

# Metropolitan Planning Commission



## Staff Reports

**June 23, 2016**



## Metro Planning Commission Meeting of 6/23/2016

*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.*



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



**2016SP-027-001**  
BOOST COMMONS SP  
Map 143, Parcel(s) 007  
06, Bellevue  
23 - Mina Johnson



<b>Project No.</b>	<b>Specific Plan 2016SP-027-001</b>
<b>Project Name</b>	<b>Boost Commons SP</b>
<b>Council District</b>	23 – M. Johnson
<b>School District</b>	8 – Pierce
<b>Requested by</b>	Dale & Associates applicant; 11 Vaughn’s Gap RE LLC, owner.

**Deferrals** This request was deferred from the June 9, 2016, Planning Commission meeting. The public hearing was not held.

<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

**APPLICANT REQUEST**

**Zone change to permit 64 multi-family residential units.**

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Specific Plan – Mixed-Use (SP-MU) zoning for property located at 11 Vaughn’s Gap Road, at the southwest corner of the intersection of Vaughn’s Gap Road and Highway 100 (10.7 acres), to permit up to 64 residential units and a recreational center/personal care service facility.

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 6/23/2016



**2016SP-033-001**

LARAMIE AVENUE SP

Map 091-05, Parcel(s) 234, 276

07, West Nashville

20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Specific Plan 2016SP-033-001</b>
<b>Project Name</b>	<b>Laramie Avenue SP</b>
<b>Council District</b>	20 – Roberts
<b>School District</b>	09 – Fogge
<b>Requested by</b>	Miken Development, LLC, applicant; TSMPC, LLC, owner.

**Deferrals** This request was originally case number 2016Z-020PR-001. It was deferred from the March 24, 2016, the May 12, 2016, the May 26, 2016, and the June 9, 2016, Planning Commission meetings. The public hearing was not held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the July 14, 2016, Metro Planning Commission meeting unless recommendations of approval are received from Water Services and Stormwater. If recommendations of approval are received, staff recommends approval with conditions and disapproval without all conditions.*

**APPLICANT REQUEST**

**Zone change to permit up to 32 residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning, to permit up to 32 residential units, for properties located at Laramie Avenue (unnumbered) and Nashua Lane (unnumbered), approximately 245 feet east of Waco Drive (3.07 acres).

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 16 lots with 4 duplex lots for a total of 20 units.*

**Proposed Zoning**

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.

**CRITICAL PLANNING GOALS**

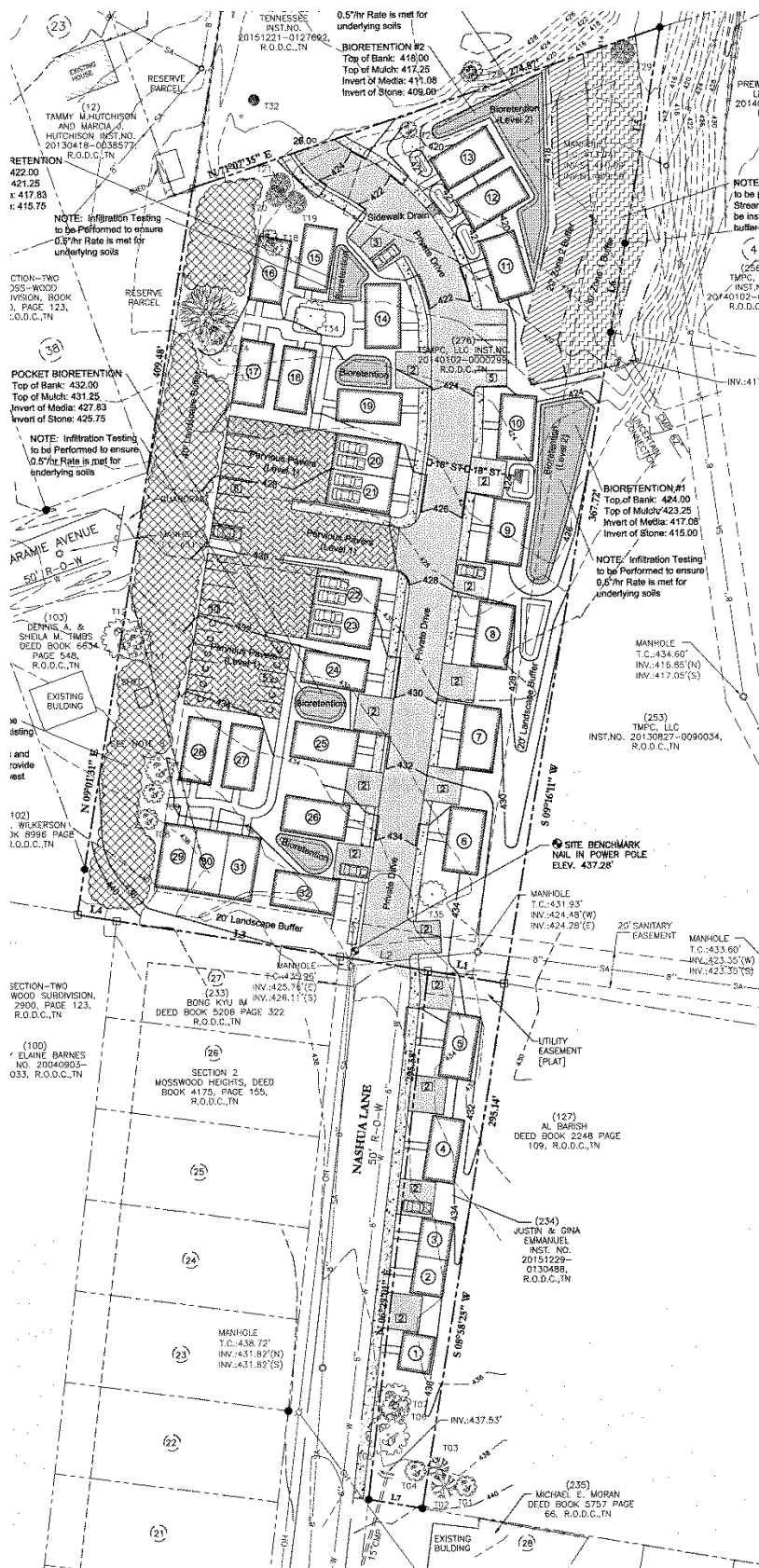
N/A

**WEST NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal



# Metro Planning Commission Meeting of 6/23/2016



**Proposed Site Plan**





## Metro Planning Commission Meeting of 6/23/2016

spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

### Consistent with Policy?

Yes. The T4 NE policy is a residential policy intended to enhance urban neighborhoods with opportunities for improved pedestrian, bicycle and vehicular connectivity. The request does not provide a connection to Larimie Avenue to the west, however it does provide a private drive connection to the property to the north of the site. A connection from Nashua Lane to Laramie Avenue is not vital to the neighborhood as it does not connect local streets to a collector or arterial street. Additionally, if a connection was provided to Laramie Avenue all traffic would be forced through the neighborhood, eventually connecting to 63<sup>rd</sup> Avenue North. The proposed private drive provides a more direct connection. The plan provides appropriate transitions to the existing residential neighborhood in terms spacing of the proposed residential units and a 40 foot landscape buffer.

### **PLAN DETAILS**

#### History

This request was originally submitted as a zone change request from R8 to RM15-A. Staff recommended disapproval and the applicant deferred the application indefinitely prior to the March 24, 2016, Metro Planning Commission meeting. The applicant has changed the request to a Specific Plan application to permit a maximum of 32 residential units.

#### Site Plan

The properties located at Laramie Avenue (unnumbered) and Nashua Lane (unnumbered) are currently zoned R8. The existing zoning district allows for one and two-family residential uses. Both Laramie Avenue and Nashua Lane dead-end at this site.

The proposed plan includes 32 attached and detached residential dwelling units. Vehicular access to the site is proposed from Nashua Lane. The plan does not extend Laramie Avenue, which dead-ends at the site. A private drive extends north from Nashua Lane to the parcel to the north of the site. The proposed private drive does provide a connection to the north, without connecting into Laramie Avenue. Sidewalks are proposed along Nashua Lane and throughout the plan. Sidewalks will be a minimum width of 5 feet with a minimum 4 foot planting strip.

Parking is provided throughout the site, including a parking lot adjacent to the existing residential structures on Laramie Avenue. Parking pads shall be a minimum of 20 feet in depth so as to provide a sufficient depth to allow for automobiles to be parked and not encroach into the public sidewalk. The proposed plan includes a 40 foot landscape buffer along the western property line which provides a transition between the units and the surrounding T4 Neighborhood Maintenance policy and single family units to the west of the site.



# Metro Planning Commission Meeting of 6/23/2016

## FIRE MARSHAL RECOMMENDATION

### Approved with conditions

- 2nd means of ingress egress provided. Fire Code issues for the structures will be addressed at permit application review.

## STORMWATER RECOMMENDATION

### Returned

- Add SP number to the plan.
- Identify FEMA map and flood zone for the project.
- Provide 78-840 note to the plan.
- Add preliminary note to the plan.
- Add Stormwater access note to the plan.
- Add minimum culvert note to the plan.
- Remove the detail for the stormwater items on the plan. The actual elevations for the bioretention levels should not be shown as this is just a concept plan.
- Provide adequate space for stormwater detention. As the existing site is forest it is likely that detention is needed for the site, in addition to the stormwater quality features.

## WATER SERVICES RECOMMENDATION

### Returned

- For the latest SP plan revision (received June 23, 2016), our original comments still apply: Awaiting submittal of an availability study and a utility plan before the SP can be reviewed.

## PUBLIC WORKS RECOMMENDATION

### Approved with Conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Approval is concept only and revisions to the roadside cross section on Nashua will be required prior to building permit, i.e. installation of a grass strip.
- Indicate the location of a centralized dumpster and recycling container.

## TRAFFIC AND PARKING RECOMMENDATION

### Approved

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	3.07	5.4 D	20 U	192	15	21

\*Based on two-family lots



# Metro Planning Commission Meeting of 6/23/2016

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (230)	3.07	-	32 U	239	21	24

Traffic changes between maximum: **R8** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
	3.07	-	+12 U	+47	+6	+3

## METRO SCHOOL BOARD REPORT

**Projected student generation existing R8 district: 2 Elementary 1 Middle 1 High**

**Projected student generation proposed SP-R district: 5 Elementary 3 Middle 2 High**

The proposed SP zoning is expected to generate six more students than the existing R8 zoning. Students would attend Cockrill Elementary School, McKissack Middle School and Pearl-Cohn High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated March 2016.

## STAFF RECOMMENDATION

Staff recommends deferral to the July 14, 2016, Planning Commission meeting, unless recommendations of approval are received from all Metro agencies. If recommendations of approval are received, then staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Permitted land uses shall be limited to up to 32 residential units.
2. Height is limited to a maximum of 2 stories in 35 feet, to the roofline.
3. Parking pads shall be a minimum of 20 feet in depth.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application.
5. The following design standards shall be added to the plan:
  - a. Building façades fronting a street or courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
  - b. Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers or egress windows.
  - c. EIFS, vinyl siding and untreated wood shall be prohibited.
  - d. Porches shall provide a minimum of six feet of depth.
  - e. A raised foundation of 18”- 36” is required for all residential structures.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.



## Metro Planning Commission Meeting of 6/23/2016

7. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



**2016SP-043-001**  
TRINITY LANE MASTERPLAN  
Map 071-01, Parcel(s) 016-021  
Map 071-05, Parcel(s) 016  
03, Bordeaux - Whites Creek  
02 - DeCosta Hastings



<b>Project No.</b>	<b>Specific Plan 2016SP-043-001</b>
<b>Project Name</b>	<b>Trinity Lane Masterplan</b>
<b>Council District</b>	2 – Hastings
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Hawkins Partners, Inc., applicant; James Woods and Aerial Investment Properties, owners.

**Deferrals** This request was deferred from the June 9, 2016, Planning Commission meeting. The public hearing was not held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Approve with conditions, and disapprove without all conditions.*

**APPLICANT REQUEST**

**Zone change to permit a mixed-use development.**

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at Toney Road (unnumbered), Old Matthews Road (unnumbered), 509, 511, 515 B, and 513 West Trinity Lane, at the northwest corner of Old Matthews Road and West Trinity Lane (21.47 acres), to permit a mixed use development including a maximum of 341 residential units and 25,000 square feet of non-residential uses.

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 124 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices
- Preserves Sensitive Environmental Features
- Creates Open Space

The proposed development meets several critical planning goals. The surrounding area is served by



# Metro Planning Commission Meeting of 6/23/2016



**Proposed Site Plan**





## Metro Planning Commission Meeting of 6/23/2016

adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The proposed mixture of uses creates a destination for the surrounding area. The plan provides for better opportunities to walk or bike to this destination by providing new public sidewalks, internal private sidewalks and a new street connection with sidewalks that links two neighborhoods that were never connected. The plan also provides paths within open space, providing for recreational opportunities. The plan provides several different housing options with a greater intensity than what is permitted under the existing single-family zoning district. Additional housing options are important to serve a wide range of people with different housing needs. Additional units foster walkability and better public transportation. A bus line does not run along West Trinity Lane; however, there is a bus line along Whites Creek Pike, which is approximately 500 feet west of the site. The new destination and additional units would support future transit service along West Trinity Lane. The plan preserves the areas along existing drainage features and incorporates those areas into a larger open space network.

### **BORDEAUX – WHITES CREEK COMMUNITY PLAN**

Conservation (CO) is intended to preserve and enhance environmentally sensitive land in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they area in and whether or not they have already been disturbed.

Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that provide more opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than many existing suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing. These are challenges that were not faced when the original suburban neighborhoods were built.

Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that are intense mixed use areas. T3 Suburban Community Center areas fit in with the general character of suburban neighborhoods. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Community Centers are pedestrian friendly areas, generally located at prominent intersections.

### Consistent with Policy?

Yes. The plan calls for a mixture of housing types including flats, attached units, detached units and single-family lots that are arranged in a manner that provides a transition to the single-family lots immediately north of the site. The plan calls for a mixture of non-residential uses along West Trinity Lane where such uses are most appropriate. The plan calls for sidewalks throughout the development which would provide for convenient and safe pedestrian movement. The plan calls for the extension of Toney Road from the west to Old Mathews Road, enhancing the public roadway and pedestrian network. The plan also calls for the areas in Conservation policy area to be left mostly undisturbed and incorporates some of these areas into amenities for the development. The



## Metro Planning Commission Meeting of 6/23/2016

plan provides a transition to the single-family area north of the site by placing single-family lots adjacent to the existing single-family lots.

### PLAN DETAILS

The properties are located in at the northwest corner of West Trinity Lane and Old Mathews Road. The site is approximately 21 acres in size and is undeveloped. Constraints on the site include a TVA easement and a stream that bisects the site.

#### Site Plan

The plan calls for a mixture of uses including multi-family residential, single-family residential, live-work units, non-residential uses, and artisan manufacturing. The non-residential uses include uses permitted by MUL-A. Development in the SP would be limited to a maximum of 25,000 square feet of non-residential uses, a maximum of 341 multi-family residential units, and eleven single-family residential lots. The plan breaks down the maximum number of multi-family unit types as follows:

- Stacked flats: 210
- Townhomes: 115
- Detached Cottages: 16

The plan identifies three distinct areas referred to as blocks. Block one is located at the corner of West Trinity Lane and Old Mathews Road and consists of a mixture of non-residential and multi-family units, including stacked flats, and townhomes. Block two consists of a mixture of multi-family units, including stacked flats, townhomes, and detached cottages. Block three consists of a mixture of multi-family units including townhomes and detached cottages, as well as single-family lots.

All perimeter buildings along public roadways have shallow setbacks. Units along internal private driveways have shallow setbacks and are oriented towards the internal roadways. Some units front onto open space. With the exception of parking located along the private driveways, all other parking is located at the rear of structures.

The plan does not provide elevations, but architectural standards are provided. Standards pertain to main entrances, glazing, porches, foundation heights and materials. Single-family lots are to be consistent with the RS7.5 zoning district.

With the exception of the Toney Road extension, all roadways in the development will be private. On-street parking is provided along some roadways. The plan calls for Toney Road, which currently terminates on the west side of the site, to be extended to Old Mathews Road. Access into the site is shown from West Trinity Lane, Old Mathews Road and Toney Road. The majority of the development will be on the south side of the extension. Ten single-family lots will be located along the north side of the extension. Sidewalks are shown along all street frontages. West Trinity Lane is an arterial and Old Mathews Road is a collector and the plan requires that sidewalks and ROW dedications meet the Major and Collector Street plan. The plan calls for a network of internal sidewalks connecting all sections of the development to the public sidewalks.



## **Metro Planning Commission Meeting of 6/23/2016**

The plan calls for passive and active open space. Active areas include areas where units are oriented and a large area that contains walking trails.

### **ANALYSIS**

Staff recommends approval of the SP plan. The plan provides for a mixture of uses including a mixture of housing options consistent with the land use policies. The plan also meets several critical planning goals.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire Code issues will be addressed in the permit phase.

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **WATER SERVICES RECOMMENDATION**

#### **Approved with conditions**

Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Add note to the plans indicating that there are to be no vertical obstructions within the proposed sidewalk. All power poles, signs, etc are to be relocated and the sidewalk to be clear from obstructions.
- Submit roadway cross sections for Toney Rd (public), Trinity, Old Matthews, and all private drives within the development.
- Label and dimension the following street side items on the plans: sidewalks (per ST-210), grass strip, and curb and gutter (per ST-200.) Sidewalk and grass strip width are to be per MCSP requirements.

### **TRAFFIC & PARKING RECOMMENDATION**

In accordance with the TIS findings and recommendations, developer shall construct the following roadway improvements.

1. The project access on W. Trinity Lane should be constructed with one NB entering lane and two SB exiting lanes striped as a separate left turn lane and right turn lane with a minimum of 50ft of storage.
2. The southern project access on Old Matthews shall be constructed with one WB entering lane and an EB exiting lane for left and right turns. Provide adequate turning radius for trucks and buses turning movement.



## Metro Planning Commission Meeting of 6/23/2016

3. The northern project access on Old Mathews shall be constructed with one WB entering lane and an EB exiting lane for left and right turns.
4. Project access points shall be located to provide adequate sight distance . Developer shall submit sight distance exhibits with final SP.
5. Developer shall widen Old Mathews Road to include standard lane widths and shoulders if required. The road section between W. Trinity and the southern project access shall be widened to a 3 lane cross section with adequate taper. A dedicated SB left turn lane at W. Trinity with a minimum of 75ft of storage and extended to the southern access drive with TWLTL striping shall be constructed.
6. The existing crosswalk on W. Trinity Lane ,west of Old Mathews Lane shall be relocated at Old Mathews Road intersection.
7. Developer shall maintain existing bike lanes on W.Trinity lane and refurbish if necessary with proposed project construction.
8. Developer shall work with MTA to provide a new bus shelter within the project site.
9. Developer shall provide loading zones and parking per metro code.

Maximum Uses in Existing Zoning District: **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	21.47	5.8 D	124 U	1268	97	131

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	21.47	-	25,000SF	1108	28	82

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	21.47	-	341 U	2191	171	206

Traffic changes between maximum: **RS7.5** and **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,031	+102	+157



## **Metro Planning Commission Meeting of 6/23/2016**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS7.5 district: 24 Elementary 19 Middle 19 High  
Projected student generation proposed SP-MR district: 88 Elementary 57 Middle 38 High**

The proposed SP- MR zoning district would generate 121 additional students than what is typically generated under the existing RS7.5 zoning district. Students would attend Alex Green Elementary, Brick Church Middle School and Whites Creek High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated March 2016.

### **School Site Dedication**

Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for middle schools with a capacity of 800 students.

This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Whites Creek High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final site plan for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final site plan consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions as the request is consistent with the land use policies and meets several critical planning goals.

### **CONDITIONS**

1. Uses in the SP shall be limited to the uses specified on the SP plan. Residential is limited to a maximum of 341 units, and nonresidential is limited to a maximum of 25,000 square feet.
2. The final site plan shall provide right-of-way as necessary to meet the Major and Collector Street Plan for West Trinity Lane and Old Mathews Road.
3. The final site plan shall include sidewalks and planting strips as required by the Major and Collector Street Plan for West Trinity Lane and Old Mathews Road.
4. The sidewalk along Toney Road shall include at a minimum a five foot wide sidewalk and four foot planting strip.
5. The final site plan shall provide bike parking per Metro Zoning Code.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application with the exception that all single-family lots shall be subject to the RS7.5 zoning district.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with



## Metro Planning Commission Meeting of 6/23/2016

the standards of Section 17.16.040 for middle schools with a capacity of 800 students. This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Whites Creek High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final site plan for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final site plan consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.

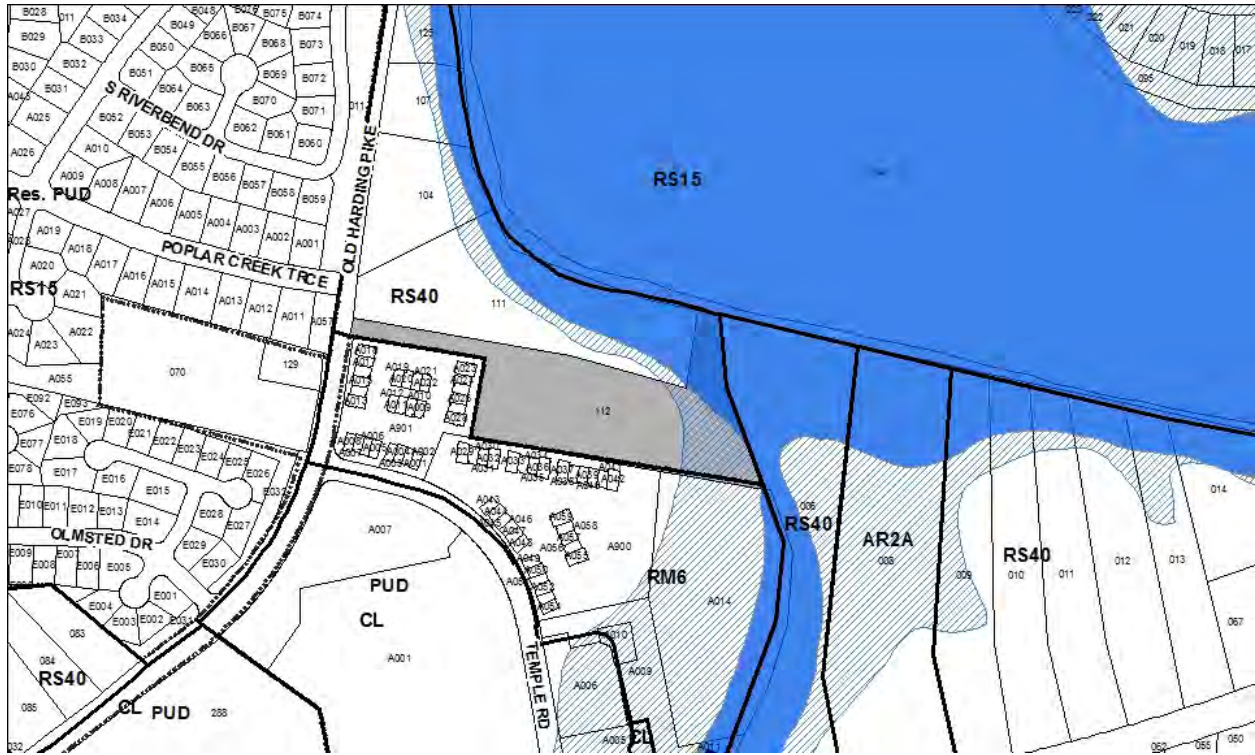
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
12. The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



**2005P-008-007**  
ADDITION TO HARPETH VILLAGE PUD  
Map 156, Parcel(s) 112  
06, Bellevue  
35 (Dave Rosenberg)





<b>Project No.</b>	<b>Planned Unit Development 2005P-008-007</b>
<b>Project Name</b>	<b>Harpeth Village (PUD Amendment)</b>
<b>Associated Case No.</b>	Zone Change 2015Z-096PR-001
<b>Council District</b>	35 – Rosenberg
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Batson and Associates, applicant; Trendmark Construction, LLC, O.I.C. Harpeth Village, owners.

