

Metropolitan Planning Commission



Staff Reports

July 14, 2016



Metro Planning Commission Meeting of 7/14/2016

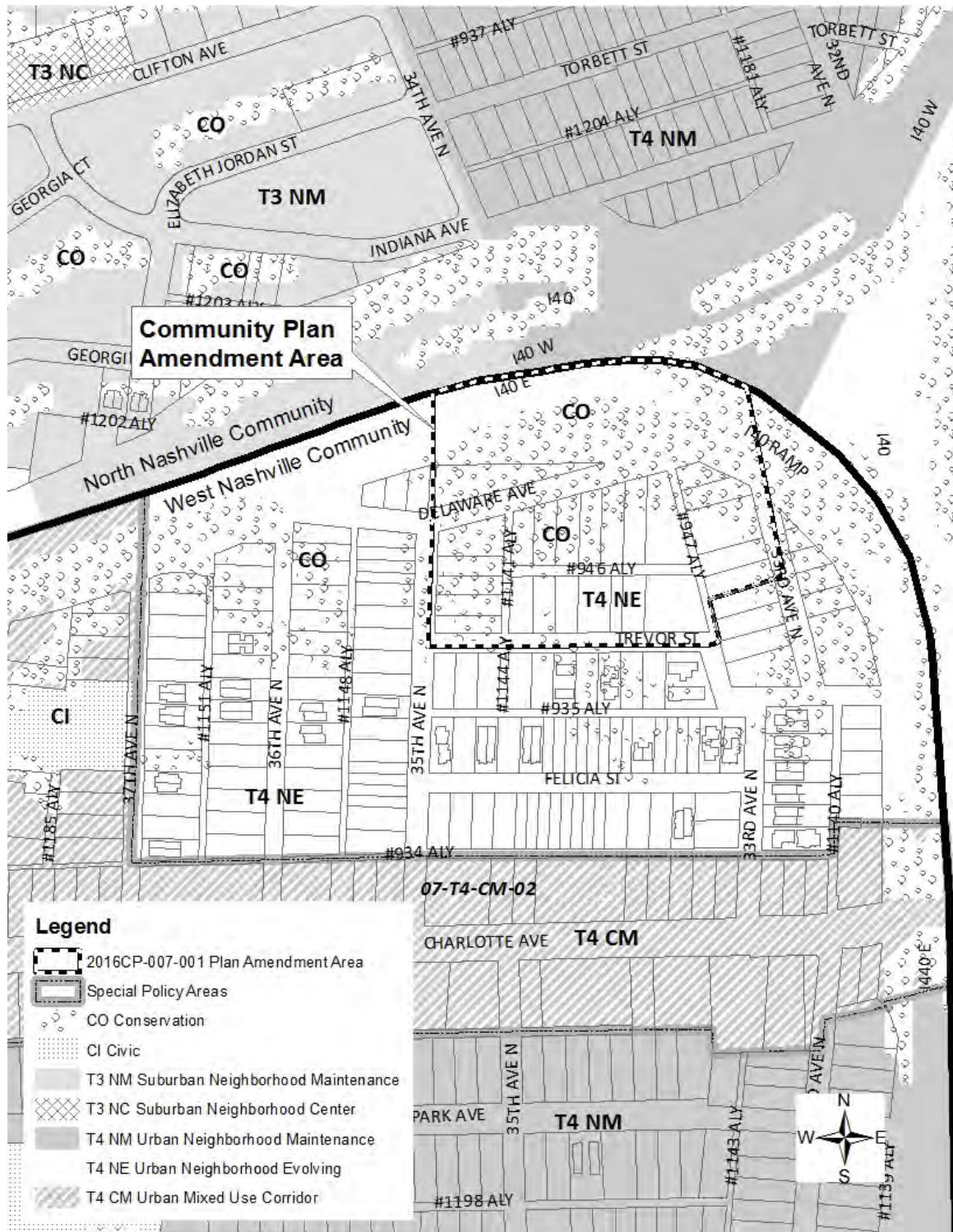
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 7/14/2016



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



Project No.	Major Plan Amendment 2016CP-007-001
Project Name	West Nashville Community Plan Amendment
Associated Case	2016SP-004-001
Council District	21 – Kindall
School District	5 – Kim
Requested by	Dale & Associates, applicant; Hill 33, LLC, owner.

