLS, for approval of the final plat for Lily Bell Farm Place, South Dickerson Road, Davidson County Tax Map 25-12, Parcels 1 and 2.

Staff reviewed. Terry reported this plat will divide an existing tract of almost three acres into two lots, one fronting Dickerson Road and the other fronting the dead-end property on Conner Drive. Lot One (1) contains the existing house and Lot Two (2) will be a new buildable lot. Staff reviewed and submitted comments to the surveyor. There are a few minor comments which can be addressed by staff.

Tompkins stated that a private easement has been granted to the owner of Lot Two (2) to install and maintain a sewer line which crosses Lot One (1) and connects to the public line at South Dickerson Road. A bond is not required for a private sewer line; however, a building permit cannot be issued until the sewer line is installed and inspected.

Motion by Driver for conditional approval of the final plat for Lily Bell Farm Place, South Dickerson Road, Davidson County Tax Map 25-12, Parcels 1 and 2 based on review of the minor technical corrections and final approval by staff of the final plat and installation and inspection of the sewer line to Lot Two (2). Motion seconded by McNeal. Motion passed unanimously.

Item #5 (9.1 #14-03) Consider the request of Tim Brown for approval of an abandonment of right-of-way on a portion of Bell Street for use as a driveway easement, Davidson County Tax Map 18-16, Parcel 21.

Staff reviewed. Terry reported there are three small, undersized lots, Lots 19, 20 and 21, that front on an extension of Bell Street extending north of Brick Church Pike. These lots were platted before the City incorporated. According to an opinion by the City Attorney, the extension was abandoned many years ago. However, the lots were not abandoned and remain in private ownership. Therefore, the City must allow some reasonable use of the property.

In 1997 the owner of Lot 21, Tim Brown, sought a permit to build a house his lot. Due to the lot being of non-conforming size, he appealed to the Board of Zoning Appeals for a lot size variance and a minimum floor space variance. These variances were granted to allow for the reasonable use; however, conditions were based upon an access easement from the extension of Bell Street be properly and legally established. At that point, the owner dropped the project and did not pursue the final steps to establish an access easement. Mr. Brown wants to begin the process to establish the necessary easement.

Due to the fact that the right-of-way was abandoned, a legal instrument must be created to establish a private easement for access for the three vacant lots and for the existing house, Lot 34, which fronts on Brick Church Pike and uses the area for a driveway and for public utilities and drainage. The preferable solution would be to establish a private access easement and a public utility easement. Tompkins agreed that a private access easement and abandonment of the right-of-way would be the best solution.

Cannon questioned if there has been any contact with the other property owners involved in this issue. Staff indicated that adjoining property owners have not been contacted. Cannon asked Mr. Brown if he was amenable to being responsible for providing legal documents to provide a private access driveway easement. He added that the easement would have to be agreed upon by the other property owners of Lots 19, 20 and 34. Mr. Brown indicated he would be responsible for securing legal documentation.

Motion by Hitt for conditional approval of an abandonment of right-of-way on a portion of Bell Street for use as a driveway easement, Davidson County Tax Map 18-16, Parcel 21 based on the Tim Brown to obtain legal documentation, inclusive of all owners of Lots 19, 20, 21 and 34, to provide a private access driveway easement and present such documentation to the City. Motion seconded by Manning. Motion passed unanimously.

Item #6 (9.1 #13-03) Consider the request of Fran Tinnin for approval of a rezoning amendment changing the zoning classification from split zoning R10 and CSL to R10 of certain property on Dorris Avenue, Davidson County Tax Map 18-16, Parcel 191.

Staff reviewed. Terry reported the owner of this property has been before this Board on previous occasions to request combining zoning on this property to a commercial zoning district. The previous requests were denied due to proposed commercial use of the property. This new request is to rezone the entire property to R10 with the idea that multiple lots could be created and developed residentially. There exists a small area on the front of the property which provides adequate road frontage on Dorris Avenue. Configuration of the lots will need to be addressed since any proposed residences will be placed behind some existing homes that front on Dorris Avenue.

As the property is currently zoned, there is really no productive use and it is not an area where the City would want commercial development. If the property is developed residentially, the zoning and subdivision regulations will apply regarding streets, drainage, water and sewer services.

Cannon agreed that residential zoning would be an appropriate solution to maintain the long established residential district. Fran Tinnon, property owner, was present at the meeting; however, he unable to address the Board regarding the request.

Motion by Wall to recommend to the City Commission to consider a rezoning amendment changing the zoning classification from split zoning R10 and CSL to R10 of certain property on Dorris Avenue, Davidson County Tax Map 18-16, Parcel 191. Motion seconded by Williams. Motion passed unanimously.