**Deferrals** This request was deferred from the December 10, 2015, January 14, 2016, February 25, 2016, March 10, 2016, and the April 28, 2016, Planning Commission meetings. The public hearing was not held.

<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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**APPLICANT REQUEST**

**PUD amendment to add area into PUD to permit up to 25 additional residential units.**

PUD Amendment

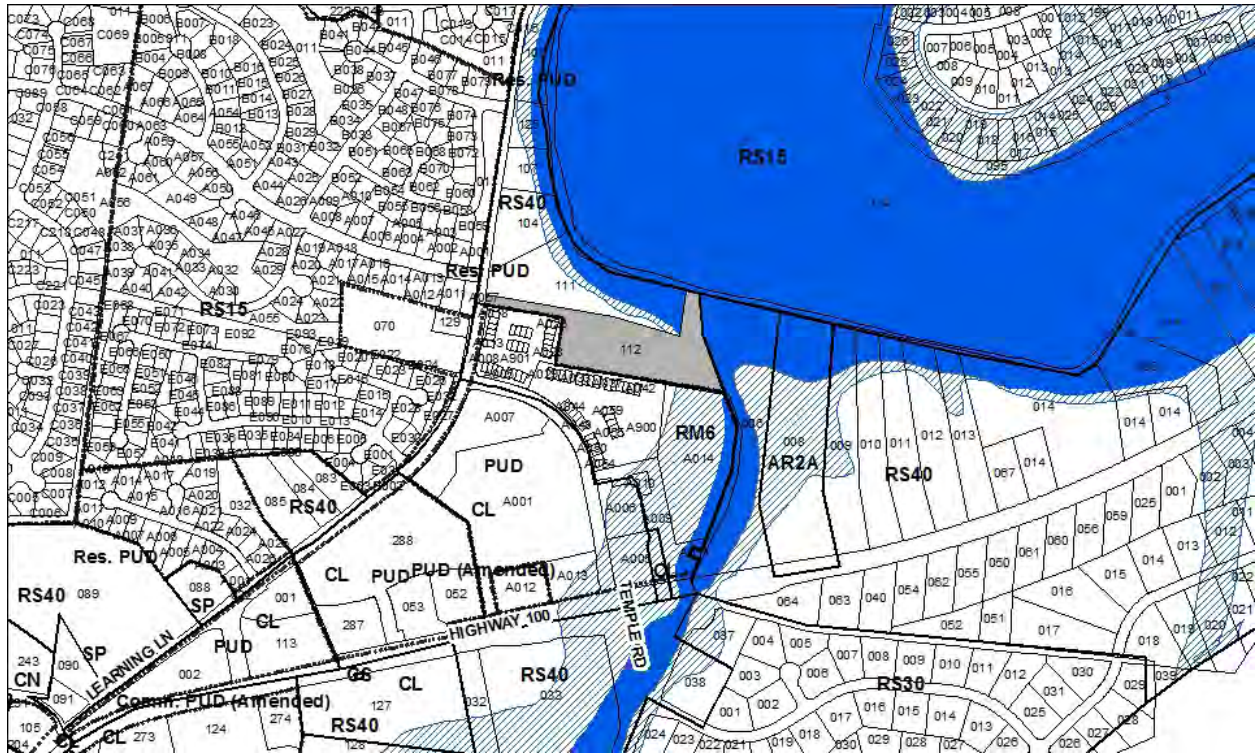
A request to amend the Harpeth Village Planned Unit Development for properties located at 7725 Old Harding Pike and Temple Road (unnumbered), at the northeast corner of Temple Road and Old Harding Pike, (5.06 acres) to add property into the overlay to permit 25 multifamily units, zoned Single-Family Residential (RS40) and proposed for Multi-Family Residential (RM6).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 6/23/2016



**2015Z-096PR-001**

Map 156, Parcel(s) 112

06, Bellevue

35 (Dave Rosenberg)



**Project No.** **Zone Change 2015Z-096PR-001**  
**Associated Case No.** Planned Unit Development 2005P-008-007  
**Council District** 35 – Rosenberg  
**School District** 9 – Frogge  
**Requested by** Trendmark Construction, LLC, applicant and owner.

**Deferrals** This request was deferred from the December 10, 2015, January 14, 2016, February 25, 2016, March 10, 2016, and the April 28, 2016, Planning Commission meetings. The public hearing was not held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer indefinitely.*

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**APPLICANT REQUEST**  
**Zone change from RS40 to RM6.**

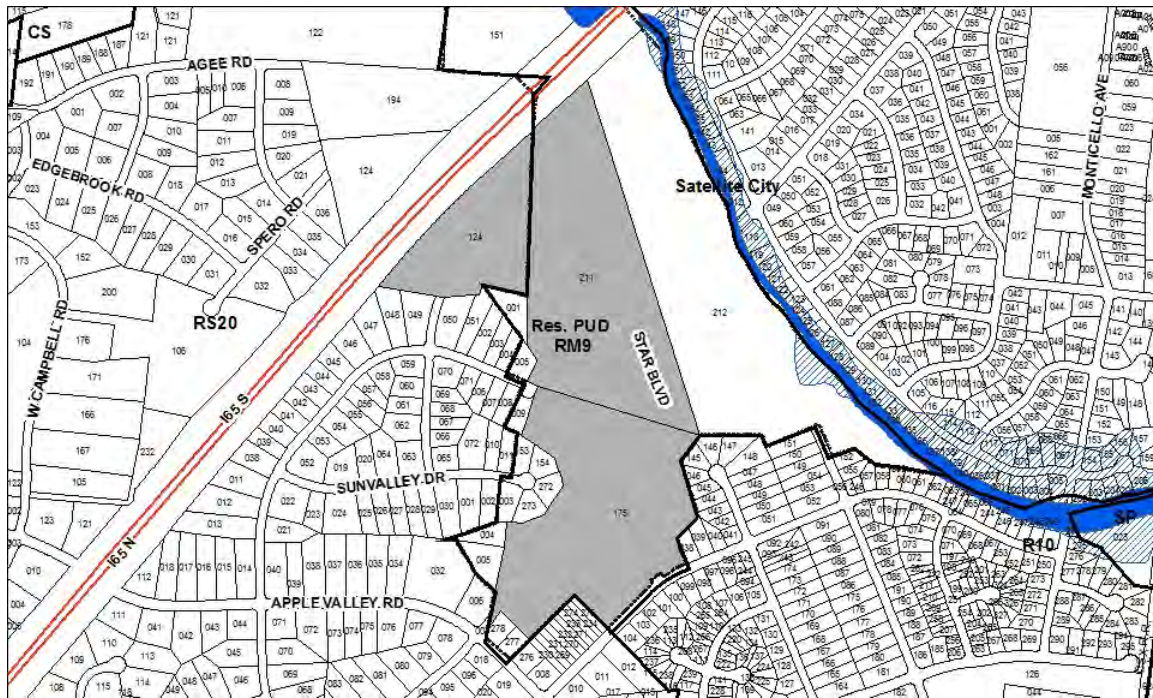
Zone Change

A request to rezone from Single-Family Residential (RS40) to Multi-Family Residential (RM6) zoning and proposed for a Planned Unit Development Overlay (PUD) for property located at 7725 Old Harding Pike, approximately 345 north of Temple Road (5.06 acres).

**STAFF RECOMMENDATION**  
Staff recommends indefinite deferral.



# Metro Planning Commission Meeting of 6/23/2016



**67-85P-001**  
GRAYCROFT/GRAYBROOK PUD  
Map 033, Parcel(s) 124, 175, 211  
04, Madison  
10 - Doug Pardue



**Project No.**

**Planned Unit Development 67-85P-001**

**Project Name**

**Graycroft/Graybrook (PUD Amendment)**

**Associated Case**

**Zone Change 2016Z-056PR-001**

**Council District**

10 – Pardue

**School District**

3 – Speering

**Requested by**

Dale & Associates, Inc., applicant; The Emanuel Schatten Testamentary Trust, Graybrook Apartments Associates LP, and Graycroft Manor LLC, owners.

**Deferrals**

This request was deferred from the June 9, 2016, Planning Commission meeting. The public hearing was not held.

**Staff Reviewer**

Swaggart

**Staff Recommendation**

*Approve with conditions and disapprove without all conditions.*

**APPLICANT REQUEST**

**Amend a portion of a PUD.**

Amend PUD

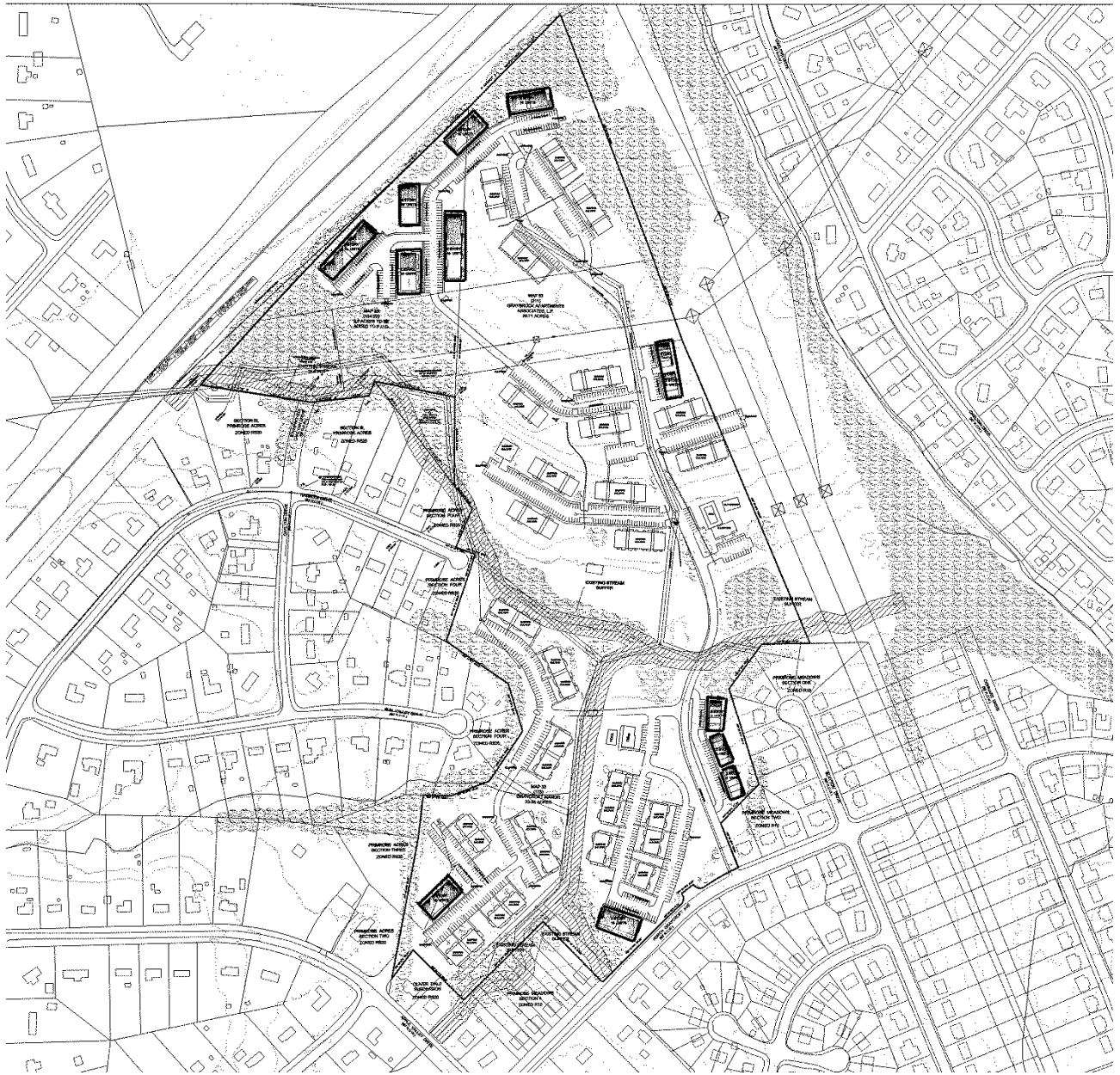
A request to amend a portion of a Planned Unit Development Overlay for properties located at Oaklynn Drive (unnumbered), N. Graycroft Avenue (unnumbered), 100 and 100 B Star Boulevard (63.09 acres), zoned Single-Family Residential (RS20) and Multi-Family Residential (RM9), to add property into the overlay and permit 151 additional multi-family residential units for a maximum of 563 multi-family units within the overlay.

**Existing Zoning**

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. *This RM9 district is within a Planned Unit Overlay district, and limits the density to 412 multi-family residential units.*

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 20 units.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.



Proposed Site Plan



## Metro Planning Commission Meeting of 6/23/2016

### CRITICAL PLANNING GOALS

N/A

### MADISON COMMUNITY PLAN

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

#### Consistent with Policy?

Yes. Depending on the location, the policy supports all types of residential development including multi-family. The policy supports development that is generally consistent with the surrounding development pattern. The proposed amendment is consistent with the character of the existing multi-family development that is currently located within the PUD.

### PLAN DETAILS

The site is located just west of Gallatin Pike along the north side of Apple Valley Road. A portion of the northwest boundary of the site is located along I-65. Dry Creek runs along the eastern site boundary. The east side of the site is also encumbered with a TVA line and easement. The site is currently developed and consists of 412 multi-family residential units. The plan calls for a property currently zoned RS20 and proposed for RM9 adjacent to the PUD and I-65 to be added into the PUD boundary. The plan also calls for an addition of 151 units throughout the development, which would bring the overall number of multi-family residential units to 563 units.

#### Site Plan

The plan calls for the addition of approximately nine acres into the PUD boundary and the addition of 151 residential units. The proposed additional units are dispersed throughout the site. The plan calls for a total 80 units on the property to be added into the PUD. The remaining 71 units are located within the existing development.

### ANALYSIS

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions.

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
  2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for



## Metro Planning Commission Meeting of 6/23/2016

approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:

- a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
- b. The boundary of the planned unit development overlay district is not expanded;
- c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
- d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
- e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
- f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
- g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
- h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

This request cannot be considered a “minor modification” because it adds land into the existing PUD boundary, and increases the number of units over what was approved by Council. The proposed PUD amendment is consistent with the T3 NM land use policy. The location of the





## **Metro Planning Commission Meeting of 6/23/2016**

additional units are appropriate because they are consistent with the existing multi-family development pattern within the PUD. The area being added into the PUD is adjacent to the interstate, and multi-family is more appropriate than other less dense residential types such as single and two-family residential.

### **FIRE MARSHAL RECOMMENDATION**

**Approved**

### **STORMWATER RECOMMENDATION**

**Approved with conditions**

- Provide a 50 foot (Zone 1) + 25 feet (Zone 2) from top of bank on each side on the main drain of the tributaries to Dry Creek.

### **WATER SERVICES RECOMMENDATION**

**Approved with conditions**

Approved as a Preliminary PUD only, regarding just sanitary sewer. Madison Suburban Utility District serves this site with water. The required capacity fees must be paid prior to Final Site Plan/PUD approval.

### **PUBLIC WORKS RECOMMENDATION**

**Approved with conditions**

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions. • Comply with MPW Traffic Engineer conditions.
2. If sidewalks are required then they are to be constructed along the property frontage in accordance with MPW standards and specifications.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approved with conditions**

In accordance with the TIS findings, Developer shall install the following pavement striping on N. Graycroft at Star Blvd.:

1. In order to provide safe and efficient traffic operations at the intersection of N. Graycroft Avenue and Star Boulevard, it would be appropriate to provide separate left and right turn lanes on Star Boulevard at the intersection with N. Graycroft Avenue. Each of these turn lanes should be at least 10 feet wide and include at least 100 feet of storage. Pavement marking plans shall be submitted with construction documents.
2. If the project access is ever gated in the future, the gate should be located at least 150 feet away from N. Graycroft Avenue in order to prevent vehicle queues on N. Graycroft Avenue.
3. At full build-out of the proposed apartment buildings, the total number of parking spaces provided within the Graycroft Manor apartment community should exceed Metro's current minimum requirements.



## Metro Planning Commission Meeting of 6/23/2016

### METRO SCHOOL BOARD REPORT

**Projected student generation existing PUD district: 63 Elementary 36 Middle 33 High**  
**Projected student generation proposed PUD district: 23 Elementary 13 Middle 12 High**

The proposed addition of 151 multi-family units would generate 48 additional students. Students would attend Old Center Elementary School, Goodlettsville Middle School and Hunters Lane High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated March 2016.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

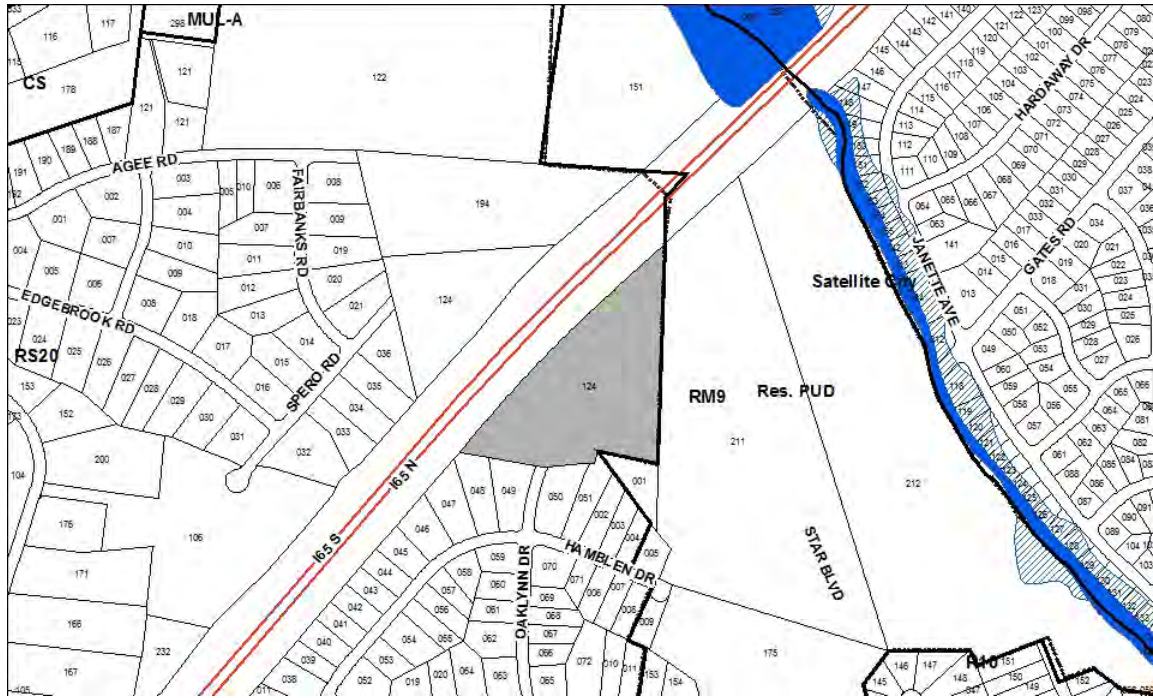
1. A greenway easement shall be provided along Dry Creek consistent with Metro Greenway standards. The final site plan shall include the easement and shall be approved by Metro Greenways prior to final site plan approval.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



**2016Z-056PR-001**

Map 033, Parcel(s) 124

04, Madison

10 - Doug Pardue



<b>Project No.</b>	<b>Zone Change 2016Z-056PR-001</b>
<b>Associated Case No.</b>	<b>Planned Unit Development 67-85P-001</b>
<b>Council District</b>	10 – Pardue
<b>School District</b>	3 – Speering
<b>Requested by</b>	Dale & Associates, Inc., applicant; Schatten Properties, owner.

**Deferrals** This request was deferred from the June 9, 2016, Planning Commission meeting. The public hearing was not held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Approve subject to the approval of the associated PUD amendment, and disapprove if the associated PUD amendment is not approved.*

**APPLICANT REQUEST**

**Zone change from RS20 to RM9.**

Zone Change

A request to rezone from Single-Family Residential (RS20) to Multi-Family Residential (RM9) zoning and proposed for a Planned Unit Development Overlay (PUD) for property located at Oaklynn Drive (unnumbered), 270 feet north of Hamblen Drive (9.5 acres).

**Existing Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 20 units.*

**Proposed Zoning**

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. *RM9 would permit a maximum of 85 units.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. This PUD plan In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *If this request and the associated PUD amendment are approved, then the PUD would permit a maximum of 563 units total, and approximately 80 units on this parcel.*

**CRITICAL PLANNING GOALS**

N/A



# Metro Planning Commission Meeting of 6/23/2016

## MADISON COMMUNITY PLAN

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

### Consistent with Policy?

Yes. The proposed RM9 district is consistent with the T3 NM policy. The RM9 district would permit development consistent with the existing multi-family development adjacent to this site. Because of the sites proximity to the interstate, multi-family uses is more appropriate than a lower intensity zoning district as it provides a transition from the interstate to the single-family neighborhoods further away from the interstate. The associated PUD plan is also consistent with the policy.

## FIRE MARSHAL RECOMMENDATION

N/A

## STORMWATER RECOMMENDATION

N/A

## WATER SERVICES RECOMMENDATION

N/A

## PUBLIC WORKS RECOMMENDATION

N/A

## TRAFFIC AND PARKING RECOMMENDATION

**Approve with conditions**

Comply with the associated PUD conditions.

Maximum Uses in Existing Zoning District: **RS20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	9.5	2.1 D	20 U	192	15	21



## Metro Planning Commission Meeting of 6/23/2016

Maximum Uses in Proposed Zoning District: **RM9**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	9.5	9 U	85 U	639	46	65

Traffic changes between maximum: **RS20** and **RM9**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 65 U	+447	+31	+44

### METRO SCHOOL BOARD REPORT\*

**Projected student generation existing PUD district: 63 Elementary 36 Middle 33 High**

**Projected student generation proposed PUD district: 23 Elementary 13 Middle 12 High**

The proposed addition of 151 multi-family units would generate 48 additional students. Students would attend Old Center Elementary School, Goodlettsville Middle School and Hunters Lane High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated March 2016.

*\*Counts based on existing PUD and proposed PUD amendment.*

### STAFF RECOMMENDATION

Staff recommends approval if the associated PUD amendment is approved. If the associated PUD amendment is not approved, then staff recommends disapproval.



## Metro Planning Commission Meeting of 6/23/2016



**2003UD-003-003**

**RIDGEVIEW URBAN DESIGN OVERLAY (AMENDMENT)**

Map 163, Parcel(s) 122

13, Antioch - Priest Lake

32 - Jacobia Dowell





**Project No.** Urban Design Overlay 2003UD-003-003  
**Project Name** Ridgeview Urban Design Overlay  
**Council District** 32 – Dowell  
**School District** 6 – Hunter  
**Requested by** Dale & Associates, applicant; AF PB2, LLC, owner.

**Deferrals** This request was deferred from the May 12, 2016, and the June 9, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Approve with conditions and disapprove without all conditions.*

**APPLICANT REQUEST**  
**Request to amend an Urban Design Overlay.**

UDO Amendment

A request to amend a portion of the Ridgeview Urban Design Overlay (UDO) District for property located at Bell Road (unnumbered), approximately 500 feet east of Bell Road, zoned Multi-Family Residential (RM9) and Mixed Use Limited (MUL) (63 acres), to permit a mixed used development with applicable design standards.

**Existing Zoning**

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre.

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code.