Deferrals This item was deferred from the June 23, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer	Wood
Staff Recommendation	<i>Approve.</i>

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).

WEST NASHVILLE COMMUNITY PLAN – MAJOR AMENDMENT REQUEST

Current Policies

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 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.

Proposed Policy (Note: the CO policy is proposed to remain)

T4 Urban Neighborhood Evolving (T4 NE) with a Special Policy to support 7 stories as viewed from the interstate but limited to a maximum of 4 stories visible from the neighborhood.



Metro Planning Commission Meeting of 7/14/2016

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2016SP-004-001, which is a request to change the zoning from R6 to Specific Plan for a residential development featuring a mix of housing types.

COMMUNITY PARTICIPATION

Community meeting and public notices were mailed out to property owners within 1,300 feet of the amendment area on May 10, 2016, and the notice was also placed on the Planning Department website. The closest neighborhood association (Sylvan Heights) was also notified. The community meeting was held on May 23, 2016, at the Cohn School at 4805 Park Avenue. It was attended by 15 people in addition to Councilman Ed Kindall, the development team, and Metro Planning staff. The reaction to the development was mixed. The main issues discussed at the community meeting were about traffic and access, stormwater management, the need for workforce housing to be provided, and the increase in the number of units over what can be done today. The traffic and access concerns related primarily to the ability to get in and out of the neighborhood, which attendees thought would become more of a problem than it otherwise would be if there was not a large development at the farthest point in the neighborhood from Charlotte Avenue. On the positive side, some attendees were pleased that the development would be constructed by one builder and also cited their experience not having problems getting out into traffic when they lived in a large apartment complex on Hillsboro Pike.

ANALYSIS

The T4 NE policy that is in place in the neighborhood was originally applied during the 2009 West Nashville Community Plan update and carried forward as part of the NashvilleNext General Plan to support a variety of housing opportunities along a major transportation corridor in close proximity to Midtown and Downtown. The subject site is currently underutilized and, at nearly 5 acres, is large enough to support a cohesively designed development with multiple housing options. The neighborhood is rapidly being redeveloped with primarily two-family housing under its current R6 zoning, leaving few if any opportunities for other housing types to be developed.

The amendment request is for a Special Policy to support 7 stories for the portion of the development that is closest to the interstates with 4 stories being visible from the interior of the neighborhood. T4 NE policy normally supports up to 3 stories, with up to 5 stories potentially being supportable in areas adjacent to centers and corridors. The site is about one eighth of a mile from Charlotte Avenue at the western edge of the Midtown Tier One Center that is designated in NashvilleNext. NashvilleNext also designates Charlotte Avenue as an Immediate Need High-Priority Transit Corridor, which at this point is served by both bus rapid transit lite and regular bus routes. The entire neighborhood falls within a NashvilleNext Transition and Infill area and therefore merits consideration as an opportunity for a higher density mixture of housing and taller buildings than would generally be supported under the T4 NE policy.

The neighborhood where the site is located sits on a hill above Charlotte Avenue that overlooks I-40 and I-440, featuring views of Downtown and other areas. The new two-family homes that are defining the neighborhood's emerging character are clearly being designed to take advantage of these views. This trend is giving the neighborhood a distinct sense of place. The hill is also a prominent feature that can be viewed from several areas outside the neighborhood, and is similar to



Metro Planning Commission Meeting of 7/14/2016

the Dakota Heights section of the Sylvan Heights neighborhood on the south side of Charlotte Avenue. Dakota Heights began to redevelop several years ago with similarly designed housing.

The neighborhood has very few sidewalks and some relatively narrow streets. The T4 NE policy calls for improvements in access and connectivity as the neighborhood redevelops. However, market forces are resulting in the neighborhood being quickly redeveloped with two-family housing permitted under the existing zoning. This results in minimal opportunities for infrastructure improvements to be provided by private sector development and decreases the likelihood of them being provided in the near term. Large scale private development can be a vehicle for providing needed improvements, including off-site improvements. The requested Special Policy would allow for additional flexibility to develop this unique site, increasing the likelihood of near-term infrastructure improvements that would benefit areas of the neighborhood outside of the Special Policy area.