Item #7 (9.1 #16-03) Consider the request of Brock Rust, Providence Venture, LLC for approval of the preliminary plat for Ivy Hill Farm, a section of Dry Creek Farm, South Dickerson Road, Davidson County Map 33, Parcels 21, 43, 213 and a portion of Parcel 42.

Staff reviewed. Terry reported covers the single family home section of the approved preliminary master plan of Dry Creek Farms and it is the first step leading to development of the

area. There are several issues to resolve since the approval of the plat established many aspects of the development:

1. Type of screening along Old Dickerson Pike and along the new portion of Dry Creek Road: The preliminary master plan and the preliminary plat are not specific with regard to the level of detail such as number and spacing of plans and use of berms and fencing for increased screening effect. While such specifics may not be an absolute requirement of the preliminary plat, an agreement with the owner should be determined regarding the intent so that the final master plan can address the issue without major surprises.
2. Sidewalks: This development was introduced to the Board as a traditional, walkable community. The developer has submitted that sidewalks be allowed only on one side of the road. Staff prefers that sidewalks be developed on both sides of the street.
3. Pavement width: The developer has asked for a variance to reduce the pavement width of the street from the required width of twenty-eight (28) feet to twenty-four (24) feet. Due to the fact that the lots in this development are very small with limited off-street parking opportunities, on-street parking may be anticipated.
4. Type of curb: The developer has requested that an extruded curb be permitted on all streets. Staff has recommended that for this type community a better approach is the integral curb and gutter as shown on the cross-section of the plat.
5. Drainage: Staff requested more detail and additional curb inlets for the longer runs of curb line on the streets. The developer prefers to wait for until the final master plan approval stage to provide more detail. The Board should indicate that the drainage plan on the fixed on preliminary plat and will be considered at the time of the final master plan submission.
6. Corner lots – Staff has requested that the homes on the corner lots conform and front the street only on the twenty-five (25) yard setback throughout the development. The setbacks for corner lots are twenty-five (25) feet front yard setbacks and fifteen (15) feet side yard setbacks. All garages are to face the front yard setback only.

Brock Rust, developer, stated that the owner is providing streetscape trees. His proposal for the landscape buffer on Dry Creek Road and Dickerson Road is for an earth berm with three (3) to one (1) side slopes and staggered evergreen trees at fifteen (15) feet centers. On the northern end of the development, Rust proposed the same tree buffer without the earth berm. Terry questioned if this is an effective screen due to the development backing up to commercial properties on Dickerson Road. Lowe suggested six (6) feet spacing, double staggered rows of deciduous trees as a landscape screening and not permit a continuous line of evergreens as proposed by the developer. This would indicate staggering at twelve (12) feet centers on first and second rows of trees. Terry recognized that the barrier requirements for a PUD with includes a privacy fence. Rust asked to eliminate privacy fence due to maintenance and appearance issues. He also asked that the existing trees on Dickerson Road be saved and

included in the landscape caliper requirement. Rust agreed to a landscape barrier plan that includes a mixture of evergreen deciduous trees double staggered at ten (10) feet centers.

Cannon and Driver acknowledged their preference for sidewalks on both sides of the road for aesthetic and functional purposes for bungalow style homes. Rust agreed to sidewalks on both sides of the roadway.

Tompkins stated the twenty-four (24) feet width of pavement width has caused problems in other residential areas where on-street parking is used. A good example of narrow roadways is Twelve Stones Crossing. During the construction phase, numerous negative traffic situations occurred and thru traffic is a continuous problem. He would like to see a compromise between the developer's request and the required pavement width. Terry agreed that small lot homes predetermine on-street parking. Cannon responded that due to the layout of the development, thru traffic will not be an issue and narrow roadway help with safety issues.

Tompkins stated that an integral curb and gutter is preferred in place of the extruded curb. The extruded curb is a high maintenance item creating drainage problems and short-term visual appeal. Rust stated the extruded curb is more economically feasible; however, if necessary, he will install integral curbing. Lowe suggested a compromise to the outstanding issues of sidewalks, curb and guttering and pavement width. His recommendation is for a twenty-four (24) feet pavement width, one and one-half (1½) feet of integral curb and gutter, five (5) feet wide grass median and six and one-half (6½) feet sidewalks. Rust agreed to the recommendations.

Rust reiterated that the drainage plan will be reflected in the final design with the intent to engineer the plan properly. He reported that the final plat and restrictive covenants will indicate that all corner lots conform and front the street only one way throughout the development and that no garages will face side streets. The Restrictive Covenants of Ivy Hill at Dry Creek Farm will include the description of the type of buildings permitted, the building floor area allowed, exterior materials to be used, trees and street trees allowed and corner lot restrictions regarding front yard setback and placement of garages.