**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices
- Creates Open Space





## Metro Planning Commission Meeting of 6/23/2016

The plan supports walkability by providing new public sidewalks, internal private sidewalks and a new street connection with sidewalks that links neighborhoods that were never previously connected. The design guidelines support a streetscape that will be appealing and enhance the public realm. The proposal would also permit students the opportunity to walk to school. The plan provides several different housing options. Additional housing options are important to serve a wide range of people with different housing needs. The plan supports transit service as it places additional density near Bell Road which is a bus route. The plan provides abundant open space that is strategically placed to provide for recreational opportunities.

### **ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that provide more opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than many existing suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing. These are challenges that were not faced when the original suburban neighborhoods were built.

#### Consistent with Policy?

Yes. The plan calls for a mixture of housing types consistent with the T3 NE policy. The plan calls for a design that would foster walkability by providing sidewalks along all streets and design guidelines that support a streetscape that will be appealing and enhance the public realm. It includes a central open space as well as other small open spaces which will provide areas for outdoor recreation. The plan calls for a pathway connecting the new development with the existing development within the UDO, which will provide a pedestrian connection between communities. The plan also calls for a street connection to Baby Ruth Lane which further connects communities, as well as provides more options for vehicular connectivity in the area.

### **REQUEST DETAILS**

The Ridgeview Urban Design Overlay (UDO) was approved in 2003 for a total of 936 residential units consisting of 256 live/work units, 210 flats, 192 townhomes, 142 patio homes and 136 single-family lots. It also included a mixed-use area. Currently 105 residential units have been approved, consisting of 31 townhomes and 74 single-family lots. Many homes have been constructed and/or are under construction. The area under construction is not included within the proposed amendment area.

#### Site Plan

The plan calls for 476 multi-family residential units, an assisted care living facility with 300 beds and a community education site. Combined with the currently developed 105 residential units, the overall unit count in the UDO is 581 units (multi-family and single-family). The community education facility will accommodate up to 800 students. The plan breaks down the unit types for the amendment area as follows:

- Townhomes/Cottages: 42 units
- Multi-Family: 434 units
- Assisted Living: 200 beds
- Community education: 800 students



## Metro Planning Commission Meeting of 6/23/2016

The current UDO consists of a site plan and pattern book specifying design guidelines. The guidelines for the multi-family buildings and single-family buildings will remain in place. All streetscape and other design guidelines will also remain. Supplemental design standards are provided for the assisted living and community education uses. These standards are consistent with the existing design standards.

The central area includes multi-family flats that front onto a large central green space. The townhomes are shown just west of the center and front onto a central green space. The assisted living facility is shown adjacent to the center to the east. The community education facility is centrally located to the south of the central green space and flats.

Primary access into the site is from Bell Road through the existing development. The plan also calls for a street connection to Baby Ruth Lane to the east, and would provide for a future extension of Baby Ruth Lane to the north. The plan calls for sidewalks along all public streets and an internal sidewalk network that connects the different building types.

### **ANALYSIS**

Staff recommends approval with conditions and disapproval without all conditions. The plan is consistent with the Antioch – Priest Lake Community Plan and meets several critical planning goals. The plan calls for a mixture of housing types consistent with the T3 NE policy. The plan calls for a design that would foster walkability by providing sidewalks along all streets as well as internal connections. It includes a central open space as well as other small open spaces which will provide areas for outdoor recreation. The plan calls for a pathway connecting the new development with the existing development within the UDO, which will provide a pedestrian connection between communities. The plan also calls for a street connection to Baby Ruth Lane, which further connects communities, as well as provides more options for vehicular movement in the area.

Section 17.16.040 of the Metro Zoning Codes specifies minimum campus size based on school types. As proposed, the school site does not meet the minimum campus size specified in the code; however, Section 17.36.320 permits a UDO plan to deviate from this requirement as well as other specific standards in the code. Since this request does not require a zone change, then no school generation report is required. This plan reduces the density in the UDO, so it would generate less students than what would be generated under the existing entitlements.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire Code issues will be addressed in the permit phase.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Provide a water quality concept plan.
- Provide additional room for detention, if necessary.
- Add Buffer note to plan.



## Metro Planning Commission Meeting of 6/23/2016

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
2. This development will require Public Works approval of detailed construction plans prior to grading the site. Plans must comply with the design regulations established by the Department of Public Works in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design and improvements may vary based on actual field conditions.
3. ROW dedications are to be recorded prior to building permit signoff by MPW.
4. Prior to final UDO submit grading and center line road profiles to MPW for Eagle View and Baby Ruth.
5. Prior to Final UDO submit roadway cross section, graphically, to MPW.
6. Prior to Final UDO indicate solid waste and recycling plan for the proposed development.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approved with conditions**

For Phase A (800 student elementary school), developer shall construct the following roadway improvements.

The following recommended improvements should be installed before the completion of Phase A of development:

#### Internal Access Drives along the Eagle View Boulevard Extension

- Construction of the site access drives should be completed such that a minimum of 355 feet of intersection sight distance is provided looking to the right for a left turn from the site access drives onto the Eagle View Boulevard Extension. In addition, a minimum of 290 feet of intersection sight distance should be provided looking to the left from the site access drives onto the Eagle View Boulevard Extension.

#### Eagle View Boulevard Extension

- The cross-section of the Eagle View Boulevard Extension should include a minimum of one travel lane in each direction and a center two-way left-turn lane. The travel lanes should be 12 feet wide, and the cross-section should include 8-foot sidewalk and 6-foot grass strip on both sides.

#### Connection of Eagle View Blvd to Baby Ruth Lane extension

- When the connection of Eagle View Blvd and Baby Ruth Lane is constructed without the Baby Ruth Lane extension north of Eagle View Blvd., Developer's Traffic engineer shall design a temporary intersection signage and striping plan for this intersection and submit with final construction plans for approval by MPW.
- In order to provide traffic calming on the existing residential street of Baby Ruth Lane, double solid yellow centerlines and white edgelines should be installed on Baby Ruth Lane from the Hanover Ridge Apartments access drive to its intersection with the Eagle View Boulevard



## Metro Planning Commission Meeting of 6/23/2016

Extension. This improvement should be implemented when Baby Ruth Lane is extended to connect to Eagle View Boulevard.

### Intersection of Bell Road and Hickory Hollow Terrace/Bell Forge Lane

- Replace the existing, outdated pedestrian signal equipment with Metro standard LED countdown pedestrian signals and ADA-compliant pedestrian pushbuttons.
- Modify the traffic signal design to provide a northbound, right-turn overlap signal phase for Bell Forge Lane at Bell Road.

### Intersection of Bell Road and Eagle View Boulevard

- Refurbish the stop line, arrows, lane, and crosswalk pavement markings on Eagle View Boulevard at Bell Road.

### Intersection of Eagle View Boulevard and Phase 1 Access

- Complete the sidewalk gaps along Eagle View Boulevard between Bell Road and the planned Eagle View Boulevard Extension. This improvement should be completed by the Phase 1 development.
- Provide crosswalks on each leg of the existing intersection of Eagle View Boulevard and the Phase 1 Access. ADA-compliant curb ramps should be constructed with the planned sidewalks to accommodate crosswalks at the intersection.

### School Zone (Temporary)

- On opening day of school and prior to construction of phase B development or connection to Baby Ruth Lane, a modified school zone with side mounted school zone signage may be installed along the school frontage to existing phase 1 access road in place of the recommended school zone with phase B development with road extensions at a minimum.
- A School sign (S1-1) with an Ahead plaque (W16-9P) should be provided for the eastbound approach of Eagle View Boulevard to the Phase 1 Access.

If Eagle View Blvd extension and Baby Ruth extension to existing Baby Ruth lane section are completed with Phase A (school construction) all recommended School zone signage and equipment per the TIS shall be installed prior to road opening.

### School Zone

Prior to phase B development and first use and occupancy permit, the following school zone signage and equipment shall be installed.

- Establish a school zone on Eagle View Boulevard and Baby Ruth Lane.
- A School sign (S1-1) with an Ahead plaque (W16-9P) should be provided for the eastbound approach of Eagle View Boulevard to the Phase 1 Access.
- An End School Zone sign (S5-2) should be provided on westbound Eagle View Boulevard Extension east of the Phase 1 Access.
- An overhead "School Speed Limit 15 When Flashing" sign with flashers should be provided on eastbound Eagle View Boulevard Extension east of the Phase 1 Access as well as on westbound Eagle View Boulevard Extension west of the Baby Ruth Lane Extension. The school zone flasher and signage east of the school may not need to be installed until Baby Ruth Lane is extended to Eagle View Boulevard.



## Metro Planning Commission Meeting of 6/23/2016

- School signs (S1-1) with Ahead plaques (W16-9P) should be provided for the southbound and northbound approaches of the Baby Ruth Lane Extension to the Eagle View Boulevard Extension.
- An End School Zone sign (S5-2) should be provided on northbound Baby Ruth Lane Extension north of the Eagle View Boulevard Extension and on southbound Baby Ruth Lane Extension south of the Eagle View Boulevard Extension.
- A marked school crossing on Eagle View Boulevard should be provided at the front of the school building. A pedestrian crosswalk with ADA-compliant curb ramps should be provided across Eagle View Boulevard on the east side of the middle school access driveway. At the crosswalk, a School sign (S1-1) with a diagonal downward pointing arrow plaque (W16-7P) should be provided on the south side of Eagle View Boulevard facing eastbound traffic as well as on the north side of Eagle View Boulevard facing westbound traffic.

For Phase B (44 townhomes, 110 active senior adult housing units, 324 apartment units, an assisted living facility with 200 beds, and a passive public park.) developer shall construct the following roadway improvements.

### PHASE B

In addition to the improvements recommended to be installed before the completion of Phase A, The following recommended improvements shall be installed before the first use and occupancy permit of phase B development.

#### Baby Ruth Lane

- In order to provide traffic calming on the existing residential street of Baby Ruth Lane, double solid yellow centerlines and white edgelines should be installed on Baby Ruth Lane from the Hanover Ridge Apartments access drive to its intersection with the Eagle View Boulevard Extension. This improvement should be implemented when Baby Ruth Lane is extended to connect to Eagle View Boulevard.
- Speed limit pavement markings should be installed on Baby Ruth Lane to provide traffic calming for the street. This improvement should be implemented when Baby Ruth Lane is extended to connect to the Eagle View Boulevard Extension.

#### Intersection of the Extensions of Baby Ruth Lane and Eagle View Boulevard

- Baby Ruth Lane should be extended and connected to the Eagle View Boulevard Extension with the construction of any development that occurs after Phase A (elementary school) construction.
- All-way stop-control should be provided at the intersection of the extensions of Baby Ruth Lane and Eagle View Boulevard.
- Stop signs (R1-1) with All-Way plaques (R1-3P), stop line pavement markings, and Stop Ahead warning signs (W3-1) should be provided for all three approaches. Pedestrian crosswalk pavement markings and ADA-compliant curb ramps should be provided for each leg.

#### Intersection of Bell Road and Zelida Avenue

- Replace the existing, outdated pedestrian signal equipment with Metro standard LED countdown pedestrian signals and ADA-compliant pedestrian pushbuttons.



## Metro Planning Commission Meeting of 6/23/2016

- Refurbish the stop line, arrows, and lane pavement markings on the westbound approach of Zelida Avenue at Bell Road.
- Refurbish and replace the existing crosswalks on all four legs with high-visibility, longitudinal crosswalks at Bell Road and Zelida Avenue.

### Internal Access Drives along the Baby Ruth Lane Extension

- Construction of the site access drives should be completed such that a minimum of 335 feet of intersection sight distance is provided looking to the right for a left turn from the site access drives onto the Baby Ruth Lane Extension. In addition, a minimum of 290 feet of intersection sight distance should be provided looking to the left from the site access drives onto the Baby Ruth Lane Extension.

In addition to above roadway improvements, UDO plan shall identify the joint use driveways accessing the different land uses/parcels in phase B and identify phase 1 access driveway name.

Additional traffic analysis may be required at the intersection of Baby Ruth Lane and Mt. View Rd with construction of Phase B development.

### **WATER SERVICES RECOMMENDATION**

#### **Approved with conditions**

Approved as a Preliminary UDO Amendment only. Public water and sewer construction plans must be submitted and approved prior to Final Site Plan approval. These approved construction plans must match the Final Site Plan. The required capacity fees must also be paid prior to Final Site Plan approval.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. The connection between Eagle View Boulevard and Baby Ruth Lane shall be shown on the the final site plan and shall be constructed with the first phase.
2. A greenway easement shall be provided along the stream that bisects the site consistent with Metro Greenway standards. The final site plan shall include the easement and shall be approved by Metro Greenways prior to final site plan approval.
3. Eagle View Boulevard shall be designed with a landscaped median; however, turn lanes with appropriate storage are permitted at locations approved by Metro Public Works and Metro Planning and shall be determined with the final site plan.
4. Eagle View Boulevard and Baby Ruth Lane shall provide ROW, sidewalks and planting strips per the Major and Collector Street Plan.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
7. If the UDO final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the



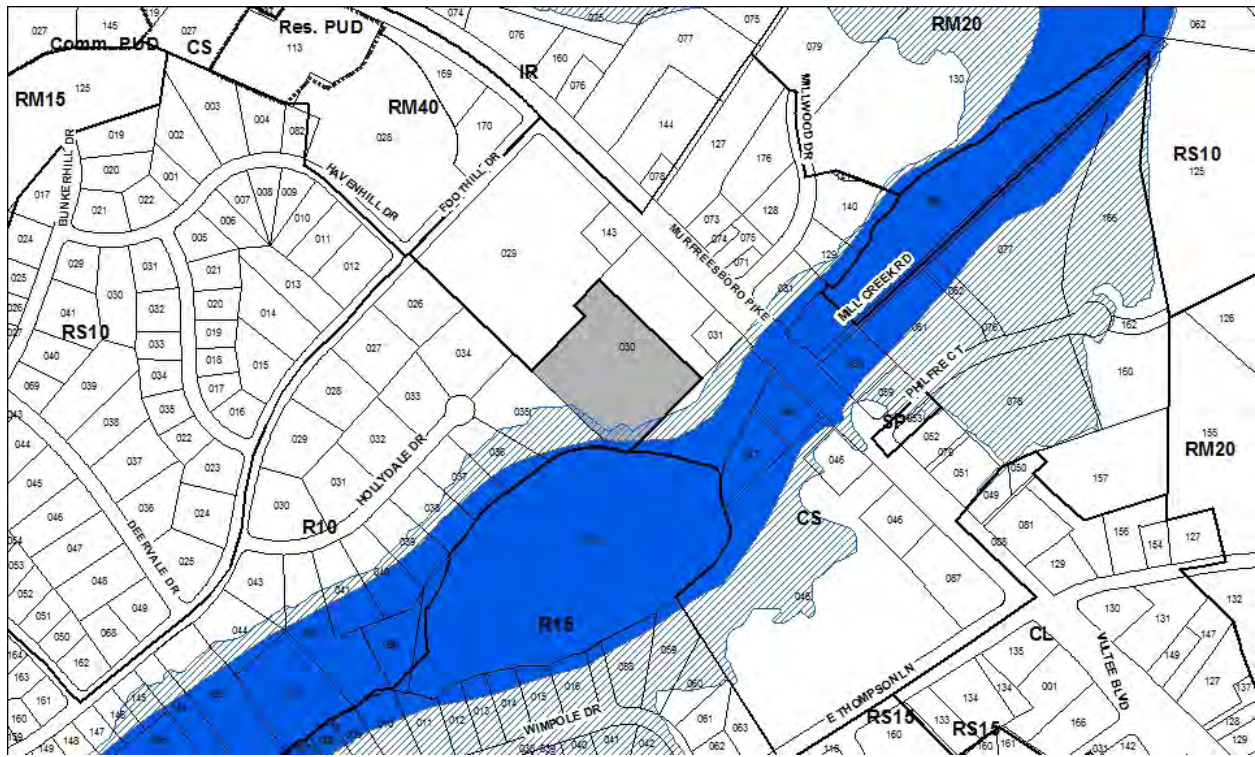


## **Metro Planning Commission Meeting of 6/23/2016**

actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



# Metro Planning Commission Meeting of 6/23/2016



**2016Z-044PR-001**

Map 106, Part of Parcel 030

11, South Nashville

16 (Mike Freeman)



**Project No.**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2016Z-044PR-001**

16 - Freeman  
7 - Pinkston  
Tune, Entrekin & White, PC, applicant; The Likes Family Trust, owner.

**Deferrals**

This item was previously deferred from the May 12, 2016, Planning Commission meeting. No public hearing was held.

**Staff Reviewer**  
**Staff Recommendation**

Milligan  
*Defer to the July 14, 2016, Planning Commission meeting.*

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**APPLICANT REQUEST**  
**Zone change from R10 to CS.**

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Commercial Services (CS) zoning for a portion of property located at 981 Murfreesboro Pike, at the southwest side of the intersection of Millwood Drive and Murfreesboro Pike (4.06 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the July 14, 2016, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 6/23/2016



**2016Z-052PR-001**  
Various Maps, Various Parcels  
05, East Nashville  
05 (Scott Davis)



**Project No.** **Zone Change 2016Z-052PR-001**  
**Council District** 5 – S. Davis  
**Council Bill No.** BL2016-298  
**School District** 3 - Speering  
**Requested by** Councilmember Scott Davis, applicant; various owners.

**Deferrals** This item was previously deferred from the May 26, 2016, Planning Commission meeting. A public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the July 14, 2016, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Zone change from CN, CS, OR20, RS10, OL, and RS5 to RM40-A.**

Zone Change

A request to rezone from Commercial Neighborhood (CN), Commercial Service (CS), Office/Residential (OR20), Single-Family Residential (RS10), Office Limited (OL), and Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM40-A) zoning for various properties located along Kingston Street, Queen Avenue, Duke Street, Prince Avenue, East Trinity Lane and Sultana Avenue (45.67 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the July 14, 2016, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 6/23/2016



**2016Z-053PR-001**

Map 091-14, Parcel(s) 139-140, 161  
07, West Nashville  
20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Zone Change 2016Z-053PR-001</b>
<b>Council District</b>	20 - Roberts
<b>School District</b>	09 - Frogge
<b>Requested by</b>	Fulmer Engineering, LLC, applicant; 5623 Lenox Partners and Angela Stephens, owners.
 <b>Deferrals</b>	 This request was deferred from the May 26, 2016, and the June 9, 2016, Planning Commission meetings. The public hearing was not held.
 <b>Staff Reviewer</b>	 Moukaddem
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from OR20 and R6 to MUL-A.**

Zone Change

A request to rezone from Office/Residential (OR20) and One and Two-Family Residential (R6) to Mixed Use Limited-Alternative (MUL-A) for properties located at 228 Oceola Avenue, 5623 Lenox Avenue, and Lenox Avenue (unnumbered), at the southeast corner of Lenox Avenue and Oceola Avenue (0.55 acres).

**Existing Zoning**

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of seven units.*

One and Two-Family Residential (R6) is requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit one lot for a potential total of two units.*

**Proposed Zoning**

Mixed Use Limited-Alternative (MUL-A) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

**CRITICAL PLANNING GOALS**

- Supports a Variety of Transportation Choices
- Supports Infill Development

This request creates an opportunity for infill urban development, filling in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. The site is in close proximity to existing transit routes along Lenox Avenue, Oceola Avenue, Charlotte Pike, and White Bridge Pike, providing an access framework for residents and visitors to new destinations on these properties.



## Metro Planning Commission Meeting of 6/23/2016

### **WEST NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.

#### Consistent with Policy?

Yes. The rezoning to MUL-A is consistent with the T4 Urban Mixed Use Neighborhood policy. The existing R6 zoning does not permit the mixture of uses envisioned by this policy, and the existing OR20 zoning does not require the pedestrian-friendly design standards that the policy encourages and that MUL-A zoning provides upon a property's redevelopment. A rezoning to MUL-A would complement the mixed-use zoning and mixture of land uses present along Oceola Avenue and Lenox Avenue and promoted by the T4 Urban Mixed Use Neighborhood policy. Permitted uses under MUL-A zoning include office, residential, restaurant, and retail uses, and the design standards of this zoning district foster a pedestrian-oriented streetscape.

### **ANALYSIS**

The request to rezone includes three adjacent properties at the corner of Oceola and Lenox Avenues. The proposed MUL-A zoning would contribute to the mixture of uses along these avenues accessible to the wider neighborhood, including a strong mix of office and commercial uses. This rezoning request offers potential for infill development to occur in a way that would enhance transportation choices by placing a potential residential and mixed use development in close proximity to Charlotte Pike and White Bridge Pike, arterial boulevards with bus service. Additionally, bus service directly passes the site on Lenox Avenue. MUL-A design standards would orient future development to address the public realm while visually minimizing automobile parking, further contributing to an urban, publicly accessible streetscape conducive to policy goals. The existing OR20 and R6 zoning does not offer this potential.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

N/A

### **WATER SERVICES RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions if approved**

Traffic study may be required at time of development.





## Metro Planning Commission Meeting of 6/23/2016

Maximum Uses in Existing Zoning District: **R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	.2	7.26 D	2 U	20	2	3

\*Based on two two-family lots.

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.35	0.8 F	12,196 SF	264	35	35

Maximum Uses in Proposed Zoning District: **MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.37	1 F	16, 117 SF	728	21	61

Traffic changes between maximum: **R6, OR20 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+444	-16	+23

### METRO SCHOOL BOARD REPORT

**Projected student generation existing OR20 and R6 districts: 1 Elementary 1 Middle 0 High**  
**Projected student generation proposed MUL-A district: 2 Elementary 2 Middle 1 High**

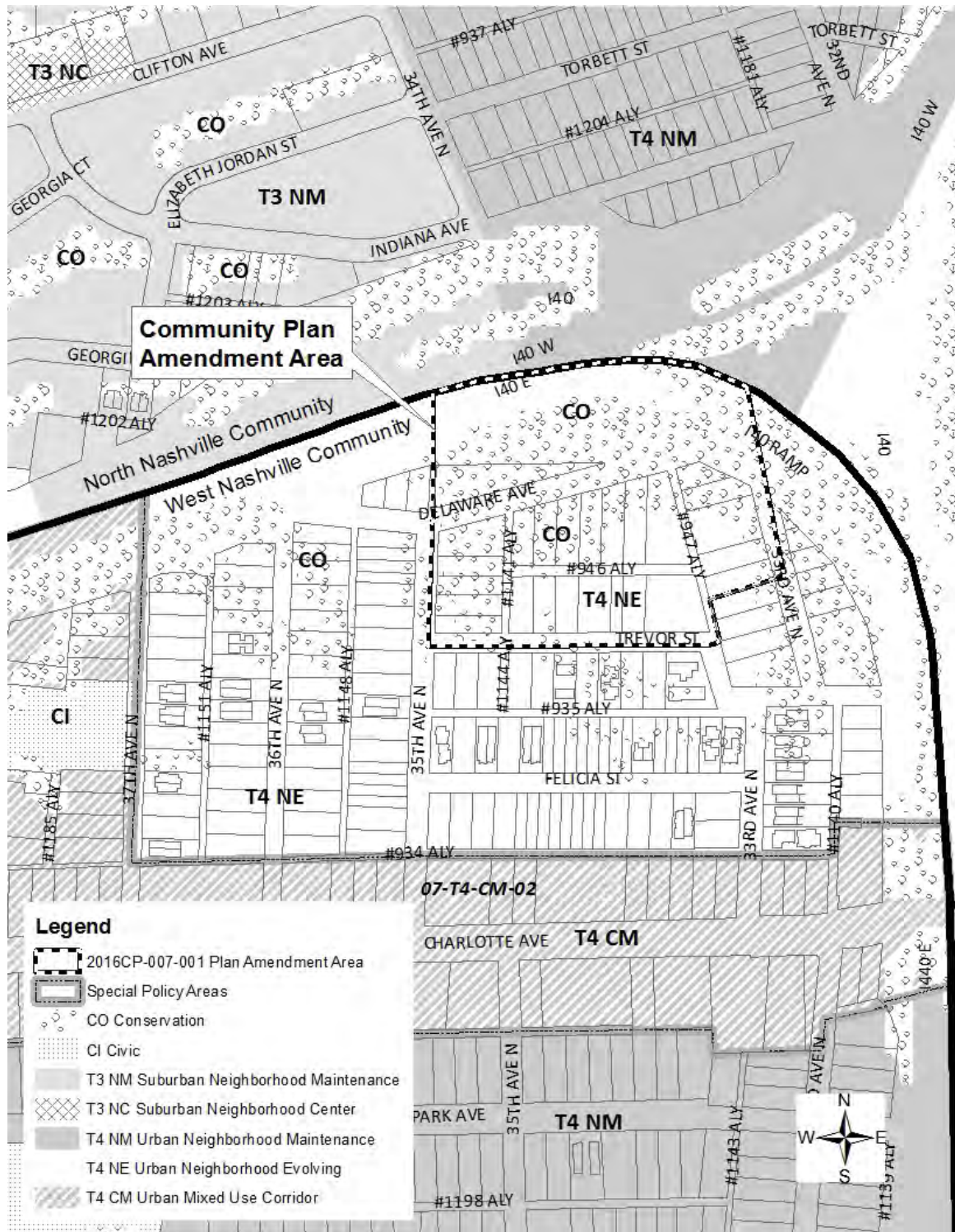
The proposed MUL-A zoning district could be expected to generate three additional students. Students would attend Charlotte Park Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School is identified as being over capacity by the Metro School Board. There is additional capacity within this school cluster. This information is based upon data from the school board last updated March 2016.

### STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with policy and supports several critical planning goals.



# Metro Planning Commission Meeting of 6/23/2016



2016CP-007-001  
WEST NASHVILLE COMMUNITY PLAN AMENDMENT  
Map 92-09, Parcel(s) 155; 273-281; 283-293; 380, 381, and 386  
West Nashville  
21 – Edward Kindall



## Metro Planning Commission Meeting of 6/23/2016

<b>Project No.</b>	<b>Major Plan Amendment 2016CP-007-001</b>
<b>Project Name</b>	<b>West Nashville Community Plan Amendment</b>
<b>Associated Case</b>	2016SP-004-001
<b>Council District</b>	21 – Kindall
<b>School District</b>	5 – Kim
<b>Requested by</b>	Dale & Associates applicant; Hill 33, LLC, owner.
<b>Staff Reviewer</b>	Wood
<b>Staff Recommendation</b>	<i>Defer to the July 14, 2016, Planning Commission meeting.</i>

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### **APPLICANT REQUEST**

**Amend West Nashville Community Plan to apply a Special Policy.**

#### Major Plan Amendment

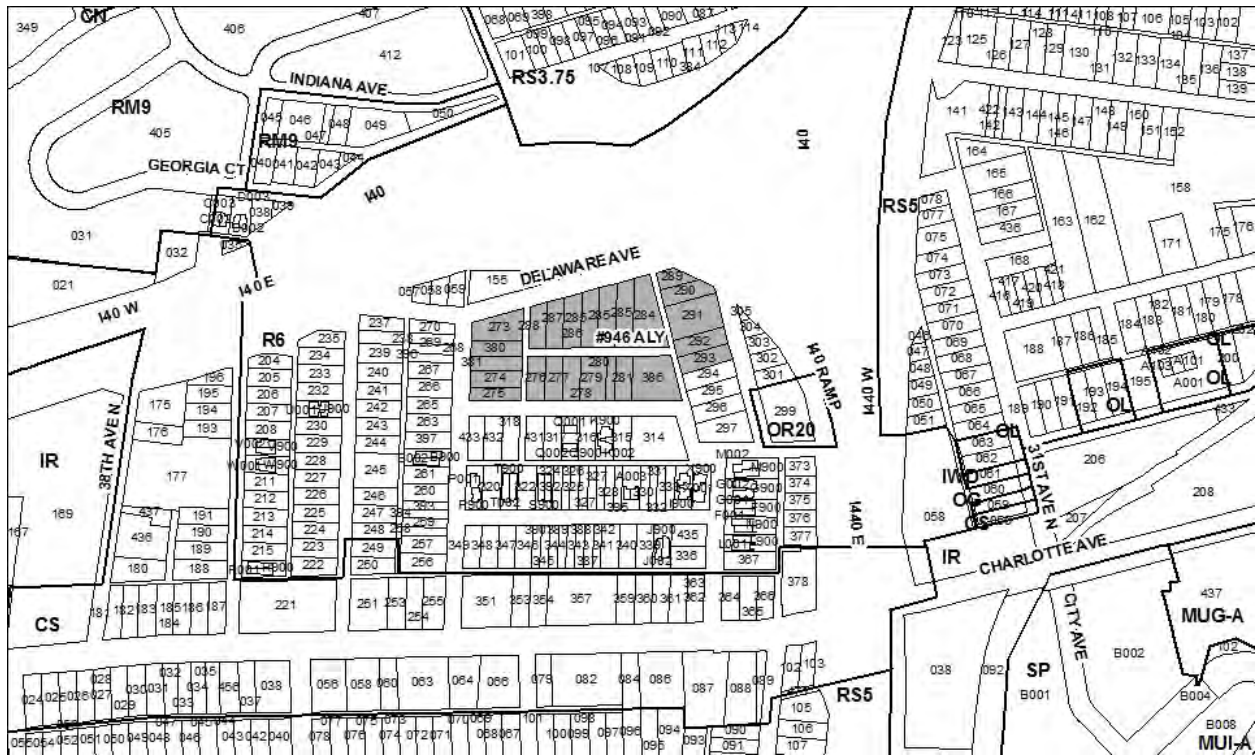
A request to amend the West Nashville Community Plan to apply a Special Policy to support 7 stories as viewed from the interstate but limited to a maximum of 4 stories visible from the remainder of the T4 Neighborhood Evolving Policy Area for 25 properties located along 35th Avenue North, Trevor Street, Delaware Avenue, and 33rd Avenue North, zoned One and Two-Family Residential (R6) (4.83 acres).

### **STAFF RECOMMENDATION**

Staff recommends deferral to the July 14, 2016, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 6/23/2016



**2016SP-004-001**  
SKY NASHVILLE  
Map 092-09, Parcel(s) 273-281  
07, West Nashville  
21 (Ed Kindall)



<b>Project No.</b>	<b>Specific Plan 2016SP-004-001</b>
<b>Project Name</b>	<b>Sky Nashville</b>
<b>Associated Case</b>	2016CP-007-001
<b>Council District</b>	21 – Kindall
<b>School District</b>	5 – Kim
<b>Requested by</b>	Dale & Associates applicant; Hill 33, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the July 14, 2016, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Zone change to permit a residential development.**

Zone Change

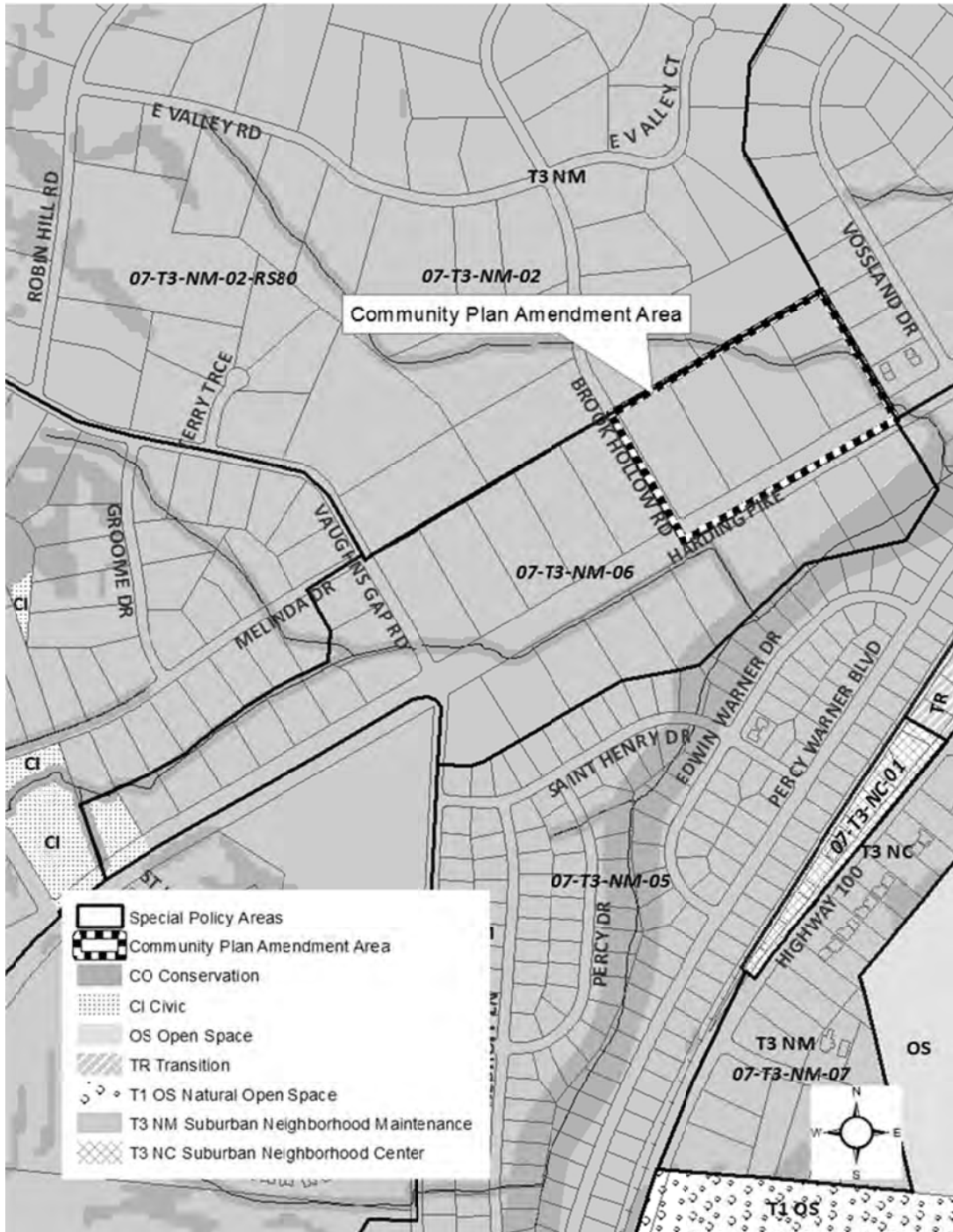
A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Mixed Residential (SP-MR) zoning for various properties located along 33rd Avenue North, 35th Avenue North Trevor Street, and Delaware Avenue, south of Interstate 40 (4.75 acres), to permit a residential development with a maximum of 141 residential units including 27 detached units and 114 stacked flats.

**STAFF RECOMMENDATION**

Staff recommends deferral to the July 14, 2016, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 6/23/2016



## 2016CP-007-003

### WEST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 129-08, Parcel(s) 005-008 and 142

07, West Nashville

23 (Mina Johnson)



<b>Project No.</b>	<b>2016CP-007-003</b>
<b>Project Name</b>	<b>West Nashville Community Plan Amendment</b>
<b>Associated Case</b>	<b>2016SP-042-001</b>
<b>Council District</b>	23 – M. Johnson
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Hawkins Partners, applicant; Michael Shmerling, Sara Fox, and Woodlawn Danish Partners, GP, owners.
<b>Staff Reviewer</b>	Wood
<b>Staff Recommendation</b>	<i>Withdraw.</i>

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**APPLICANT REQUEST**

**Amend the community plan to remove the existing Special Policy 07-T3-NM-06 from the proposed amendment area and replace it with a new Special Policy.**

Major Plan Amendment

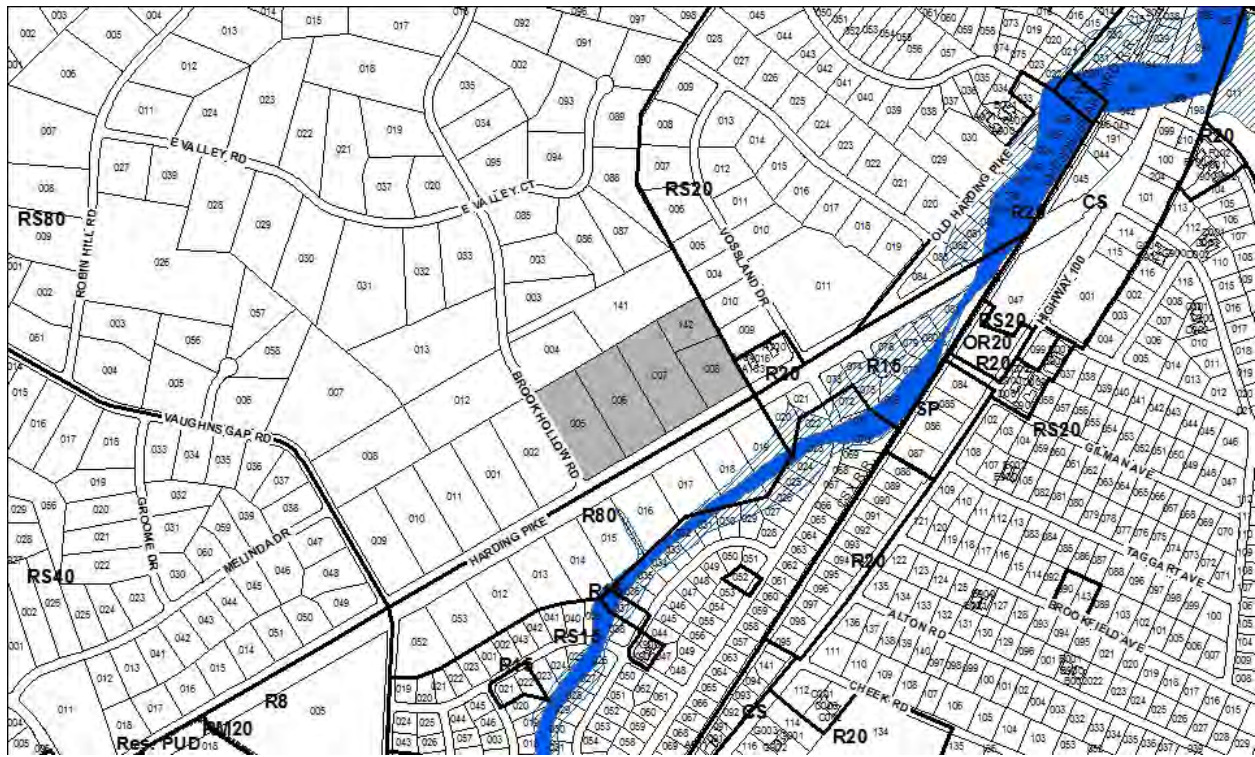
A request to amend the West Nashville Community Plan by removing the existing Special Policy 07-T3-NM-06 and replacing it with a new Special Policy that would maintain some of the intent of the existing Special Policy while supporting smaller lots than the existing Special Policy and some variation in the spacing of homes along Harding Pike, for properties located at 6210, 6214, 6218, 6222 Harding Pike and Highway 70 South (unnumbered), at the northeast corner of Brook Hollow Road and Harding Pike, (13.92 acres) zoned Single-Family Residential (RS80).

**STAFF RECOMMENDATION**

Staff recommends withdrawal at the request of the applicant.



# Metro Planning Commission Meeting of 6/23/2016



**2016SP-042-001**  
BROOK HOLLOW DEVELOPMENT  
Map 129-08, Parcel(s) 005-008 and 142  
07, West Nashville  
23 (Mina Johnson)





<b>Project No.</b>	<b>Specific Plan 2016SP-042-001</b>
<b>Project Name</b>	<b>Brook Hollow Development SP</b>
<b>Associated Case</b>	<b>2016CP-007-003</b>
<b>Council District</b>	23 – M. Johnson
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Hawkins Partners, applicant; Michael Shmerling, Sara Fox, and Woodlawn Danish Partners, GP, owners.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Withdraw.</i>

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**APPLICANT REQUEST**

**Zone change to permit a residential development.**

Preliminary SP

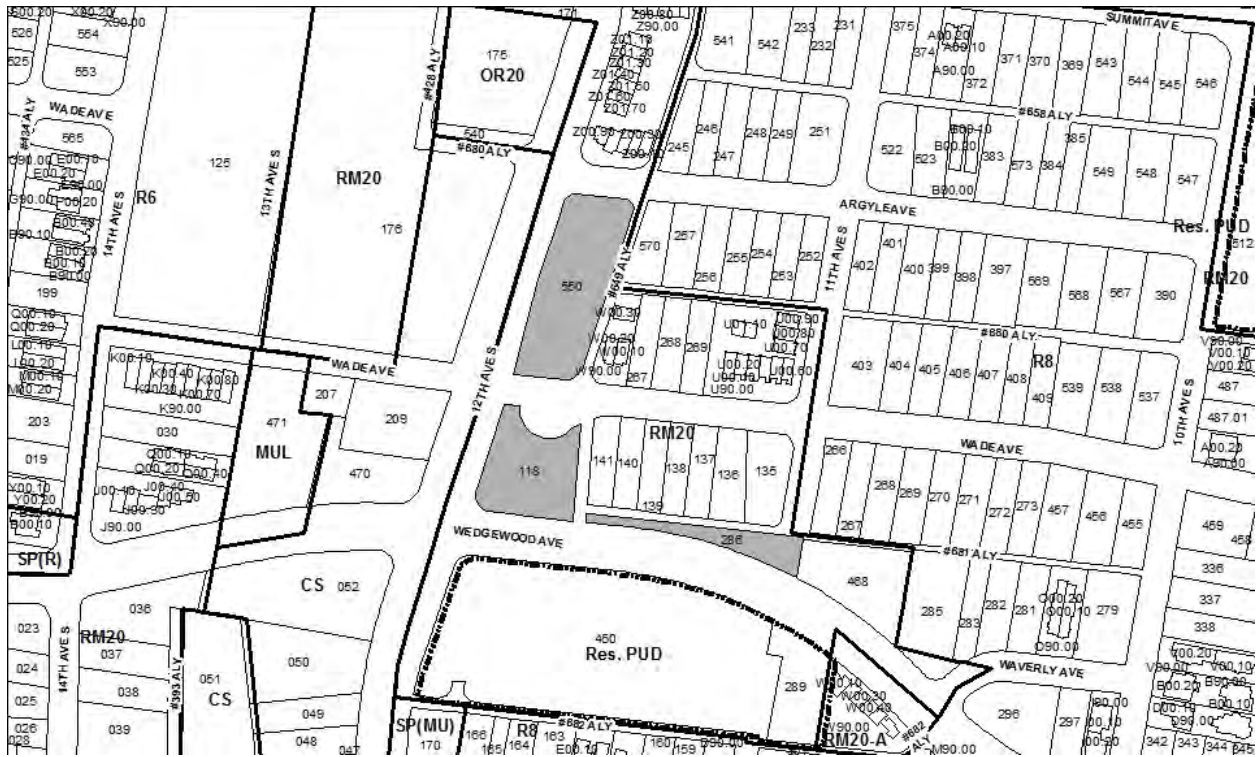
A request to rezone from Single-Family Residential (RS80) to Specific Plan – Residential (SP-R) zoning for properties located at 6210, 6214, 6218, and 6222 Harding Pike and Highway 70 South (unnumbered), at the northeast corner of Brook Hollow Road and Harding Pike (13.92 acres), to permit up to 26 residential units.

**STAFF RECOMMENDATION**

Staff recommends withdrawal at the request of the applicant.



# Metro Planning Commission Meeting of 6/23/2016



## 2016CP-010-002

Map 105-05, Parcel(s) 550

Map 105-09, Parcel(s) 118, 286

10, Green Hills - Midtown

17 (Colby Sledge)



<b>Project No.</b>	<b>2016CP-010-002</b>
<b>Project Name</b>	<b>Green Hills – Midtown Community Plan 2015 12<sup>th</sup> and Wedgewood</b>
<b>Associated Case</b>	<b>2016SP-045-001</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 – Kim
<b>Requested by</b>	Metro Government, applicant; Metro Government and MDHA, owners.
<b>Staff Reviewer</b>	McCullough
<b>Staff Recommendation</b>	<i>Approve.</i>

**Amend the Green Hills – Midtown Community Plan by changing the community character policy.**

Minor Plan Amendment

A request to amend the Green Hills-Midtown Community Plan by changing the Community Character Policy from Civic, Open Space, and T4 Urban Neighborhood Maintenance to T4 Urban Neighborhood Evolving (1.6 acres) zoned Multi-Family Residential (RM20), for properties located at 1440 and 1500 12<sup>th</sup> Avenue South and Wedgewood Avenue, unnumbered.

**GREEN HILLS - MIDTOWN COMMUNITY PLAN – AMENDMENT**

**Current Policy**

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

**Proposed Policy**

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete



## **Metro Planning Commission Meeting of 6/23/2016**

street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

### **BACKGROUND**

On April 11, 2016, Mayor Megan Barry released the office’s housing priorities and action plan for 2016-2017 that will focus city resources and attention on the need to fund, build, preserve, and maintain affordable and workforce housing in Davidson County. In addition to a \$10 million investment in the Barnes Fund for Affordable Housing, she announced a public-private partnership to develop workforce housing on Metro-owned land.

### **COMMUNITY PARTICIPATION**

Although no community meetings are required by Metro Planning for this minor plan amendment, the Mayor’s Office hosted a meeting on May 24, 2016, at the Midtown Hills Police Precinct, 1443 12<sup>th</sup> Avenue South. Facilitated by Councilmember Colby Sledge, approximately 25 people attended. Representatives from the Mayor’s Office in attendance included: Adriane Bond Harris, Senior Advisor for Affordable Housing; Erik Cole, Director of the Mayor’s Office of Economic Opportunity and Empowerment; Lonnell Matthews, Director of the Mayor’s Office of Neighborhoods and Community Engagement; and John Murphy, Financial Empowerment Manager. Hunter Nelson, Senior Vice-President of Multifamily Acquisitions, and Domonic Zabriskie, Senior Vice-President of Asset Management, represented Elmington Capital Group, the developer selected for the project. Land Development Manager Brandon Burnette was in attendance to answer questions about the process of amending the community plan and changing the zoning.

### **ANALYSIS**

The site is located on the northeast corner of 12<sup>th</sup> Avenue South and Wedgewood Avenue, which are both categorized as arterial-boulevards in the Major and Collector Street Plan, a comprehensive plan and implementation tool that guides public and private investment in the major streets that make up the city’s transportation system. Arterial-boulevards are medium- to high-speed, high-volume streets that serve longer trips within and between different communities within the city, with access provided by driveways, alleys, or frontage roads. The areas to the west and south of the site are located within the T4 Urban Mixed Use Corridor Policy (T4 CM), which is applied to areas that are prominent urban arterial-boulevards or collector-avenues where there is an expressed interest in evolving to a balanced mixture of residential and commercial land uses and providing opportunity for an evolving development pattern in regard to the size, scale and density. The 12South neighborhood is approximately 0.6 miles to the south from the intersection of 12<sup>th</sup> Avenue South and Wedgewood Avenue. The property is approximately one mile south of the intersection of 12<sup>th</sup> Avenue South and Division Street – the southern border of the Gulch neighborhood. Both 12South and the Gulch have seen dramatic increases in housing prices in recent years, further illustrating the need for more affordable and workforce housing. The Edgehill neighborhood is one of several Nashville neighborhoods facing pressure from all sides on its affordable housing stock.