STAFF RECOMMENDATION

In light of these factors, staff recommends approval of the requested Special Policy worded as follows:

Building heights of up to 7 stories as viewed from the interstates may be supported in the portion of this Special Policy Area that is in T4 NE policy with building heights of up to 4 stories as viewed from the rest of the neighborhood being supportable subject to:

- Building form and site design being sensitive to the areas of steep topography that are intermingled with more level land;
- Exceptional urban design adding to the distinctiveness of the character emerging in the neighborhood as it redevelops, which features relatively tall housing types designed to take advantage of the neighborhood's exceptional views; and,
- Any zone changes being to site plan-based zoning to ensure that the intent of the Special Policy is implemented and that adequate connectivity and other infrastructure improvements reflecting the Special Policy's development potential are provided.



Metro Planning Commission Meeting of 7/14/2016



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



Project No. Specific Plan 2016SP-004-001
Project Name Sky Nashville SP
Associated Case 2016CP-007-001
Council District 21 – Kindall
School District 5 – Kim
Requested by Dale & Associates, applicant; Hill 33, LLC, owner.

Deferrals This item was deferred from the June 23, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions and disapprove without all conditions subject to the approval of the associated policy amendment. If the associated policy amendment is not approved, staff recommends disapproval.*

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.

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 including 25 percent duplex lots. *R6 would permit a maximum of 34 lots with eight duplex lots for a total of 42 units.*

Proposed Zoning

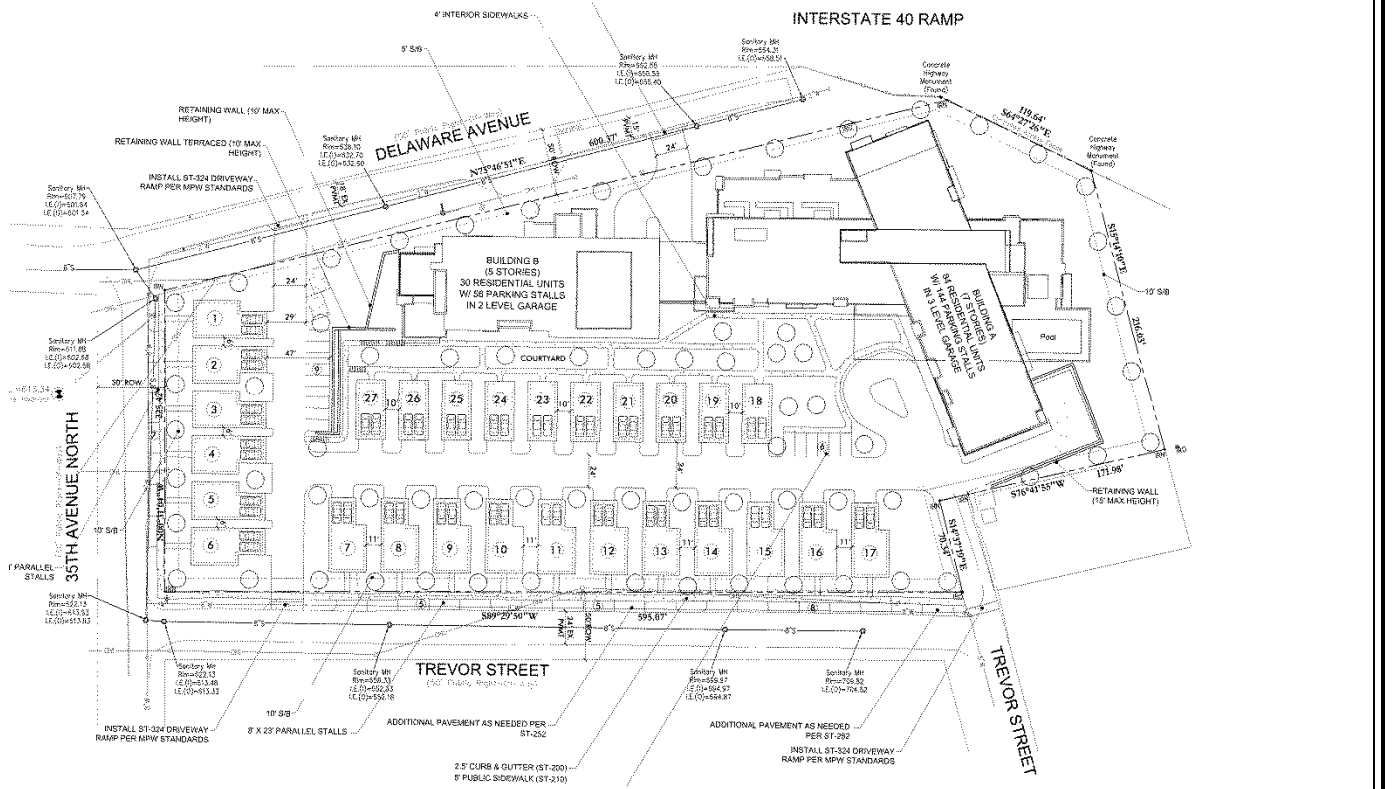
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing types.