Motion by Manning for conditional approval of the preliminary plat for Ivy Hill Farm, a section of Dry Creek Farm, South Dickerson Road, Davidson County Map 33, Parcels 21, 43, 213 and a portion of Parcel 42 based on the following issues: (1) a landscape barrier plan that include a mixture of evergreen and deciduous trees double staggered at ten (10) feet centers, no fencing required; (2) sidewalks to be installed on both sides of the roadway; (3) pavement width to be twenty-four (24) inch width; (4) one and one-half (1½) ^{feet} ~~inch~~ integral curb and gutter to be installed; (5) the complete drainage plan to be submitted and considered at the final master plan approval stage; (6) homes on the corner lots must conform and front the street with the twenty-five (25) yard setback throughout the development. All garages are to face the front yard setback only; and (7) restrictive covenants will include the description of the type of buildings permitted, the building floor area allowed, exterior materials to be used, trees and street trees allowed and corner lot restrictions. Motion seconded by Trew. Motion passed unanimously.

Item #8 (9.1 #17-03) Consider the request of Steve Brown, BWSC, for approval of an amended site plan for the existing structure at 502 North Dickerson Road, Davidson County Tax Map 18-16, Parcel 37.

Staff reviewed. Terry reported the subject property contains an old house that has been zoned commercial for many years; however, the house has been used as residential and some kinds of businesses. It has been vacant for over a year and is in a state of disrepair. The house has been recently sold. The new owner is renovating it with the intent of establishing business activities in accordance with the zoning district. Tompkins will review drainage plan recently submitted by the engineer. The problem was a lack of appropriate parking at a very dangerous intersection. The proposed driveway is located off New Brick Church Pike. Staff comments were sent to the engineer and revisions resubmitted. There are three remaining issues. Two of these related to slope in the parking lot and interior driveways. There is no plans for a dumpster pad or dumpster on site. The city does not provide commercial garbage collection.

Steve Brown, Barge Waggoner Sumner Cannon, explained the slope of the driveway entrance begins at a twelve and one-half (12½) percent slope and transitions to a six and one-half (6½) percent slope to flatten out into the curve. The requirement for the parking space area slope is a maximum of five (5) percent slope. To meet this requirement the contours would have to be raised approximately two and one half (2 ½) feet and impact the retention pond without using retaining walls. The plan provides for a seven and one-half (7½) percent slope in the parking space areas which is perpendicular to the contours.

Lowe stated the driveway isle is at a thirteen (13) percent slope and the parking space area is at eight (8) percent slope which is excessive. It is a difficult site to meet requirements. It would make the site more conforming if the driveway entrance could be moved further down the hill; however, the preference is to have the driveway entrance as far away from an intersection as possible. There may be a compromise to move the driveway access further down the hill approximately four feet and meet the ten (10) percent driveway isle requirement and five (5) percent for parking spaces.

McNeal acknowledged that the dumpster issue is a major concern. Brown questioned if a private disposal company could be used. Tompkins stated that a private company would be permitted to be used; however, it is assumed that a dumpster would need to be used by a tenant. Cannon agreed that the final approval would need to indicate a permanent site for a dumpster, dumpster pad and screen. Terry responded that the dumpster would need be located behind the building with enough access for the disposal truck to pull completely into the site.

Hitt questioned if perimeters can be provided for the engineer to make need corrections regarding the driveway access and slope requirements. Lowe responded that if the Board would agree to moving the driveway access down New Brick Church Pike another thirty (30) feet toward the intersection, this would resolve the dumpster issue and permit the ten (10) percent maximum is driveway isles and five (5) percent in parking space areas. This would leave approximately seventy (70) feet from the driveway access to the intersection. Driver acknowledged that speed would not be a factor when entering the intersection from Dickerson Road.

Motion by Driver for conditional approval of an amended site plan for the existing structure at 502 North Dickerson Road, Davidson County Tax Map 18-16, Parcel 37 based on relocating the driveway access on New Brick Church Pike seventy (70) feet from the intersection with North Dickerson Road, limiting driveway isles to ten (10) percent grade or less, limiting parking spaces to five (5) percent grade and locating a dumpster, dumpster pad and screen behind the building. The staff will have authority for final review and approval of this site plan. Motion seconded by Hitt. Motion passed unanimously.

Item #9 (9.1 #18-03) Consider the request of Jared Gray, Ragan-Smith and Associates, for approval of an amended site plan for Prime Mortgage, 454 Moss Trail, Davidson County Tax Map 26-9, Parcel 40.