This site is suitable for the increased intensity anticipated for T4 NE policy areas, due to its location at the intersection of two major roads, each with multimodal transit options. Buildings in this area



## **Metro Planning Commission Meeting of 6/23/2016**

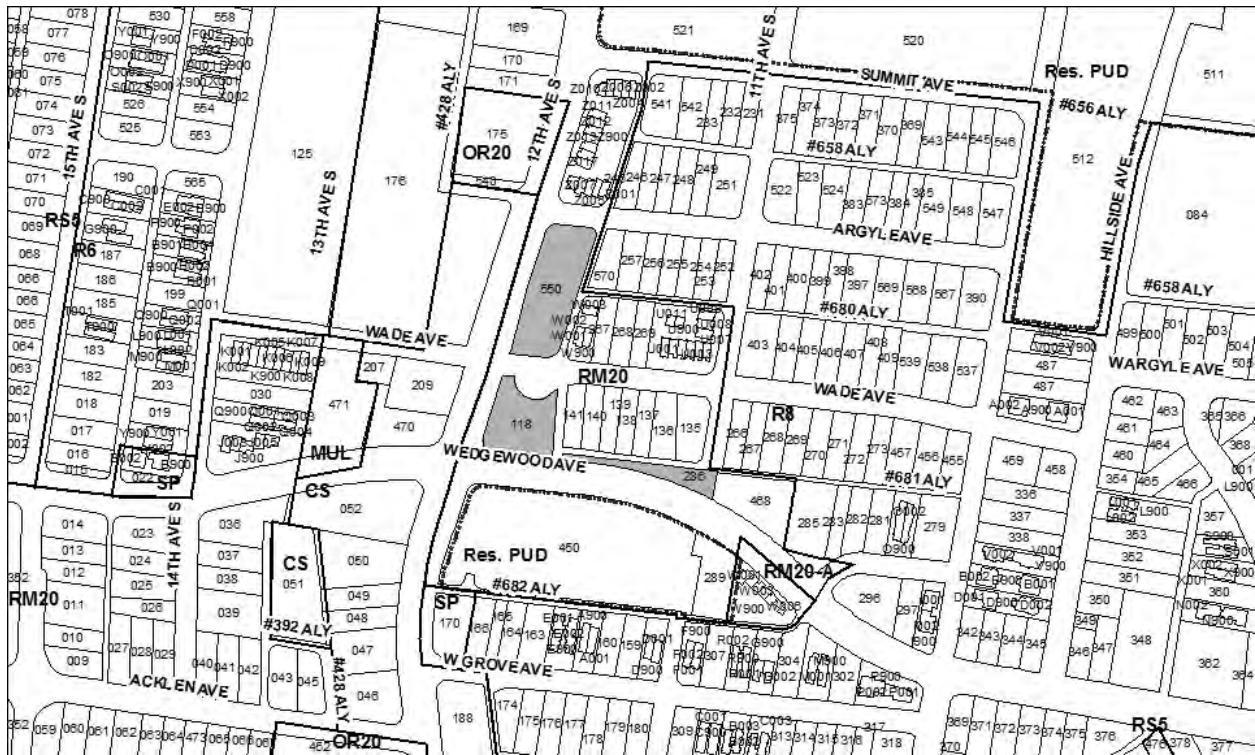
can be of a higher density because of the adjacency to 12<sup>th</sup> Avenue South and Wedgewood Avenue. While most buildings in T4 NE policy areas are three to four stories in height, this site can be considered for additional height based on adequate infrastructure, access to major transportation networks, the ability to form transitions between the development at its highest point close to the street and the neighborhood on the interior of the block, the opportunity to generate increased population needed for additional retail resources for the larger neighborhood (such as a grocery store or pharmacy), and the ability to provide affordable and workforce housing. The previous policies (OS and CI, respectively) were in place due to their ownership by Metro.

### **STAFF RECOMMENDATION**

Staff recommends approval of the change in community character policy to T4 Urban Neighborhood Evolving for the properties located at 1440 and 1500 12<sup>th</sup> Avenue South, and Wedgewood Avenue, unnumbered.



# Metro Planning Commission Meeting of 6/23/2016



**2016SP-045-001**  
12TH AND WEDGEWOOD SP  
Map 105-05, Parcel(s) 550  
Map 105-09, Parcel(s) 118, 286  
10, Green Hills - Midtown  
17 (Colby Sledge)



**Project No.** Specific Plan 2016SP-045-001  
**Associated Case** 2016CP-010-002  
**Council Bill No.** BL2016-299  
**Project Name** 12<sup>th</sup> & Wedgewood SP  
**Council District** 17 - Sledge  
**School District** 5 - Kim  
**Requested by** Metro Government, applicant; Metro Government and MDHA, owners.

**Staff Reviewer** Milligan  
**Staff Recommendation** *Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. If the plan amendment is not approved, staff recommends disapproval.*

**APPLICANT REQUEST**

**Permit a residential development with up to 150 units.**

Preliminary SP

A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Residential (SP-R) zoning for properties located at 1440 and 1500 12th Avenue South and Wedgewood Avenue (unnumbered), at the northeast corner of Wedgewood Avenue and 12th Avenue South, (approximately 1.8 acres) to permit a maximum of 150 multifamily units.

**Existing Zoning**

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 36 units.*

**Proposed Zoning**

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choice
- Provides a Range of Housing Choices

The proposed development meets several critical planning goals. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project proposes development on an infill site. Sidewalks will be improved along both Wedgewood Avenue and 12<sup>th</sup> Avenue South providing for a better pedestrian environment. There is a bus line running along 12<sup>th</sup> Avenue South providing for future residents to have a variety of transportation choices. Additionally, bike parking will be provided on



# Metro Planning Commission Meeting of 6/23/2016

## 12<sup>th</sup> and Wedgewood Specific Plan (SP)

Development Summary	
SP Name	12 <sup>th</sup> and Wedgewood Specific Plan
SP Number	2016SP-045-001
Council District	17
Map & Parcel	Map 105-05 Parcel 550 and Map 105-09 Parcels 118 and 286

Site Data Table	
Site Data	Approximately 1.8 acres
Existing Zoning	RM20
Proposed Zoning	SP-R
Allowable Land Uses	Multi-family Residential

### Specific Plan (SP) Standards

1. Uses within this SP shall be limited to 150 multi-family residential units. All other uses, including Short Term Rental Property (STRP), are prohibited.
2. Height is limited to five stories, plus habitable space at garage level along 12<sup>th</sup> Ave South.
3. All vehicular access shall be from the alley.
4. Sidewalks shall be improved to the following standards:
  - Wedgewood Avenue – From curb: 11’ planting strip, 6’ sidewalk, no frontage zone
  - 12<sup>th</sup> Avenue – From curb: 4’ planting strip, 8’ sidewalk, 4’ frontage zone. The frontage zone is not required to be dedicated ROW, but will allow for stoops and pedestrian entrances.
5. Building façades fronting 12<sup>th</sup> Ave South shall provide four pedestrian entrances.
6. A minimum of 25% glazing shall be provided along both public street frontages.
7. Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers or egress windows.
8. EIFS, vinyl siding and untreated wood shall be prohibited.
9. A raised foundation at a minimum of 12” is required along all public streets.
10. The proposed development anticipates closing the Wade Avenue right-of-way west of Alley #649 and closing Alley # 649 south of Alley # 681.
11. Signage standards:
  - Ground Sign – Monument: Max size 28 sqft, Max height 3.5’
  - Building Sign – Projecting (under 2<sup>nd</sup> story): Max size 10 sqft, Min height 7’, Max height 14’
  - Building Sign – Projecting (2<sup>nd</sup> story and above): Max size 15 sqft, Min height 8’, Max height 1’ below cornice or eave line
  - Awning Sign: Max size 5% of primary building façade, not to exceed 85% of the awning area, Min height 8’, Max height 14’
  - Building Sign – Wall Mounted: Max size 5% of the building area or 30 sqft, whichever is smaller, Max height shall not extend above roof eaves or parapet
  - Applied Letter Signs: Max size 5% of the building area or 30 sqft, whichever is smaller, Max height shall not extend above roof eaves or parapet
  - Placement: Signs shall be placed so as not to obscure key architectural features or door or window openings.
  - Any sign that encroaches into a public right-of-way must meet Metropolitan Government’s current clearance standards and the encroachments must first be approved under the mandatory referral process.
  - Lighting: Signs shall be either spotlighted, externally lit, or back lit with a diffused lighting source. Back-lighting should illuminate only the letters, characters or graphics on the sign rather than the background of the sign. Backgrounds shall be opaque.

### **Proposed Site Standards**





## Metro Planning Commission Meeting of 6/23/2016

site. The developer may also choose to provide public bike sharing in lieu of a portion of the required spaces that are not publically available.

### **GREEN HILLS-MIDTOWN COMMUNITY PLAN**

#### **Existing Policy**

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

#### **Proposed Policy**

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to



# Metro Planning Commission Meeting of 6/23/2016

- 12. Bike parking shall be provided consistent with Section 17.20.135. A B-cycle or other publicly accessible bike sharing facility may be provided in lieu of a portion of the required spaces that are not publicly available spaces.
- 13. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM60-A zoning district as of the date of the applicable request or application.
- 14. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

### General Plan Consistency Note

The proposed Specific Plan is located within the Green Hills-Midtown Community Plan (Subarea 10). The proposed SP is located in the proposed policy area:

- Neighborhood Evolving

An urban form with improved pedestrian facilities is consistent with the proposed policy in this location.

This location is at the intersection of two corridors and is appropriate for higher density housing and buildings of up to five stories. This location meets the following locational criteria for additional height:

- Adequate infrastructure, such as appropriately sized water and sewer service, complete streets, and streets and sidewalks that are adequately wide to support the increased height without the building overshadowing the street or degrading the pedestrian environment;
- Access to major transportation networks;
- Ability to support and access to existing or planned transit;
- Ability to support the viability of nearby consumer businesses; and,
- Ability to provide affordable or workforce housing.



### Proposed Site Standards



## Metro Planning Commission Meeting of 6/23/2016

take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

### Consistent with Policy?

Yes. The SP is consistent with the proposed T4 Urban Neighborhood Evolving policy. The policy encourages the creation of urban residential neighborhoods with a diverse mix of housing types at moderate to high intensities. The location of the site at the intersection of Wedgewood Avenue and 12<sup>th</sup> Avenue South makes it an appropriate location for multi-family residential development.

### **PLAN DETAILS**

The site is located at 1440 and 1500 12<sup>th</sup> Avenue South and Wedgewood Avenue (unnumbered), at the northeast corner of Wedgewood Avenue and 12<sup>th</sup> Avenue South. The site is approximately 1.8 acres in size and is currently vacant.

### Regulatory Plan

The proposed Specific Plan is a regulatory plan. The plan limits uses in the SP to a maximum of 150 multi-family uses. All other uses, including Short Term Rental Property (STRP), are prohibited by the SP.

Height is limited to five stories, plus habitable space at the garage level along 12<sup>th</sup> Avenue South. Architectural standards are proposed including glazing requirements, minimum raised foundations, window orientation, and prohibited materials. Sign standards are also included for ground signs, building signs, and awning signs. Standards specify size, lighting, and location.

Sidewalks are proposed to be upgraded along both Wedgewood Avenue and 12<sup>th</sup> Avenue South. Along Wedgewood Avenue an 11 foot planting strip and six foot sidewalk will be provided. The 11 foot planting strip allows for one foot to be used for a future bike lane and ten feet to remain as a planting strip, consistent with the existing planting strip along this portion of Wedgewood Avenue. Along 12<sup>th</sup> Avenue South a four foot planting strip, eight foot sidewalk, and four foot frontage zone will be provided. A minimum of four pedestrian entrances shall be provided for the façade along 12<sup>th</sup> Avenue South. All vehicular access is limited to the alley.

### **ANALYSIS**

The proposed development provides for an urban development on an infill site. Standards in the SP provide for pedestrian entrances along 12<sup>th</sup> Avenue South as well as improved sidewalks along both Wedgewood Avenue and 12<sup>th</sup> Avenue South. Architectural standards are included with the plan. The plan is consistent with the proposed land use policy and provides an opportunity for additional housing within an urban area.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire Code issues for the structures will be addressed at permit application review.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Regulatory SP approved (Stormwater Review Only). Any construction will need to meet the Stormwater Management Manual and be approved prior to Final Site Plan approval.



# Metro Planning Commission Meeting of 6/23/2016

## WATER SERVICES RECOMMENDATION

### Approved with conditions

- Approved as a Preliminary SP only. Public water and sewer construction plans must be approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. (If applicable) - The required capacity fees must also be paid prior to Final Site Plan/SP approval.

## PUBLIC WORKS RECOMMENDATION

### Approved with conditions

- This development will require Public Works approval of detailed construction plans prior to grading the site. Plans must comply with the design regulations established by the Department of Public Works in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design and improvements may vary based on actual field conditions.
- All work completed within the ROW is to comply with MPW standards and specifications.
- Comply with the approved TIS conditions of approval.
- The proposed sidewalks are to be clear of all vertical obstructions, i.e. relocate any power poles, signs, fire hydrants, etc. that are within the proposed sidewalk.

## TRAFFIC AND PARKING RECOMMENDATION

### Approved with conditions

- A traffic study may be required with the submittal of the final SP to determine if any roadway improvements are required.

Maximum Uses in Existing Zoning District: **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.6	20 U	32 U	318	20	36

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.6	-	150 U	1033	78	101

Traffic changes between maximum: **RM20** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+118 U	+715	+58	+65



## Metro Planning Commission Meeting of 6/23/2016

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RM20 district: 1 Elementary 0 Middle 0 High  
Projected student generation proposed SP-R district: 3 Elementary 2 Middle 1 High**

The proposed SP-R zoning district could generate 5 more students than what is typically generated under the existing RM20 zoning district. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated March 2016.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved, staff recommends disapproval.

### CONDITIONS

1. Permitted land uses shall be limited to up to 150 multi-family residential units. All other uses, including Short Term Rental Property (STRP) shall be prohibited.
2. Wedgewood Avenue sidewalks shall be improved as follows: 11 foot planting strip; 6 foot sidewalk.
3. 12<sup>th</sup> Avenue South sidewalks shall be improved as follows: 4 foot planting strip; 8 foot sidewalk; 4 foot frontage zone.
4. A minimum of 4 pedestrian entrances shall be provided from the 12<sup>th</sup> Avenue South façade.
5. Comply with TIS conditions as reviewed and approved by Metro Public Works and Metro Planning Department.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM60-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**NO SKETCH**



<b>Project No.</b>	<b>Zone Change 2016Z-010TX-001</b>
<b>Council Bill</b>	BL2016-266
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Burkley Allen.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Amend Chapters 17.40.120 and 17.40.160 of the Metropolitan Code, Zoning Regulations, pertaining to the inactivity of Planned Unit Developments and Specific Plans.**

**ZONING TEXT AMENDMENT**

A request to amend Section 17.040.120 and 17.040.106 of the Metropolitan Code, Zoning Regulations pertaining to the inactivity of Planned Unit Developments and Specific Plans.

**CRITICAL PLANNING GOALS**

N/A

**PROPOSED AMENDMENT**

The proposed amendment pertains to sections of the Code that relate to inactivity of Planned Unit Development Overlay districts (PUD) and Specific Plan zoning districts (SP).

Planned Unit Developments

Section 1 of the ordinance relates to section 17.40.120.H, which deals with the periodic review of PUDs. This section authorizes the Planning Commission to review any PUD overlay district, or portion thereof, to determine whether the PUD is “inactive,” and if so, to recommend to the Council what action should be taken with respect to the PUD. The Commission determines whether the PUD is “inactive” by examining whether development activity has occurred within six years from the date of the initial enactment, subsequent amendment, or re-approval by the Metro Council. If the Planning Commission determines the PUD to be inactive, the Commission is required to recommend legislation to the Council to re-approve, amend, or cancel the PUD.

Subsection five (17.40.120.H .5) currently prohibits Metro from issuing grading permits or building permit for a PUD or portion of PUD under periodic review.

The proposed amendment expands on the current requirement by prohibiting PUD applications from being submitted or reviewed and prohibits grading permit and building permits from being submitted and reviewed. The proposed text, shown in track changes, is:

5. No **Planned Unit Development application**, grading permit, nor any building permit for new building construction shall be **submitted, reviewed or** issued within the PUD overlay district or portion thereof for which a review has been initiated until the earlier of:
  - a. The metropolitan council's final action to re-approve, amend or cancel the PUD overlay district, or



## Metro Planning Commission Meeting of 6/23/2016

- b. Six months following the planning commission's submission of a recommendation to the metropolitan council, or the deadline for that submission should the commission fail to act.

### Specific Plans

Sections two and three of the ordinance pertain to section 17.40.106.I, which relates to the review of approved SP development plans. This process is similar to a periodic PUD review.

Subsection one (17.40.106.I.1) authorizes the Metropolitan Planning Commission to review any SP, or portion thereof, to determine whether development activity has occurred within six years. If found inactive then the Commission must recommend legislation to the council to re-approve or amend the SP or rezone the property.

Two other sections of the Zoning Code related to the SP review process indicate that the time period for review is four years. This ordinance makes this section consistent with other sections that specify four years.

1. Authorization to Review. The metropolitan planning commission is authorized to review any SP, or portion thereof, to determine whether development activity has occurred within ~~six~~ **four** years from the date of the latter of initial enactment, subsequent amendment, or re-approval by the metropolitan council, and, if determined inactive in accordance with subsection 4.a. of this section, to recommend legislation to the council to re-approve or amend the SP or rezone the property.

Subsection five (17.40.106.I.5) currently prohibits Metro from issuing grading permits or building permit for a SP or portion of SP under review for activity.

The proposed amendment expands on the current requirement by prohibiting SP applications from being submitted or reviewed and prohibits grading permit and building permits from being submitted and reviewed. The proposed text, shown in track changes, is:

5. No **specific plan application**, grading permit, nor any building permit for new building construction shall be **submitted, reviewed or** issued within the SP or portion thereof for which a review has been initiated until the earlier of:
  - a. The metropolitan council's final action to re-approve or amend the SP or rezone the property, or
  - b. Six months following the planning commission's submission of a recommendation to the metropolitan council, or the deadline for that submission should the commission fail to act.

### **ANALYSIS**

Staff recommends approval of the proposed ordinance. The Code currently prohibits Metro from issuing grading or building permits for properties in a PUD or SP when under review for activity.

The proposed amendment would also prohibit:

- PUD or SP applications from being submitted and reviewed, and
- grading permit and building permits from being submitted and reviewed.





## Metro Planning Commission Meeting of 6/23/2016

### CODES RECOMMENDATION

Approved

### STAFF RECOMMENDATION

Approve.

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#### ORDINANCE NO. BL2016-266

An ordinance amending Sections 17.40.120 and 17.40.106 of the Metropolitan Code, Zoning Regulations pertaining to the inactivity of Planned Unit Developments and Specific Plans. (Proposal No. 2016Z-010TX-001).

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. Section 17.40.120.H is hereby amended by deleting subsection 5 and replacing with the following subsection 5:

5. No Planned Unit Development application, grading permit, nor any building permit for new building construction shall be submitted, reviewed or issued within the PUD overlay district or portion thereof for which a review has been initiated until the earlier of:
  - a. The metropolitan council's final action to re-approve, amend or cancel the PUD overlay district, or
  - b. Six months following the planning commission's submission of a recommendation to the metropolitan council, or the deadline for that submission should the commission fail to act.

Section 2. Section 17.40.106.I is hereby amended by deleting subsection 5 and replacing with the following subsection 5:

5. No Specific Plan application, grading permit, nor any building permit for new building construction shall be submitted, reviewed or issued within the SP or portion thereof for which a review has been initiated until the earlier of:
  - a. The metropolitan council's final action to re-approve or amend the SP or rezone the property, or
  - b. Six months following the planning commission's submission of a recommendation to the metropolitan council, or the deadline for that submission should the commission fail to act.

Section 3. Section 17.40.106.I is hereby amended by deleting subsection 1 and replacing with the following subsection 1:



## Metro Planning Commission Meeting of 6/23/2016

1. Authorization to Review. The metropolitan planning commission is authorized to review any SP, or portion thereof, to determine whether development activity has occurred within four years from the date of the latter of initial enactment, subsequent amendment, or re-approval by the metropolitan council, and, if determined inactive in accordance with subsection 4.a. of this section, to recommend legislation to the council to re-approve or amend the SP or rezone the property.

Section 4. Be it further enacted, that this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

---

Councilmember Burkley Allen



**SEE NEXT PAGE**



**NO SKETCH**



**Project No.**  
**Council Bill**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2016Z-011TX-001**  
BL2016-265  
Countywide  
Countywide  
Councilmember Mina Johnson.

**Staff Reviewer**  
**Staff Recommendation**

Swaggart  
*Defer to the July 14, 2016, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Amend Chapters 17.40.120 of the Metropolitan Code, Zoning Regulations, pertaining to the inactivity of Planned Unit Developments.**

**ZONING TEXT AMENDMENT**

A request to amend Section 17.40.120 of Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to the determination of inactivity of a planned unit development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the July 14, 2016, Planning Commission meeting.



# Metro Planning Commission Meeting of 6/23/2016



**2016SP-047-001**  
LISCHEY CORNERS SP  
Map 071-15, Parcel(s) 251, 470-473, 476  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Specific Plan 2016SP-047-001</b>
<b>Project Name</b>	<b>Lischey Corners SP</b>
<b>Council District</b>	05- S. Davis
<b>School District</b>	05- Kim
<b>Requested by</b>	Councilmember Scott Davis, applicant; various property owners, owner.
<b>Staff Reviewer</b>	Deus
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone from CN RS5 and SP-R to SP-MU.**

Preliminary SP

A request to rezone from Commercial Neighborhood (CN), Single-Family Residential (RS5) and Specific Plan-Residential (SP-R) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 1224, 1225, 1227, 1229, 1231 and 1300 Lischey Avenue, approximately 210 feet northeast of Richardson Avenue (1.97 acres), to permit all uses permitted by the Mixed-Use Limited-Alternative (MUL-A) district except for alternative financial services uses.

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 5 units.*

Commercial Neighborhood (CN) is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type. *This SP allows for detached accessory dwelling units (DADUs).*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Supports Infill Development

This request directs development to areas where infrastructure is already existing (i.e. sewer lines, roads) as opposed to areas where there are not adequate public facilities. This reduces the service



# Metro Planning Commission Meeting of 6/23/2016

## Lishey Corners Specific Plan (SP)

Development Summary	
SP Name	Lishey Corners SP
SP Number	2016SP-047-001
Council District	5
Map & Parcel	Map 71-15 Parcels 470-473, 476, and 251

Site Data Table	
Site Data	1.97 Acres
Existing Zoning	CN, RS5, and SP
Proposed Zoning	SP- Regulatory
Allowable Land Uses	All Uses Allowed Under MUL-A except Pawnshop and alternative financial services

### Specific Plan (SP) Standards

1. Uses within this SP shall be limited to those permitted under the MUL-A Zoning District except alternative financial services.
2. The maximum allowable Floor Area Ratio (FAR) per parcel shall be 1.4.
3. The design standards shall comply with the design standards of Alternative districts found within the Urban Zoning Overlay.
4. The parking requirements shall meet the parking standards of the Urban Zoning Overlay.
5. There shall be a minimum of a 40 foot side setback along the northern site of parcel 251.
6. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
7. Public water and sewer construction plans, if required, must be submitted and approved prior to Final SP approval. A water and sewer availability request shall be made prior to Final SP submittal with required capacity fees paid prior to Final Site Plan/SP approval.
8. Upon submittal of a Final Site Plan, the Applicant will provide the number of employees and/or FAR in order to calculate the required parking.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

### General Plan Consistency Note

The proposed Specific Plan is located within the East Nashville Community Plan (Subarea 5). The proposed SP is located in the following policy area:

- T4-NC (T4 Urban Neighborhood Center)

T4 Urban Neighborhood Centers are pedestrian-friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. T4 Urban Neighborhood Centers serve urban neighborhoods within a five minute walk. Intensity is generally placed within edges of the T4 Urban Neighborhood Center, not exceeding the four corners of the intersection of two prominent urban streets, such as the intersection of Lishey and Douglas.