CRITICAL PLANNING GOALS

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



Metro Planning Commission Meeting of 7/14/2016



Proposed Site Plan



Metro Planning Commission Meeting of 7/14/2016

The proposed development meets several critical planning goals. The request supports infill as it is within an underdeveloped urban area near downtown. While there is adequate water and sewer, the area is served with substandard streets. Staff is recommending that 35th Avenue be improved as a condition of approval which would improve access to Charlotte Pike. The plan calls for an internal sidewalk network and active open space areas that provide for efficient pedestrian movement and recreational opportunities. The plan provides several different housing options with more intensity than what is permitted under the existing two-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. Charlotte Pike is just south of the site and is a major transit corridor. The additional units support transit service.

WEST NASHVILLE 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.

Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban neighborhoods that fit in with the general character of existing urban neighborhoods, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban 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.

Proposed Special Policy

Building heights of seven stories may be supported in the portion of this Special Policy Area that is closest to I-40/I-440 with building heights of up to four stories being supportable within the remainder of the Special Policy Area. However, the Special Policy Area has the potential to produce a significant number of units relative to what is likely to result from development elsewhere in the neighborhood. Because of this and because of the site's location in the neighborhood's interior, these maximum heights are subject to the development providing a level of transportation infrastructure improvements sufficient to improve the neighborhood's access to and from Charlotte Pike via 35th Avenue North beyond its current level of access. 35th Avenue North will be the street that is most affected by traffic generated by a development of such magnitude and has been identified as the street with the greatest potential to serve as the main access point for the neighborhood.

Consistent with Policy?

The request is consistent with the intent of the T4 NE policy to provide residential development in an urban area with increased density, a mixture of housing types, and appropriate design and layout to promote walkability; however, the plan includes buildings that exceed the maximum height supported by the policy. The policy normally supports up to three stories with the exception that up to five stories could be appropriate if located adjacent to a center or corridor policy area. The proposed plan calls for a maximum building height of seven stories, and the property is not adjacent to a center or corridor policy area.



Metro Planning Commission Meeting of 7/14/2016

The plan includes detached units and two large residential buildings. The detached units do not exceed the height supported by the policy. Residential building “A” is four stories and residential building “B” is seven stories. The property slopes significantly down towards the interstates. Both residential buildings are built into the slope. This design creates a building that is taller on the down slope side and shorter on the top side. In this case building “A” is four stories, and building “B” is seven stories as they relate to the interstates. The buildings are four stories on the top side of the slope.

The plan is consistent with the proposed special policy. The proposed special policy would permit a height of up to seven stories as it relates to the interstate sides of the site and a max height of four stories as visible from the remainder of the surrounding policy area.