Staff reviewed. Terry reported Prime Mortgage is an existing business on Moss Trail. The plan shows a small addition to one side of the building and a new parking lot in the rear of the building that will have access from Lodge Street. The addition is not large enough that would require the entire site to be brought into current zoning compliance. The only landscaping will be added to the area disturbed by the new parking area. There are two minor comments relating to drainage calculations that are being worked out through the City Engineer. A two (2) foot encroachment into the required side yard is indicated by the new addition. The size of the addition will be reduced to avoid the need for a variance. There is an eight (8) percent slope in the driveway isle which should be addressed.

Allen Ramsey, Ragan-Smith-Associates, agreed that the two (2) foot encroachment has been eliminated to avoid a variance request. He stated that the slopes are within the required regulations of ten (10) percent for driveway isles and five (5) percent for parking spaces. The driveway isle matches the slope of Lodge Street.

Motion by McNeal for conditional approval of an amended site plan for Prime Mortgage, 454 Moss Trail, Davidson County Tax Map 26-9, Parcel 40 based on final review and approval of drainage calculations by staff. Motion seconded by Wall. Motion passed unanimously.

Item #10 (9.1 #19-03) Consider the request of Mark Baker, Civil Resource Consultants, LLC, for approval of the site plan for McCullough House Plans, Lot 2, Section 9, Northcreek Commons, Northcreek Blvd., Davidson County Tax Map 26, Parcel 119.

Staff reviewed. Terry reported this plan is for the proposed construction of an office building on the adjacent property to the US Post Office. The plan was reviewed by staff, comments submitted to the engineer and revisions have been received. The only major issue is the location of the entrance driveway. As proposed, the entrance is fifty-five (55) feet from the nearest median break in Northcreek Boulevard. Staff suggested that this distance could encourage drivers to attempt a left turn across the fifty-five (55) feet into the driveway of the site and that a relocation of the entrance to the opposite end of the lot frontage should be considered. The design engineer considered the relocation; however, he does not want to move the driveway due to excessive sloping. Therefore, the engineer is requesting to keep the driveway entrance at its original location at the US Post Office side of the lot. A minor issue is that the original site plan

had an exist door on the side of the building. Staff comments requested a sidewalk at the exist door. No sidewalk has been added.

Baker, Civil Resource Consultants, explained that the driveway is located on the northwest portion of the site due to the topography and to minimize grade. The current plan indicates driveway isle at five (5) percent and parking spaces at two (2) percent grade. Relocating the driveway to the southwest portion of the site would increase the grade to over ten (10) percent and will require additional fill. He recommends the City post a Do Not Enter sign on the median for safety purposes. Cannon asked if a shared access easement would be suitable for this property since several other businesses along Northcreek Blvd. have utilized these accesses successfully. Lowe acknowledged that the best use of the site would be a shared access easement to encourage the use of the established curb cuts. The difference in elevation from the northwest and southwest points of the property is only four (4) feet. The addition driveway length will allow the meeting of grade standards of ten (10) percent or below. McNeal asked if the driveway entrance could be relocated another thirty (30) feet further along the site. Baker responded that the utility easement prohibits this action. He added that the planned development is small and the recommendation for providing extra length to the driveway and fill for the site is excessive. The recorded plat does not indicate the requirement of a shared driveway easement. Bill Green, owner, stated the number of trips onto the site would range between ten (10) and thirty (30) per day.

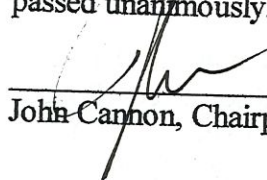
Baker clarified the side entrance at the basement is to be utilized as an emergency exit only and not used by the public. The basement will be used for storage purposes only.

Motion by Manning for approval of the site plan for McCullough House Plans, Lot 2, Section 9, Northcreek Commons, Northcreek Blvd., Davidson County Tax Map 26, Parcel 119. Motion seconded by McNeal. Motion passed unanimously.

Item #11 Consider the request of the Goodlettsville Planning Department for a one-year extension of Letter of Credit No. S993143, Twelve Stones Crossing, Phase I.

Staff reviewed. Terry reported the Public Works Department has recommended a one-year extension of Letter of Credit No. S993143 in the amount of \$38,335 for Twelve Stones Crossing, Phase I.

Motion by Driver for approval of a one-year extension of Letter of Credit No. S99143 in the amount of \$38,335 for Twelve Stones Crossing, Phase I. Motion seconded by Manning. Motion passed unanimously.


John Cannon, Chairperson


Vicky Ignatz, Recording Secretary