These properties contain approximately 1.97 acres in size and based upon their proximity to a major East Nashville Intersection, this Regulatory SP is consistent with the T4-NC Policy by providing a mixture of uses within a very walkable evolving neighborhood that is lacking in neighborhood supported uses that will be allowed with this zone change.



### **Proposed Site Standards**





## Metro Planning Commission Meeting of 6/23/2016

constraints placed on Metro's resources. The proposed request would also enhance walkability along a corridor through the orientation of buildings and enhancement of the pedestrian network.

### **EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Center (T4 NC) is intended to preserve, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

#### Consistent with Policy?

Yes. This request is consistent with policy as it would create a neighborhood center that would serve urban neighborhoods. Generally, intensity is placed at the edges of the T4 Urban Neighborhood Center, not exceeding the four corners of the intersection of two prominent urban streets and allowing for commercial, mixed-use, residential and institutional land uses. This proposal achieves that intent as this site is located at the four corners of two prominent streets (Lishey Avenue and Douglas Avenue).

This request would allow for a variety of uses to be introduced with appropriate design standards consistent with the goals of the policy and would provide height transitions to historic structures.

### **ANALYSIS**

This site is located at 1224, 125, 1227, 1229, 1231 and 1300 Lishey Avenue on approximately 1.97 acres. These properties are currently zoned RS5, CN, and SP-R and allow for primarily residential and commercial uses. There are currently three structures present on these sites.

This is a regulatory SP that includes standards in the event these properties were to redevelop. Uses within the SP would be limited to those permitted under the Mixed-Use Limited-Alternative (MUL-A) district except alternative financial services. MUL-A uses generally consist of residential, commercial and office uses. This SP would have appropriate design standards as there would be a build-to zone that would orient future structures to address the public realm and would be required to occupy the corners of each site as these properties are located at the intersection of two public streets. Parking would be required to be placed behind or to the side of any future structure and vehicular access would be from existing alleys (#340, #2023 & #301). These standards would facilitate a pedestrian oriented design.

Sidewalks would be built to Major and Collector Standards (MCSP) along Lishey Avenue and Douglas Avenue (8 foot sidewalk, 4 foot plating strip), in the event of redevelopment. This would connect the pedestrian network to the adjacent property along Lishey Avenue which is zoned SP (BL2015-1181) and was approved with sidewalks that meet the MSCP standards.

These properties are partially located within the Urban Zoning Overlay (UZO) and partially outside of it. The primary intent of the UZO is to preserve and protect existing development patterns. The Alternative districts have different design standards if a property is located outside the UZO; generally a more suburban style that promotes walkable communities. One of the recommended conditions associated with this request is that design standards be consistent with Alternative



# Metro Planning Commission Meeting of 6/23/2016

districts located within the UZO. This would be in keeping with the policy which promotes an urban character not a suburban one.

The policy provides guidance on planned height of surrounding buildings and the impact on adjacent historic structures. There is an existing historic church to the north of this site that has been identified as Worthy of Conservation. There are two structures on the church property, the closest one to this site being approximately 28 feet and the second approximately 32 feet. The standards within this SP would require for the height of any future structure to be three stories in 45 feet within the build to zone and would then have to step back a minimum of 15 feet to reach four stories in 60 feet. The applicant has also proposed a 40 foot side setback on the northern site of parcel 251. This would create a pedestrian scaled design and provide an appropriate height transition.

### FIRE MARSHAL RECOMMENDATION

N/A

### PUBLIC WORKS RECOMMENDATION

#### Approved with conditions

- This development will require Public Works approval of detailed construction plans prior to grading the site. Plans must comply with the design regulations established by the Department of Public Works in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design and improvements may vary based on actual field conditions.
- All work completed within the ROW is to comply with MPW standards and specifications.
- Driveway/ access locations are to comply with Metro Code for access locations, where applicable.
- The proposed sidewalks are to be clear of all vertical obstructions, i.e. relocate any power poles, signs, fire hydrants, etc. that are within the proposed sidewalk.
- All sidewalk construction is to be per the MCSP.

### TRAFFIC & PARKING RECOMMENDATION

#### Approved with conditions

- A TIS may be required prior to final SP.

Maximum Uses in Existing Zoning District: **RS5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.67	8.7 D	5 U	48	4	6

Maximum Uses in Existing Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.32	-	1 U	10	1	2



## Metro Planning Commission Meeting of 6/23/2016

Maximum Uses in Existing Zoning District: CN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.69	0.25 F	7,514 SF	360	14	40

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.97	1.4 F	120,138 SF	7652	172	720

Traffic changes between maximum: RS5, SP-R, CN and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+7,234	+153	+672

### WATER SERVICES RECOMMENDATION

#### Approved with conditions

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district    0 Elementary    0 Middle    0 High  
 Projected student generation existing CN district    0 Elementary    0 Middle    0 High  
 Projected student generation existing SP-R district    0 Elementary    0 Middle    0 High  
 Projected student generation proposed SP-MU district 21 Elementary    14 Middle    12 High

The proposed SP-MU district would generate 47 additional students than what is typically generated under the existing RS5, CN, SP-R. Students would attend Shwab Elementary, Jere Baxter Middle School and Maplewood High School. All three schools have been identified as having additional capacity.

This information is based upon data from the school last updated March 2016.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses within this SP shall be limited to those permitted under the MUL-A Zoning District except alternative financial services.



## Metro Planning Commission Meeting of 6/23/2016

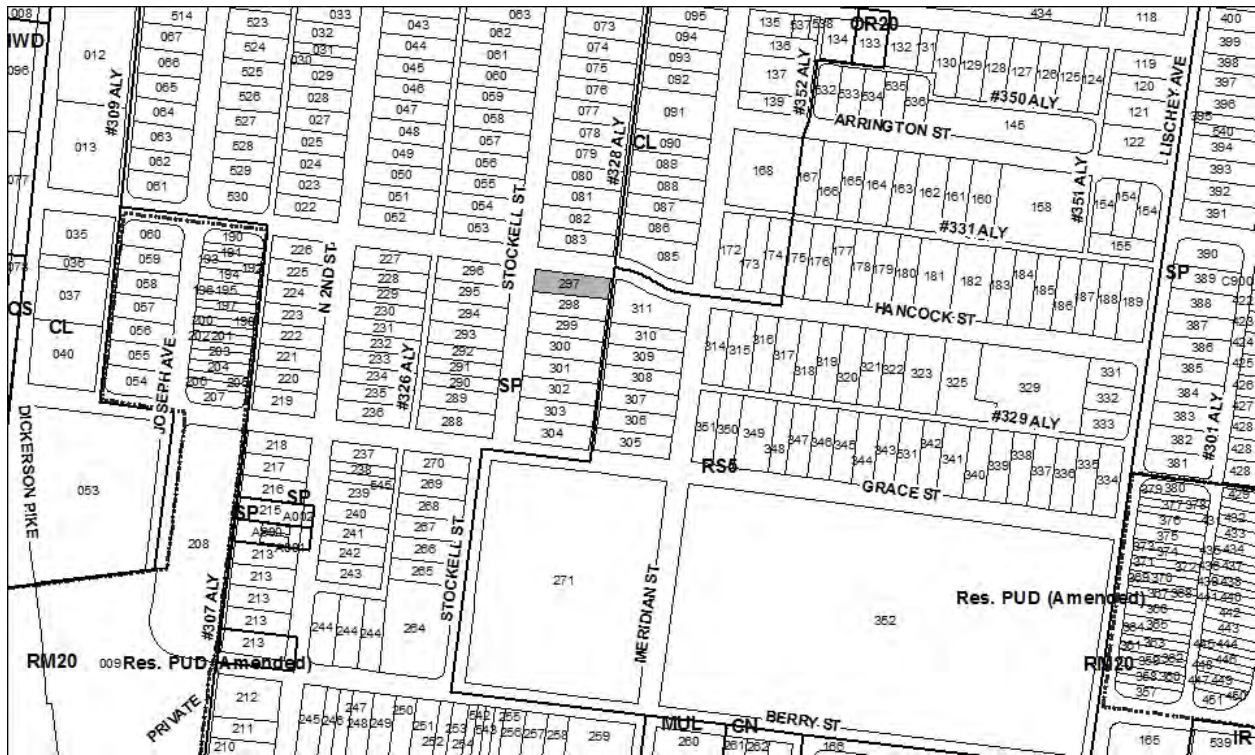
2. The maximum allowable Floor Area Ratio (FAR) per parcel shall be 1.4.
3. The design standards shall comply with the design standards of Alternative districts found within the Urban Zoning Overlay.
4. The parking requirements shall meet the parking standards of the Urban Zoning Overlay.
5. There shall be a minimum of a 40 foot side setback along the northern site of parcel 251.
6. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
7. Public water and sewer construction plans, if required, must be submitted and approved prior to Final SP approval. A water and sewer availability request shall be made prior to Final SP submittal with required capacity fees paid prior to Final Site Plan/SP approval.
8. Upon submittal of a Final Site Plan, the Applicant will provide the number of employees and/or FAR in order to calculate the required parking.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



**2016SP-048-001**  
715 STOCKELL STREET SP  
Map 082-07, Parcel(s) 297  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Specific Plan 2016SP-048-001</b>
<b>Project Name</b>	<b>715 Stockell Street SP</b>
<b>Council Bill No.</b>	BL2016-190
<b>Council District</b>	5 – S. Davis
<b>School District</b>	5 - Kim
<b>Requested by</b>	Cal-Ten, Inc., applicant and owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Permit a residential development with up to 2 units.**

Preliminary SP

A request to rezone from Specific Plan-Residential (SP-R) to Specific Plan-Residential (SP-R) zoning for property located at 715 Stockell Street, at the southeast corner of Stockell Street and Hancock Street (0.20 acres), to permit up to 2 attached residential dwelling units.

**Existing Zoning**

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan permits uses allowed by RS5 zoning plus detached accessory dwelling units.

**Proposed Zoning**

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.

**CRITICAL PLANNING GOALS**

- Supports Infill Development

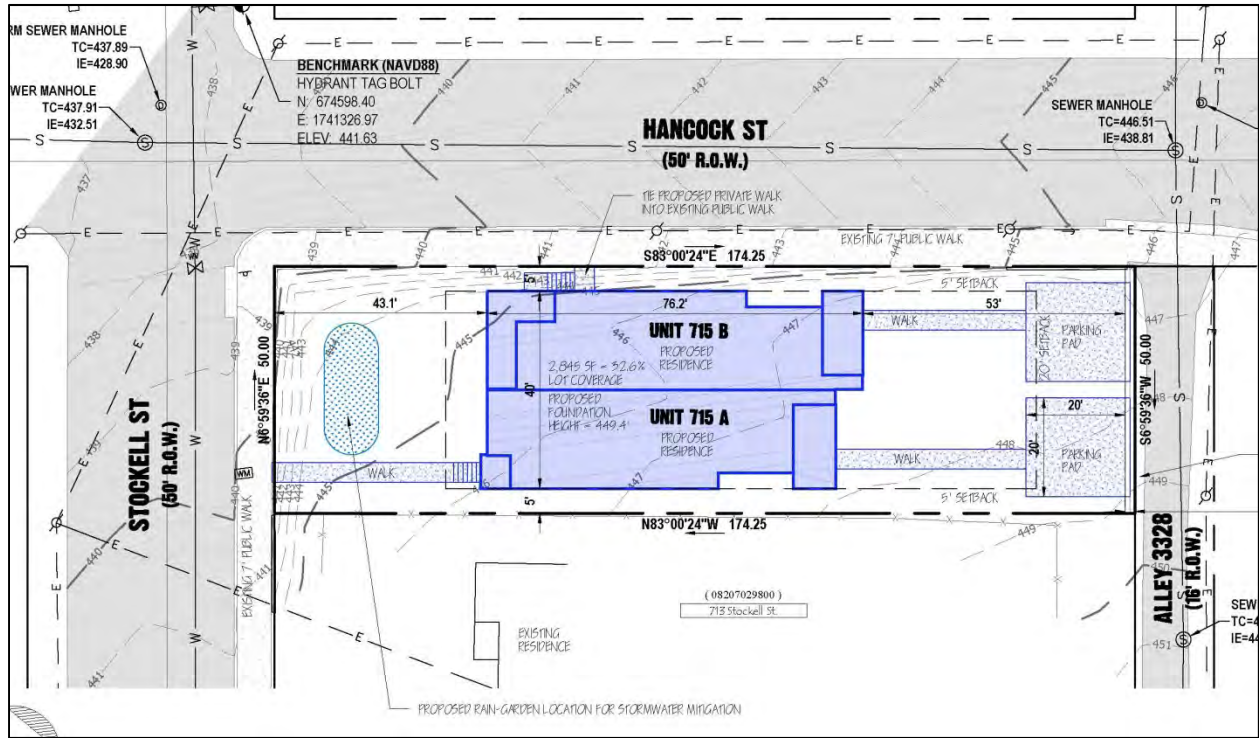
The plan proposes infill on an existing urban lot. The area has adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure.

**EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of



# Metro Planning Commission Meeting of 6/23/2016



Proposed Site Plan





## Metro Planning Commission Meeting of 6/23/2016

connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

### Consistent with Policy?

Yes. While the predominant land use type within the area is single-family residential there are two-family units and multi-family units scattered throughout the area. The location of the property at an intersection makes it more appropriate for a two-family structure. There are existing sidewalks throughout the neighborhood and the property is in close proximity to a park and walkable to non-residential uses.

### **HISTORY**

A request to rezone the property was originally heard by the Planning Commission on December 10, 2015. The request was to rezone to R6 from SP-R. The Planning Commission recommended disapproval. A bill was requested and is moving through the Council process. The item has been re-referred to the Planning Commission and has been converted to a Specific Plan.

### **PLAN DETAILS**

The site is located at 715 Stockell Street, at the intersection of Stockell Street and Hancock Street. The site is approximately 0.20 acres in size and is currently vacant.

### Site Plan

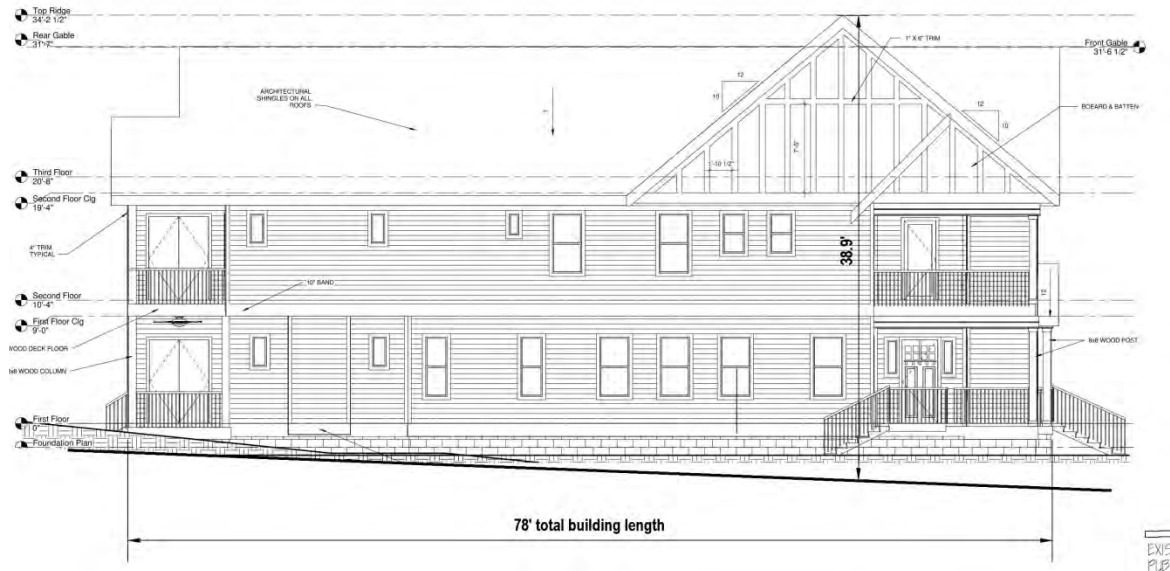
The plan proposes two attached residential units. The units are proposed to orient toward Stockell Street and provide an entrance and porch on Hancock Street as well. Proposed elevations have been included for both the Stockell Street façade as well as the Hancock Street façade. The building is proposed to be two stories in height and ranges from approximately 38 feet to approximately 40 feet from grade to top of roof. A raised foundation is provided.



**Stockell Street Elevation**



## Metro Planning Commission Meeting of 6/23/2016



### Hancock Street Elevation

Vehicular access for the both units is proposed from the existing alley and parking pads are provided accessed from the alley. Sidewalks exist along both Stockell Street and Hancock Street and a sidewalk connection is provided from the proposed unit to Stockell Street and to Hancock Street.

### ANALYSIS

The property at 715 Stockell Street is currently zoned SP as part of the Cleveland Park/McFerrin SP. The zoning district allows for all uses permitted by the RS5 zoning district, as well as detached accessory dwelling units. The original rezoning request for the property was to R6. Staff as well as the Planning Commission recommended disapproval of this request. The plan has been converted to an Specific Plan with standards and elevations included. The existing zoning as well as the previously requested zoning would permit a building height of three stories in 45 feet measured from either the average grade or the ceiling of an exposed basement not more than seven feet above grade, for a total height of 52 feet. The proposed plan limits height of the building to two stories in 40 feet at the tallest point, as measured from grade. The proposed plan has a building coverage of less than would be permitted under the existing zoning or R6. A separate application on this agenda proposes a rezoning of a large area within this immediate neighborhood to R6-A. The lot backs up to property included within the large area rezoning, for which staff is recommending approval.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Fire Code issues for the structures will be addressed at permit application review.

### STORMWATER RECOMMENDATION

#### Approve

- Falls under Residential Infill Regulations.



## Metro Planning Commission Meeting of 6/23/2016

### WATER SERVICES RECOMMENDATION

#### Approved with conditions

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval. If these two units are to share a private sewer service line, than approval of a variance through Metro Water must be obtained, before the Final SP can be approved.

### PUBLIC WORKS RECOMMENDATION

#### Approved with conditions

- This development will require Public Works approval of detailed construction plans prior to grading the site. Plans must comply with the design regulations established by the Department of Public Works in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design and improvements may vary based on actual field conditions.
- Shift parking pads off the alley +/-4' to facilitate 24' clear zone behind parking pad.

### TRAFFIC AND PARKING RECOMMENDATION

#### No exception taken

Maximum Uses in Existing Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.20	-	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential (210)	0.20	7.26 D	2 U*	20	2	3

\*Based on two-family lots.

Traffic changes between maximum: **SP-R** and **RP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	+10	+1	+1

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-R district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High**

The proposed SP-R zoning is not expected to generate more students than the existing SP-R zoning. Students would attend Glenn Elementary School, Jere Baxter Middle School and Maplewood High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated March 2016.



## Metro Planning Commission Meeting of 6/23/2016

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

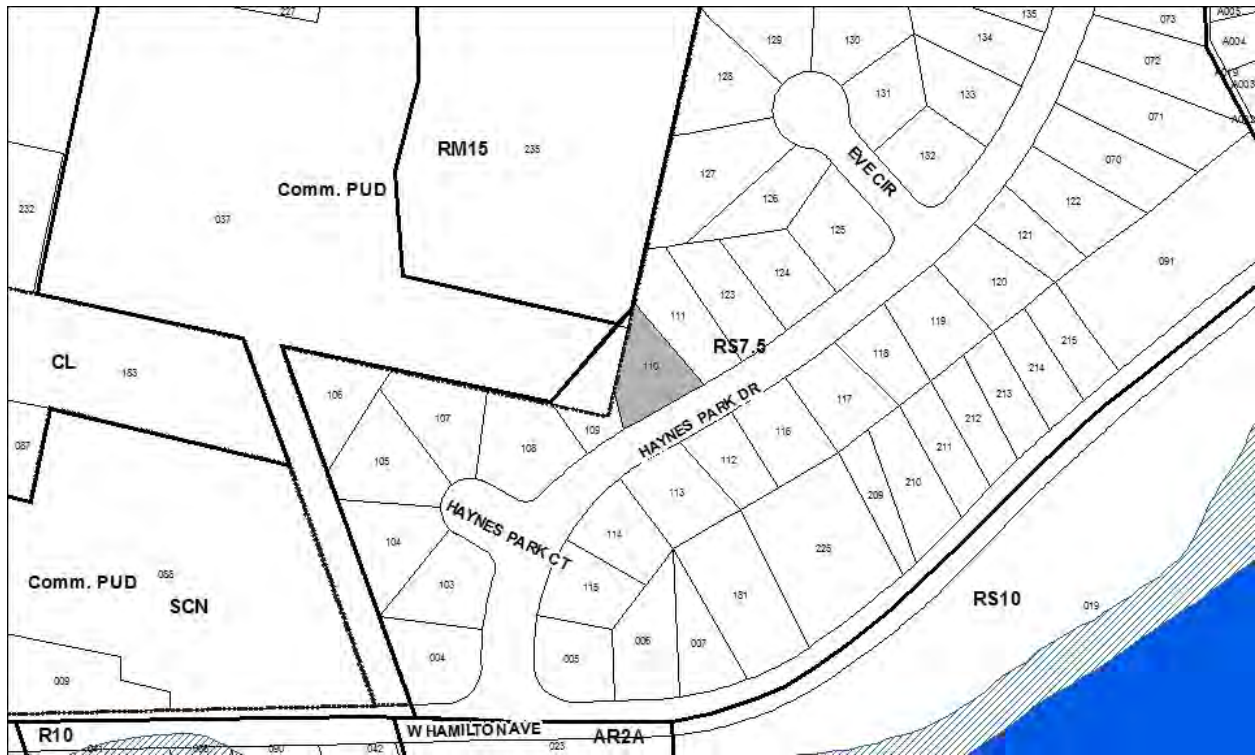
1. Permitted land uses shall be limited to up to two attached units.
2. Vehicular access shall be limited to the existing alley.
3. With the submittal of the final site plan, submit a landscape plan that includes screening of the parking from Hancock Street.
4. On the corrected set, correct the raised foundation note to indicate the maximum is 36”.
5. On the corrected set, add the following note: Vinyl siding, untreated wood, and EIFS shall be prohibited materials.
6. On the corrected set, correct the height to indicate a maximum height of two stories in 40 feet as measured from average grade to top of roof.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



## 2016S-115-001

HAYNES PARK SUBDIVISION SECTION 1 RESUB OF RESERVE PARCEL

Map 069-04, Parcel(s) 110

03, Bordeaux - Whites Creek

01 (Sharon W. Hurt)



<b>Project No.</b>	<b>2016S-115-001</b>
<b>Project Name</b>	<b>Haynes Park Subdivision Section 1 Resub Of Reserve Parcel</b>
<b>Council District</b>	01 - Hurt
<b>School District</b>	01 - Gentry
<b>Requested by</b>	Crenshaw Land Surveying, applicant; Equity Trust Company, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the July 14, 2016, Planning Commission meeting</i>

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**APPLICANT REQUEST**

**Remove reserve parcel status and create one lot.**

Final Plat

A request for final plat approval to remove the reserve parcel status and to create one lot for property located at 117 Haynes Park Drive, approximately 390 feet northeast of West Hamilton Avenue, zoned Residential Single Family (RS7.5) (0.18 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the July 14, 2016, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 6/23/2016



**2016S-121-001**  
FAIRVIEW SUBDIVISION  
Map 043-06, Parcel(s) 117  
04, Madison  
09 (Bill Pridemore)





<b>Project No.</b>	<b>2016S-121-001</b>
<b>Project Name</b>	<b>Fairview Subdivision</b>
<b>Council District</b>	09 - Pridemore
<b>School District</b>	03 - Speering
<b>Requested by</b>	Dale & Associates, Inc., applicant; Craig H. Hart, owner.
<b>Staff Reviewer</b>	Moukaddem
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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**APPLICANT REQUEST**

**Create three lots.**

Final Plat

A request for final plat approval to create three lots on property located at 926 Snow Avenue, at the southeast corner of Snow Avenue and Fairview Drive, zoned Single-Family Residential (RS7.5) (0.82 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral indefinitely at the request of the applicant.





**Project No.** **Planned Unit Development 2005P-030-007**  
**Project Name** **Ravenwood Phase 2 (Revision)**  
**Council District** 14 – Rhoten  
**School District** 04 - Shepherd  
**Requested by** Civil Site - Clarksville, PLLC, applicant; Ravenwood Country Club, LLC, owner.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the July 14, 2016, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Revise a preliminary plan for a portion of a Planned Unit Development**

Revision to the Preliminary PUD

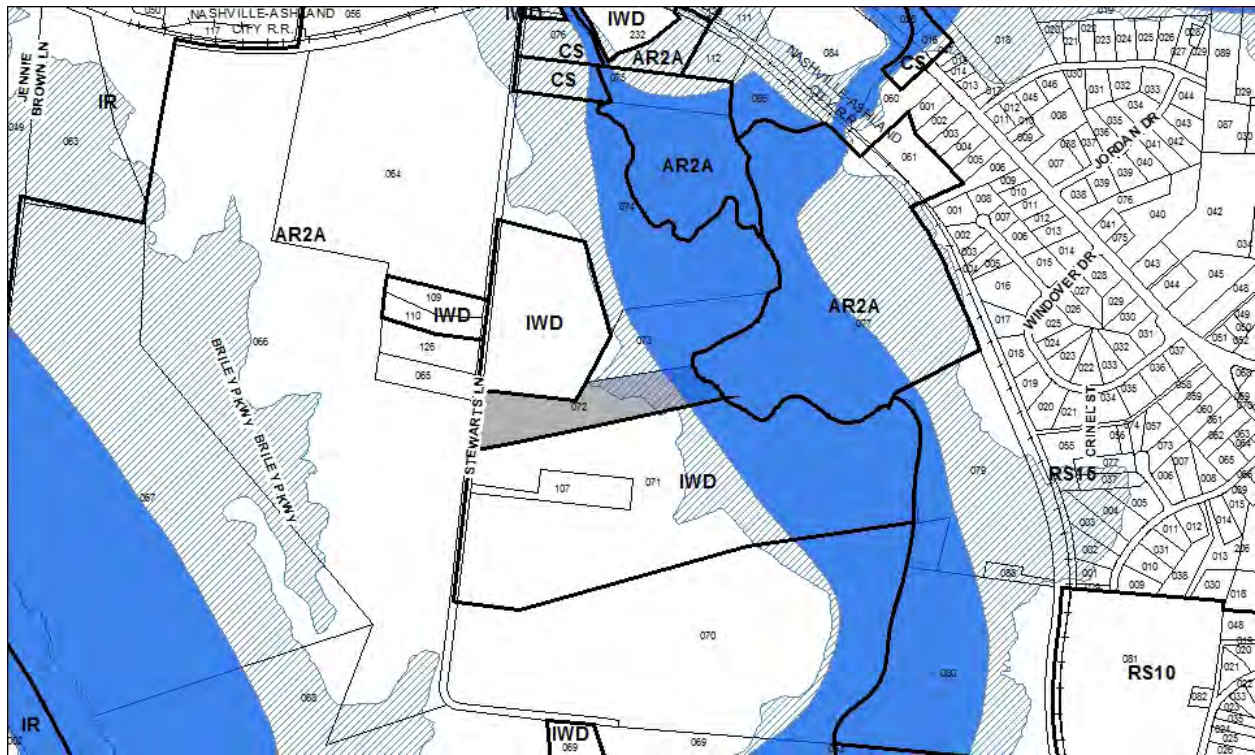
A request to revise a preliminary plan for a portion of a Planned Unit Development Overlay for property located at Stone River Road (unnumbered), at the northern terminus of Stone Hall Boulevard, zoned Multi-Family Residential (RM6) (30.51 acres), to permit 121 residential units located in Phase 2 where 152 townhomes were previously approved.

**STAFF RECOMMENDATION**

Staff recommends deferral to the July 14, 2016, Planning Commission at the request of the applicant.



# Metro Planning Commission Meeting of 6/23/2016



## 2014Z-049PR-001

Map 069, Parcel(s) 072

03, Bordeaux - Whites Creek

01 (Sharon W. Hurt)



<b>Project No.</b>	<b>Zone Change 2014Z-049PR-001</b>
<b>Council District</b>	01 - Hurt
<b>School District</b>	01 - Gentry
<b>Requested by</b>	Acree Development, applicant; Robert and Gloria Poole, owners.
<b>Staff Reviewer</b>	Moukaddem
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from AR2a to IWD.**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Industrial Warehousing/Distribution (IWD) zoning for property located at 3920 Stewarts Lane, approximately 3,580 feet south of Ashland City Highway (10 acres).

**Existing Zoning**

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

**Proposed Zoning**

Industrial Warehousing/Distribution (IWD) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

**CRITICAL PLANNING GOALS**

N/A

**BORDEAUX-WHITES CREEK COMMUNITY PLAN**

District Industrial (D IN) is intended to preserve, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



## Metro Planning Commission Meeting of 6/23/2016

### Consistent with Policy?

Yes. District Industrial Policy supports the proposed IWD zoning. The back half of the property, furthest from Stewarts Lane, contains land under Conservation policy as it is in the floodplain. Conservation policy does not prohibit development, particularly where the property has already been disturbed, as in this case. The half of the property closest to the road does not fall under Conservation policy. The proposed IWD zoning district also is consistent with the surrounding zoning pattern.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions if approved**

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **AR2a** [do we usually have FAR fro AR2a?]

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	10	0.5 D	5 U	48	4	6

Maximum Uses in Proposed Zoning District: **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	10	0.8 F	348,480 SF	1241	105	112

Traffic changes between maximum: **RS40** and **CL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,193	+101	+106

### **STAFF RECOMMENDATION**

Staff recommends approval as the proposed IWD district is consistent with policy.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



**2014UD-001-004**  
CLAYTON AVENUE  
Map 118-06, Parcel(s) 004  
Green Hills - Midtown  
17 – Colby Sledge





<b>Project No.</b>	<b>UDO Major Modification 2014UD-001-004</b>
<b>Project Name</b>	<b>Clayton Avenue</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	07 – Pinkston
<b>Requested by</b>	Duane Cuthbertson, applicant; Magness Group, Inc, owner.
<b>Staff Reviewer</b>	Saliki
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Modification to the garage location standard of the Clayton Avenue Urban Design Overlay.**

UDO Major Modification

A request for a site-specific modification to the garage location standard of the Clayton Avenue Urban Design Overlay (UDO), to permit a garage located in front of the front façade of the principal structure on a dwelling unit, for property at 832 Clayton Avenue, zoned One and Two-Family Residential (R10).

**Existing Zoning**

One and Two-Family Residential (R10) is the underlying base zoning requiring a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 1 lot on this property with 1 duplex unit for a total of 2 dwelling units.*

Clayton Avenue UDO: This UDO was created to require new development to reflect the scale and placement of the existing homes. The UDO is not intended to dictate style or require new construction to exactly replicate the existing homes. The standards of the UDO focus primarily on the front of the house and yard – through the standards for height, setbacks and driveways/garages.

**CRITICAL PLANNING GOALS**

N/A

**GREEN HILLS - MIDTOWN COMMUNITY PLAN**

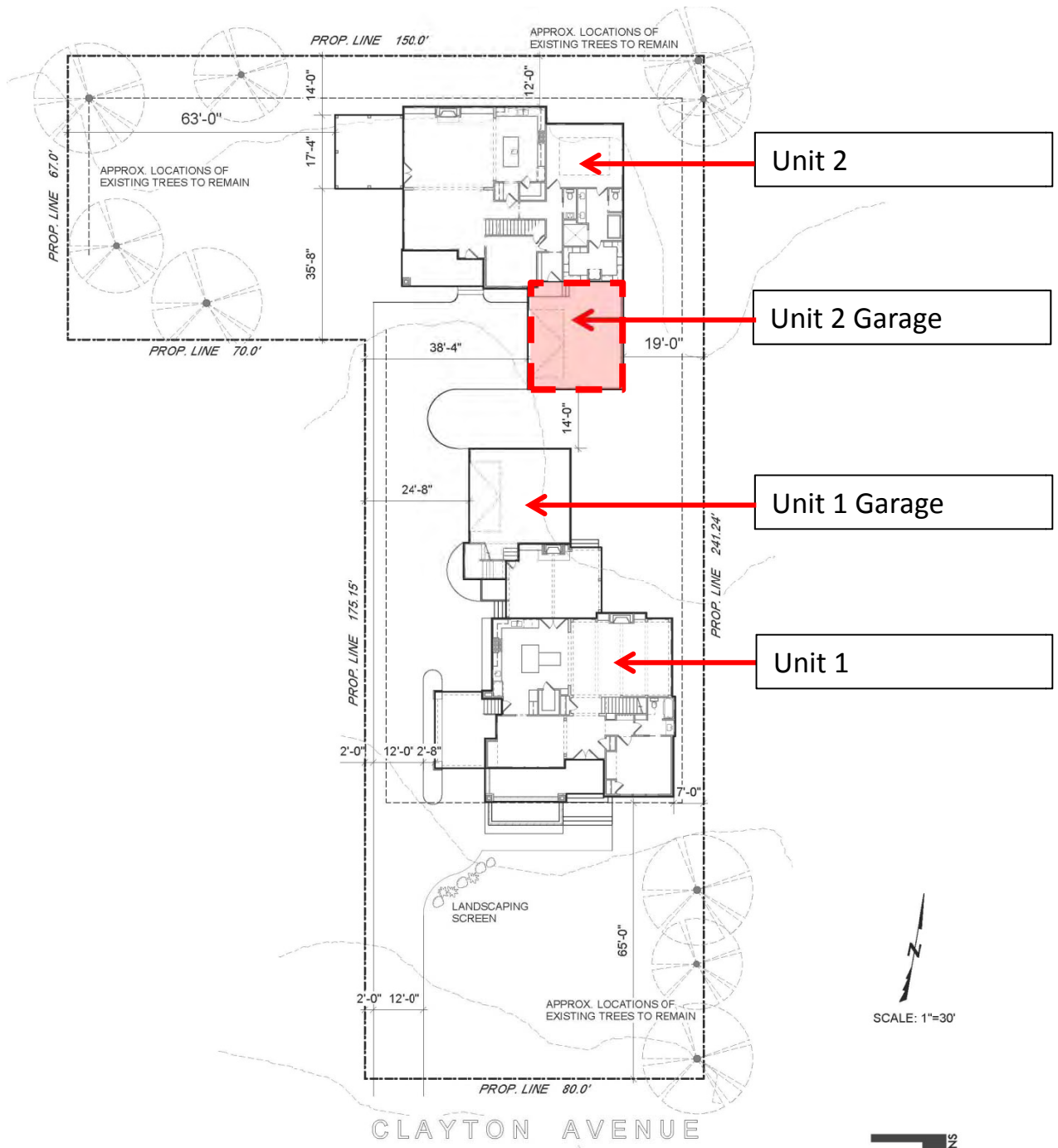
T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The proposed frontage maintains the development pattern and the building form, which are the focus of the Clayton Avenue UDO standards. The proposal maintains the residential land use of the neighborhood.



# Metro Planning Commission Meeting of 6/23/2016



**Proposed Modification**



## Metro Planning Commission Meeting of 6/23/2016

### MODIFICATION REQUEST DETAILS

The following modification to the Development Standards of the Clayton Avenue UDO is being requested by the applicant:

#### 1) Garage Location / Setback

UDO Requirement: Garages are to be attached and accessed from the side or rear of the principal structure, behind the front façade.

Modification Request: Permit a garage located in front of the front façade of the principal structure on a dwelling unit.

### ANALYSIS

The property is proposed for two detached dwelling units. The dwelling units are to be located front-to-back on the lot – the first dwelling unit (unit 1) directly fronts Clayton Avenue and the second dwelling unit (unit 2) is behind the first (unit 1) in the rear of the lot, with its front facing the back of first (unit 1). The modification request consists of an attached garage located *in front* of the front façade of the principal structure of the second dwelling unit (unit 2), where attached garages are only permitted *behind* the front façade of the principal structure.

The second dwelling unit's (unit 2) garage is set back further from the side property lines (38'-4" from the West property line and 19' from the East property line) compared to the first dwelling unit (unit 1)(24'-8" from the West property line and 7' from the East property line). These three conditions reduce the visibility of the second dwelling unit (unit 2) garage from the street frontage.

The proposed garage location of the second dwelling unit (unit 2) aids stormwater management by reducing impervious surface than would be required if the garage was placed behind the principle structure, and is consistent with the UDO's vision to reflect the scale and placement of the existing single family homes. The proposed garage location of the second dwelling unit (unit 2) maintains the development pattern of the neighborhood, with residential buildings fronting the street and garages not visible from the street frontage. The modification request is consistent with the intent of the UDO to retain the existing character of the neighborhood, in terms of its development pattern, building form, and land use.

### PUBLIC WORKS RECOMMENDATION

N/A

### WATER SERVICES RECOMMENDATION

N/A

### STORMWATER RECOMMENDATION

N/A

### STAFF RECOMMENDATION

Staff recommends approval of the modification with conditions. The modification request is consistent with the UDO's vision to reflect the scale and placement of the existing homes because



## **Metro Planning Commission Meeting of 6/23/2016**

the proposed frontage maintains the development pattern of the neighborhood. The modification is consistent with the intent of the UDO to maintain the existing character of the neighborhood.

### **CONDITIONS**

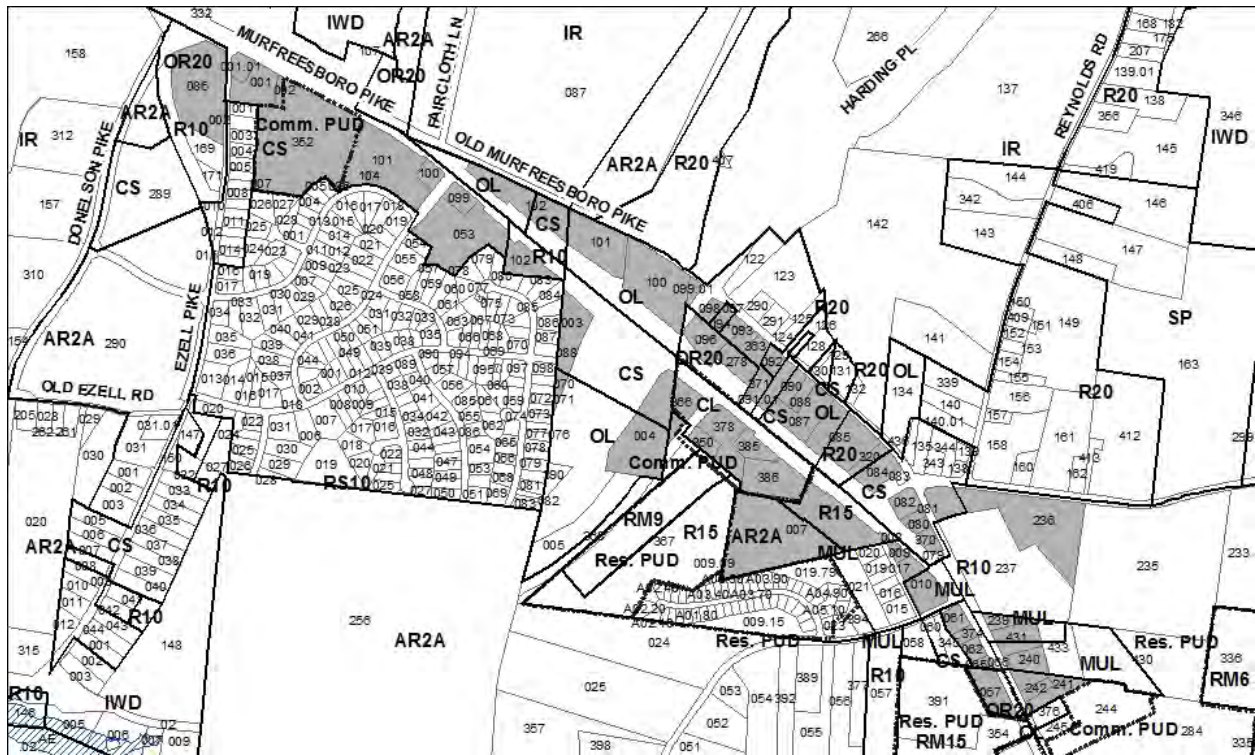
1. The modification decision in no way confers a site plan approval for the project. The applicant must apply for a final site plan approval, submitting the required application and all required drawings, for review through the development review process with all pertinent agencies. This is not a site plan approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



**2016UD-001-001**  
MURFREESBORO PIKE UDO AT UNA ANTIOCH  
Various Maps, Various Parcel(s)  
13, Antioch - Priest Lake  
28 (Tanaka Vercher); 29 (Karen Y. Johnson)



<b>Project No.</b>	<b>Zone Overlay 2016UD-001-001</b>
<b>Project Name</b>	<b>Murfreesboro Pike UDO at Una Antioch</b>
<b>Council District</b>	29 – Johnson; 28 - Vercher
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Councilmembers Johnson and Vercher; applicants; various owners.
<b>Staff Reviewer</b>	Wallace
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Apply an Urban Design Overlay District**

Urban Design Overlay

A request to apply an Urban Design Overlay to establish building and site design standards on various properties located along Old Murfreesboro Pike and Murfreesboro Pike between Donelson Pike and south of Franklin Limestone Road, zoned Agricultural/Residential (AR2a), Commercial Limited (CL), Commercial Service (CS), Mixed Use Limited (MUL), Mixed Use Neighborhood (MUN), Office Limited (OL), Office/Residential (OR20), One and Two-Family Residential (R10), One and Two-Family Residential (R15), One and Two-Family Residential (R20), and Multi-Family Residential (RM15) (121.8 acres).

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots.

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots.

Multi-Family Residential (RM15) is intended for single-family, duplex and multi-family dwellings at a density of 15 dwelling units per acre.

Office/Residential (OR20) is designed for a mixture of compatible office and multifamily residential use at medium-high density levels of intensity. This district is encouraged to locate in areas with good vehicular accessibility, preferably along collector or arterial streets, with access to public transportation services.

Office Limited (OL) is designed for moderate intensity office development, being appropriate for areas where concentration of office and /or mixed commercial areas are intended. If warranted, this district may be employed as a land use transition between higher density residential areas and non-compatible commercial or industrial uses.



## Metro Planning Commission Meeting of 6/23/2016

Mixed-Use Neighborhood (MUN) is intended for a low intensity mixture of residential, retail, and office uses.

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

Agricultural/Residential (AR2a) is intended to implement the natural conservation or interim nonurban land use policies of the general plan. Natural conservation policy is applied to those areas of the county which are unsuitable for urban scale development due to severe environmental constraints. Interim non-urban policy is applied to those areas that are not intended to urbanize within the planning period of the general plan. Furthermore, some areas of very steep topography, potentially unstable soils or a propensity to flood are intolerant of development of significant intensity and are appropriate for agricultural zoning.

Commercial Limited (CL) intended for retail, consumer service, financial, restaurant, and office uses.

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

Planned Unit Development (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

### **Proposed Overlay Zoning**

Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code.

### **CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices
- Supports Infill Development

The site design standards of the UDO encourage walkable suburban developments through the placement of building entrances near pedestrian paths, the consolidation of driveway entrances, the





## Metro Planning Commission Meeting of 6/23/2016

construction of ground signage that relates to pedestrian height, and the use of landscaping to provide safe separation between sidewalks and road pavement or parking lots.

### **ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

District Office Concentration (D OC) is intended to preserve, enhance, and create districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such districts occurs in a manner that is complementary of the varying character of surrounding communities.

#### Consistent with Policy?

Yes. This UDO implements Development Goal 7 of the *Antioch/Priest Lake Community Plan 2012 Update*. This goal recommends utilizing UDOs to apply higher standards of design and create pedestrian friendly corridors by enhancing streetscapes with pedestrian-scale coordinated signage and landscaping.

### **PURPOSE OF UDO**

The Murfreesboro Pike Urban Design Overlay (UDO) at Una Antioch implements the community vision set forth in the Antioch/Priest Lake Community Plan to achieve cohesive development along the Murfreesboro Pike Corridor.

In the process of the Antioch/Priest Lake Community Plan update (last adopted on June 22, 2015, as part of NashvilleNext), residents of the area expressed a strong desire for a better development pattern along Murfreesboro Road. The community called for a transformation of Murfreesboro Pike from strip commercial and auto-centric development into a mixed use corridor with a mix of housing near the community's major corridors that is walkable with access to amenities and services. A desire for better architectural standards and better landscaping was also established. Residents also wanted to see development that was still convenient to vehicular traffic, while providing safe opportunities for mass transit options and pedestrians.

Councilmembers Karen Johnson and Tanaka Vercher hosted a community meeting on March 3, 2016. Planning staff presented the proposed UDO design standards at the meeting with approximately 40 community members in attendance. The community members were generally in support of establishing the UDO.

### **REQUEST DETAILS**

Planning staff and the applicant have worked together to develop a UDO district to provide building/site design standards. The UDO consists of five basic sets of standards:



## Metro Planning Commission Meeting of 6/23/2016

- **Site Development and Design:** The UDO requires buildings to be built within a certain distance (build-to zone) from Murfreesboro Pike, and for buildings to have main entrances facing Murfreesboro Pike. The UDO requires buildings to maintain a consistent massing, width, and height. Access will be shared with the utilization of required cross and joint access easements to be dedicated at the time of development, which are utilized to reduce the traffic flow on Murfreesboro Pike by allowing access between adjacent properties.
- **Building Design:** The building design section includes requirements for building materials and window openings (or, glazing). The UDO puts an emphasis on creating high quality facades along Murfreesboro Pike with the use of durable, high finish materials. The UDO also requires structures to maintain a certain percentage of window openings (or, glazing) along Murfreesboro Pike. The UDO also requires canopies for gas pumps to have materials similar to the main building, and requires drive-thrus to be located away from Murfreesboro Pike to the side of the building.
- **Landscaping & Screening:** The landscaping section includes requirements for landscaping strips around the perimeter of the site and adjacent to the public right of way. The planting requirements will create a consistent look along Murfreesboro Pike while improving aesthetics of surface parking lots and providing shade trees for pedestrians. The screening section further improves visibility from the public right-of-way by requiring service and utility areas to be located away from Murfreesboro Pike or appropriately screened.
- **Parking Design & Vehicular/Pedestrian Access:** Parking layout standards are included with the intent to disperse parking throughout the site, and to not concentrate parking along street frontages. However, recognizing the suburban location, two rows of parking and an access drive are permitted along a property frontage. The Parking/Access standards help reduce conflicts with pedestrian flow by providing safe sidewalk conditions.
- **Signage:** Signage standards limit the visual clutter of signage, and permit signage that is compatible with pedestrian-scaled environment.

The intent of this UDO is to provide a framework for an enhanced suburban development that improves the quality of the built environment, but does not prescribe a specific design.

Triggers for UDO compliance are as follows:

- Total redevelopment, new construction, or expansion of a structure (over 25% of previous square footage) triggers full compliance of the standards set forth by the UDO. Expansion of 10%-24% of the existing square footage triggers compliance with the landscaping and sidewalk standards of the UDO. Compliance with the provisions for Signage shall apply when a sign permit is required, including the replacement of a sign panel.
- SP, PUD, UDO zoning. If a property is zoned Specific Plan, Planned Unit Development Overlay, or Urban Design Overlay, then all standards contained with the SP, PUD, or UDO shall apply, and the Murfreesboro UDO at Una Antioch standards would apply for any standard not addressed in the separate SP, PUD, UDO zoning. If property zoned with SP, PUD, or UDO is rezoned or cancelled, the Murfreesboro UDO at Una Antioch standards apply.



## **Metro Planning Commission Meeting of 6/23/2016**

### **ANALYSIS**

The segment covered by the Murfreesboro Pike UDO at Una Antioch extends from Donelson Pike to Franklin Limestone Road and is part of the larger Murfreesboro Pike Corridor. The UDO standards create a framework for development that will create consistent physical form and a more unified suburban landscape through the application of building, site design, and signage standards.

The proposed UDO is consistent with the Community Character Policies envisioned for the area. In that it envisions a walkable, pedestrian-oriented mixed use and office environment. Currently, the area consists of commercial, residential, office and mixed use land uses that are predominately car-oriented with little or no sidewalks. The area to north (from the Harding Place Extension to Donelson Pike) is designated Office Concentration Policy which supports office use as the predominant land use. The area to the south (Franklin Limestone Rd. to Harding Place Extension) is designated as T3 Suburban Mixed-Use Corridor Policy which supports higher density residential and mixed use development along the corridor.

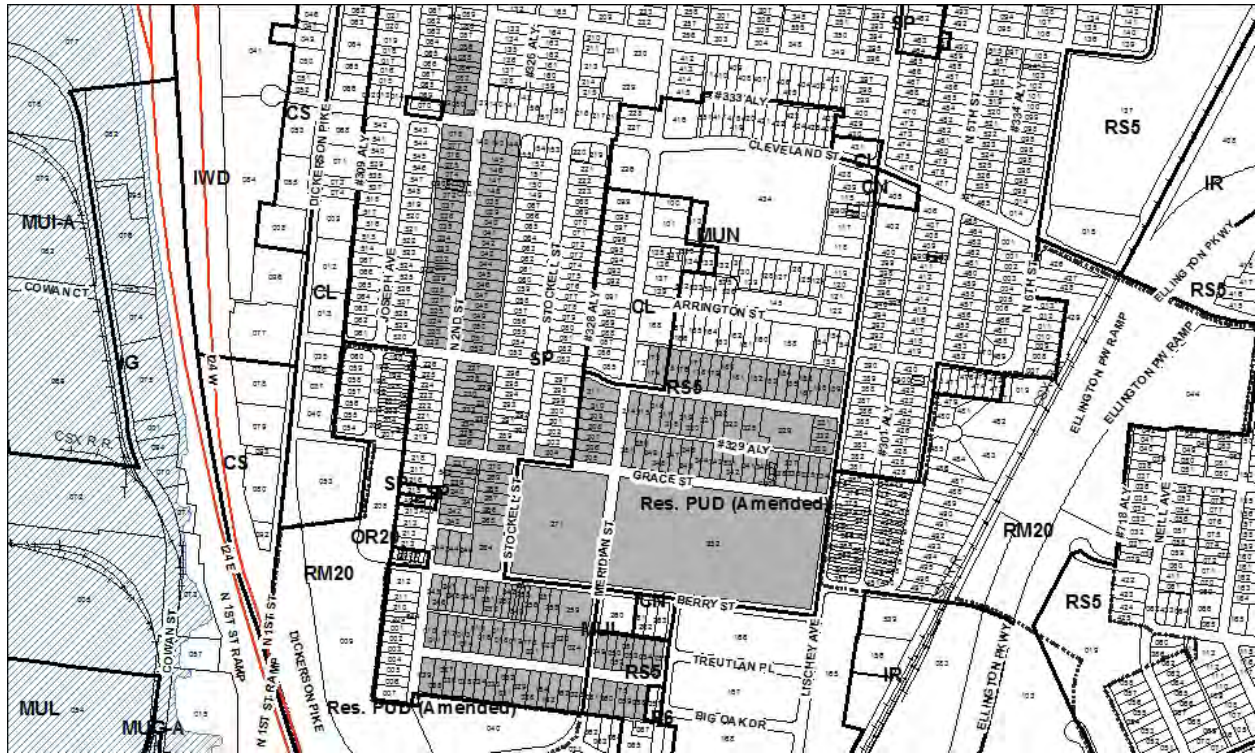
The proposed UDO is consistent with the Major and Collector Street Plan in that it accommodates a variety of transportation modes through application of access standards and landscape standards that help create a walkable environment. Currently, this segment of Murfreesboro Pike lacks any public sidewalks and is unsafe for pedestrians. The Murfreesboro Pike UDO at Una Antioch segment is designated as a priority corridor in the NashvilleNext General Plan with an immediate need for coordinated investments in high capacity transit and to include the implementation of Murfreesboro Pike as a complete street. The corridor is envisioned to accommodate sidewalks, protected bikeways, street crossings, streetscaping, and transit improvements for a high-capacity transit line along Murfreesboro Pike. A multimodal freeway corridor – Harding Place Extension – is proposed to intersect Murfreesboro Pike between Faircloth Lane and Smith Springs Road.

### **STAFF RECOMMENDATION**

Staff recommends approval. The combination of land uses permitted in the zoning districts and the building/site design standards of the UDO will result in an improved built environment, and are consistent with the policies and goals outlined in the general and community plan.



# Metro Planning Commission Meeting of 6/23/2016



**2016Z-036PR-001**  
Various Maps, Various Parcel(s)  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2016Z-036PR-001</b>
<b>Council Bill No.</b>	BL2016-293
<b>Council District</b>	5 – S. Davis
<b>School District</b>	5 - Kim
<b>Requested by</b>	Councilmember Scott Davis, applicant; various property owners.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve with a substitute ordinance.</i>

**APPLICANT REQUEST**

**Zone change from CL, RS5, and SP-R to R6-A.**

Zone Change

A request to rezone from Commercial Limited (CL), Single-Family Residential (RS5), and Specific Plan-Residential (SP-R) to One and Two-Family Residential-Alternative (R6-A) zoning for various properties located along Berry Street, Cleveland Street, Grace Street, Hancock Street, Lischey Avenue, Meridian Street, North 2nd Street, Stockell Street, and Treutland Avenue (53.83 acres).

**Existing Zoning**

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre.

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. The zoning district allows for all uses permitted by the RS5 zoning district, as well as detached accessory dwelling units.

**Proposed Zoning**

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

**CRITICAL PLANNING GOALS**

N/A

**EAST NASHVILLE COMMUNITY PLAN**

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.



## Metro Planning Commission Meeting of 6/23/2016

T4 Urban Neighborhood Center (T4 NC) is intended to preserve, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

### Consistent with Policy?

Yes. The area requested for rezoning is primarily located within the T4 Urban Neighborhood Maintenance policy and the T4 Urban Neighborhood Evolving policy. Staff is recommending that the lot that is within Open Space policy be removed from the request as the property is in use as a park. Neighborhood Evolving policy is intended to provide more housing choice, which can be achieved with the proposed zoning district. Additionally, Neighborhood Maintenance areas are expected to experience some change. The proposed zoning allows for any new construction to be compatible with and retain the existing character of the neighborhood.

### **ANALYSIS**

Because the request is for a larger area, the request is consistent with the policy for the area and the proposed zoning would allow for a variety of housing options including one-family, two-family, and detached accessory dwelling units. Two-family units are allowed only if certain conditions are met, including the lot being a minimum of 6,000 square feet. There are a few lots within the area that would not meet this requirement and they would be limited to single-family residential. The area includes a mixture of land uses including multi-family residential, two-family, and single-family. There are sidewalks existing throughout, making the area pedestrian friendly and bus service is available within the area along Meridian Avenue and nearby via Dickerson Pike. The entire area is within the Urban Zoning Overlay and all lots proposed for rezoning have access to improved alleys. Within the UZO, the R6-A district requires access from an alley if one exists. Given the proximity of the area to downtown and the Dickerson Pike corridor, the existence of improved alleys and sidewalks, and the need for a diversity of housing options, the rezoning of the area is appropriate and consistent with the policy.



## Metro Planning Commission Meeting of 6/23/2016

Staff recommends approval with a substitute to remove Map 82-07 Parcel 352 from the zone change as this property is owned by Metro and in use as a park.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- A traffic study may be required at the time of development.

Maximum Uses in Existing Zoning District: **RS5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	30.63	8.7 D	266 U	2558	196	259

Maximum Uses in Existing Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	22.46	-	131 U	1333	102	137

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.4	0.6 F	10,454 SF	485	16	47

Maximum Uses in Proposed Zoning District: **R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	53.83	7.26 D	488 U	4470	352	447

\*Based on two two-family lots.

Traffic changes between maximum: **RS5, SP-R, CL and R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+94	+38	+4

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS5 & SP-R district: 61 Elementary 56 Middle 45 High**

**Projected student generation proposed R6-A district: 51 Elementary 47 Middle 37 High**

The proposed R6-A zoning district could generate 27 fewer students than what is typically generated under the existing RS5 and SP-R zoning district. Students north of Grace Street would



## **Metro Planning Commission Meeting of 6/23/2016**

attend Glenn Elementary School, Jere Baxter Middle School and Maplewood High School. Students south of Grace Street would attend Caldwell Elementary School, Gra-Mar Middle School, and Maplewood High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated March 2016.

### **STAFF RECOMMENDATION**

Staff recommends approval with a substitute ordinance to remove Map 82-07 Parcel 352 as the parcel is in use as a Metro park.

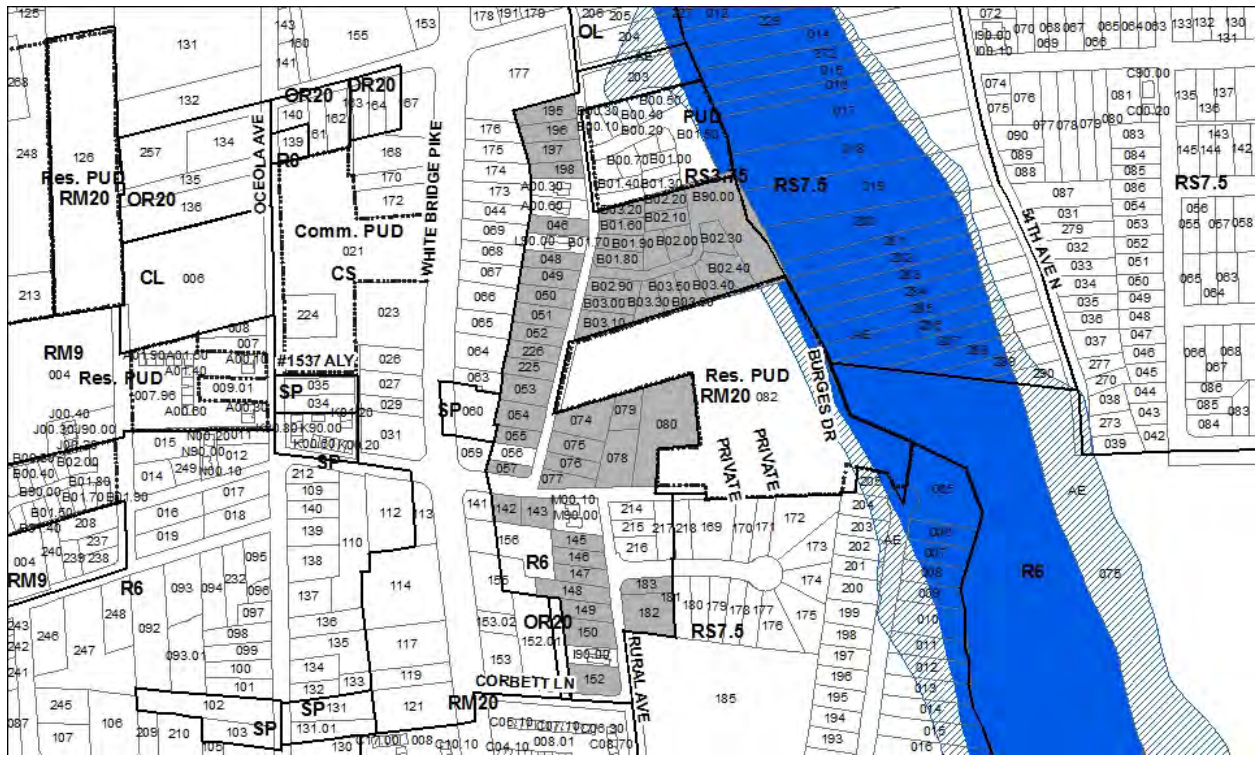




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



**2016Z-062PR-001**  
Various Maps, Various Parcel(s)  
07, West Nashville  
24 (Kathleen Murphy)



**Project No.** 2016Z-062PR-001  
**Council Bill** BL2016-294  
**Council District** 24 - Murphy  
**School District** 2 – Frogge  
**Requested by** Councilmember Bob Mendes, applicant; various property owners.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Approve with a substitute ordinance.*

**APPLICANT REQUEST**

**Zone change from R6 to RS7.5**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Single-Family Residential (RS7.5) zoning for various properties located along Burgess Avenue, Corbett Lane, Orlando Avenue, Patina Circle, and Rural Avenue (11.92 acres).

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre.

**Proposed Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre.

**CRITICAL PLANNING GOALS**

N/A

**WEST NASHVILLE COMMUNITY PLAN**

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal



## Metro Planning Commission Meeting of 6/23/2016

habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

### Special Policy 07-T3-NM-03

This area contains six residential zone districts, four of which yield a generally low-to-medium-density range of development: R6-R20, which permits single and two-family homes on minimum parcel sizes of 6,000 square feet and 20,000 square feet, respectively; and RS7.5 and RS10, which permit only single-family homes on minimum parcel sizes of 7,500 and 10,000 square feet respectively. The fifth and sixth residential zone districts, RS3.75 and RM20, permit medium-high densities of development. The RS3.75 district permits only single-family homes on lots as small as 3,750 square feet. The RM20 district permits single, two and multi-family housing at density up to 20 units an acre. Because of the established character, healthy housing mix, and infrastructure of this area, the intent is to retain the existing zoning districts, although rezoning the R20 districts to a RS district would be acceptable. The R6 zoned area should not be rezoned to RS7.5 because too many duplexes would be made nonconforming by such a zone change. No further RS3.75 or RM20 zoning should be placed within the area because of its dominate established character and limited street network.

### Consistent with Policy?

The special policy includes a large area that supports a variety of housing types, including single-family as well as non-single-family uses. Non single-family residential uses include two family and multi-family uses. The existing special policy covers 689 parcels. The proposed RS7.5 zoning district includes only 51 parcels, a small area within the special policy area. The proposed zone change would not alter the existing character on the ground as it only includes existing single family lots; no existing duplexes have been included therefore would not become nonconforming.

### **ANALYSIS**

The proposed RS7.5 zoning district would limit development in the area to only single-family uses. The area is a small area within the existing special policy. Existing legal duplexes in the area will remain as R6 allowing the duplexes to remain legal and resulting in a mixture of housing types in the area. The uses within the special policy range from single-family residential to multi-family residential to some non-residential uses. The small area proposed for the zone change will not affect the established character of the area and will not make existing duplexes non-conforming, which is consistent with the policy.

### **Substitute Ordinance No. BL2016-294**

Staff recommends approval with a substitute to remove Map 103-02 Parcel 57 from the downzoning. The property in question is approximately .14 acres in size and is adjacent to a parcel already removed from the downzoning. The parcel is located at the corner Orlando Avenue and Burgess Avenue, making this an appropriate location for a two-family dwelling unit.

### **STAFF RECOMMENDATION**

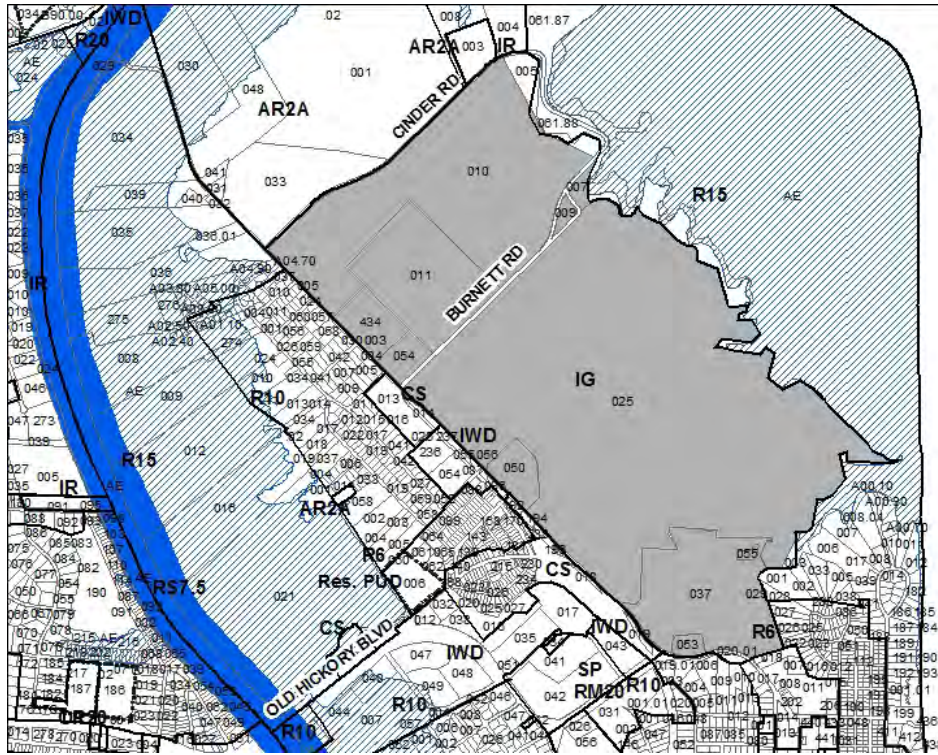
Staff recommends approval with a substitute ordinance.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



## 2016Z-063PR-001

Map 035, Parcel(s) 007, 009-011, 434

Map 044, Parcel(s) 025, 037, 050, 053-055

14, Donelson - Hermitage

11 (Larry Hagar)



<b>Project No.</b>	<b>Zone Change 2016Z-063PR-001</b>
<b>Council Bill</b>	BL2016-296
<b>Council District</b>	11 – Hagar
<b>School District</b>	4 - Shephard
<b>Requested by</b>	Councilmember Larry Hagar, applicant; various, owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Zone change from IG to IR**

Zone Change

A request to rezone from Industrial General (IG) to Industrial Restrictive (IR) zoning for various properties located along Burnett Road, Swinging Bridge Road, Industrial Drive, and Old Hickory Boulevard (approximately 785 acres).

**Existing Zoning**

Industrial General (IG) Industrial General is intended for a wide range of intensive manufacturing uses.

**Proposed Zoning**

Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

**CRITICAL PLANNING GOALS**

N/A

**DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN**

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

D Industrial (D IN) is intended to preserve, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks



## Metro Planning Commission Meeting of 6/23/2016

containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

### Consistent with Policy?

Yes. The requested rezoning is consistent with the District Industrial (D IN) policy area. The District Industrial policy area is intended to create industrial districts in appropriate locations. The proposed Industrial Restrictive zoning supports the types of uses encouraged within the District Industrial policy area.

### **ANALYSIS**

The request is consistent with the District Industrial policy area as the proposed Industrial Restrictive zoning supports uses that are encouraged within the policy. The current Industrial General zoning is inconsistent with the policy and allows for uses that are too intense for the policy area. The various properties included in the zone change are currently used as mineral processing, light manufacturing, heavy manufacturing, automotive sales, and a financial institution. The existing IG zoning permits a variety of uses that are not permitted within the proposed IR including Asphalt and Concrete Plants, which are permitted with conditions in IG and Heavy Manufacturing which is permitted by right. Mineral Extraction is permitted with conditions in IG but is permitted only as a Special Exception within IR. The current uses of mineral extraction and heavy manufacturing would become non-conforming as the uses are permitted under the current zoning but not under the proposed.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- A traffic study may be required at the time of development.

### **STAFF RECOMMENDATION**

Staff recommends approval.





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/23/2016



## 2016Z-065PR-001

Map 071-12, Parcel(s) 076, 117-124, 175

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2016Z-065PR-001</b>
<b>Council District</b>	05 - S. Davis
<b>School District</b>	05 - Kim
<b>Requested by</b>	Councilmember Scott Davis and Freeman Construction, applicants; various property owners.
<b>Staff Reviewer</b>	Deus
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Rezone from RS5, CN, CL, and IWD to RM20-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5), Commercial Limited (CL), Commercial Neighborhood (CN) and Industrial Warehousing/Distribution (IWD) to Multi-Family Residential-Alternative (RM20-A) zoning for properties located at 1517, 1519, 1521, 1523, 1531 and 1601 Jones Avenue, 802 and 804 Cherokee Avenue, 701 and 709 Chickasaw Avenue, at the southeast corner of Jones Avenue and Chickasaw Avenue (3.14 acres).

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 8 units.*

Commercial Neighborhood (CN) is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

Industrial Warehousing/Distribution (IWD) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

**Proposed Zoning**

Multi-Family Residential- Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 62 units.*

**CRITICAL PLANNING GOALS**

N/A

**EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are



## Metro Planning Commission Meeting of 6/23/2016

served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

### Consistent with Policy?

No. This request is not consistent with policy as the properties located within the T4 Urban Mixed-Use Neighborhood are envisioned to redevelop into a mixed-use neighborhood with a development pattern that contains a diverse mix of residential and non-residential uses. This request would not allow for redevelopment that included a mixture of uses.

Furthermore, the policy guidance states that a site's location in relation to centers and corridors be weighed when considering which zoning district would be appropriate in a given situation. While RM20-A could be an appropriate zoning district within this policy, in this particular location, it would not be appropriate. The design principals of the policy require that access be provided from alleys or side streets. Due to the allowable density of this zoning district an alley would be more appropriate; however, there is no alley network in this location. Also, buildings generally step down in height as they move closer to adjacent lower-intensity areas. In this instance, the properties under T4 Urban Mixed-Use Neighborhood policy are surrounded by single-family residences that are generally one story and located in T4 Urban Neighborhood Maintenance policy. There is no guarantee that a height transition would be provided.

The three properties located within the T4 Urban Neighborhood Maintenance policy are also not consistent with policy as it would be an inappropriate application of residential intensity. Allowing this request would disrupt the development pattern, building form and land use of this area that is generally of a one story single-family character.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Conditions if approved**

- Traffic study may be required at time of development.



## Metro Planning Commission Meeting of 6/23/2016

Maximum Uses in Existing Zoning District: **RS5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	1.44	8.7 D	12 U	115	9	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.43	0.25 F	4,682 SF	238	11	33

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.84	0.6 F	21,954 SF	977	25	75

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.41	0.8 F	14,287 SF	51	5	5

Maximum Uses in Proposed Zoning District: **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	3.14	20 U	62 U	375	20	33

Traffic changes between maximum: **RS5, CL, CN & IWD** and **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-1,006	-30	-93



## Metro Planning Commission Meeting of 6/23/2016

### METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district 2 Elementary 1 Middle 1 High

Projected student generation existing CN district 0 Elementary 0 Middle 0 High

Projected student generation existing CL district 0 Elementary 0 Middle 0 High

Projected student generation existing IWD district 0 Elementary 0 Middle 0 High

Projected student generation proposed RM20-A district 11 Elementary 7 Middle 6 High

The proposed RM20-A district would generate 20 additional students than what is typically generated under the existing RS5, CN, CL, & IWD. Students would attend Shwab Elementary, Jere Baxter Middle School and Maplewood High School. All three schools have been identified as having additional capacity.

This information is based upon data from the school last updated March 2016.

### STAFF RECOMMENDATION

As this request is not consistent with policy, staff recommends disapproval.