The Conservation policy recognizes steep slopes of over 25% on the site. The Conservation policy states that where a site is adjacent to a Tier One Center or Priority Corridor as identified in NashvilleNext, there must be a balance between protecting environmentally sensitive features and the function and design of the areas to accommodate growth. Charlotte Pike is identified as a Priority Corridor by NashvilleNext. The policy further states that where a decision must be made between protecting sensitive features and the function and design of the high-priority growth areas, the balance tips more toward the function and development pattern than toward preservation or remediation of the sensitive environmental features. A majority of the steep slopes are located along the perimeter of the site with some steep slopes internal to the site. The construction of the interstate disturbed the original hillside area. While the plan will require grading, it is designed to work with the topography and minimize impact upon the conservation area. Both of the large residential buildings as well as the detached units are working with the existing topography to minimize grading as is consistent with the conservation policy.

PLAN DETAILS

The site consists of several properties and is located at the southwest intersection of Interstates 40 and 440. The property sits above the interstates and is highly visible from the surrounding area. The overall surrounding development pattern consists of single-family and two-family residential. There is a significant amount of redevelopment occurring in the surrounding area. The majority of the new development consists of large, modern architecture designed homes. There are also two large utility towers just south of the site. The site is accessed from 35th Avenue North, Delaware Avenue and Trevor Street which connect to Charlotte Pike south of the site.

Site Plan

The plan calls for a maximum of 141 residential units. Unit types include flats and detached units. Flats are located at the perimeter of the site adjacent to I40 and I440. Six detached units are located along 35th Avenue North, and 11 are located along Trevor Street. The remaining ten units front onto open space behind the units fronting onto Trevor Street. The flats are located within two buildings. Building “A” has 84 units and building “B” has 30 units.

Building “A” is seven stories and building “B” is four stories. Both buildings step into the hillside as it slopes down toward the interstate so while they are seven and four stories along the interstate sides, they are four stories at the top side. The maximum height for the townhomes is three stories in 40 feet measured to the roofline. Architectural notes require that building elevations for all units



Metro Planning Commission Meeting of 7/14/2016

fronting streets to be submitted with the final site plan. Notes also include standards pertaining to entryways, glazing, windows, finished floor elevations, porches and materials.

Access into the site is from Trevor Street, which connects to Charlotte Pike, to the south and Delaware Avenue. The plan calls for a mixture of surface, garage and street parking. On street parking is shown along both 35th Avenue North and Trevor Street. Garage parking makes up the lower levels of both residential buildings and is accessed from the interstate sides. Internal sidewalks are provided throughout and along all public street frontages.

ANALYSIS

If the associated policy amendment is approved, then staff recommends approval with conditions and disapproval without all conditions. The plan is consistent with the existing T4 NE policy goal of creating residential development that is urban in design with increased density, a mixture of housing types, and appropriate design and layout to promote walkability. While the existing policy does not support the proposed height, the proposed special policy would support the height. While the plan will require grading, it is designed to work more with the topography to minimize the grading necessary for the development of the site consistent with the policy. The plan also meets several critical planning goals including supporting infill development, creating walkable neighborhoods, providing a range of housing choices and supports a variety of transportation choices. While the plan supports infill in that it is an underutilized property within an urban area near downtown, it is served by substandard streets. Staff is recommending that 35th Avenue be improved as a condition of approval, which would improve access to Charlotte Pike. The area is developing quickly with duplex units under the existing zoning so the density is increasing. Since development is occurring under the existing zoning then roadway improvements are not required. With staff conditions to improve access to the site, access for the area will also be improved.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues for the structures will be addressed at permit application review. Provide flow data and sq. footages for the units. Inadequate flow would require the living units to be sprinklered and the locations of the hydrants may not be adequate.

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

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



Metro Planning Commission Meeting of 7/14/2016

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.
- Coordinate with MPW and Metro Fire to identify a turnaround for the terminus of Delaware Ave.

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Developer shall install an EB left turn with 75ft of storage and transitions per AASHTO standards on Charlotte Pk. at 35th Ave. Modification to Charlotte Pk. will require TDOT approval.
- Developer shall stripe 35th Ave at Charlotte with 2 exiting lanes and 1 entering lane if adequate pavement is available.
- Developer shall submit pavement striping plans with construction documents.

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)	4.76	7.26 D	42 U	479	40	51

*Based on two two-family lots.

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)	4.76	-	141 U	979	73	96

Traffic changes between maximum: **R6** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+98 U	+500	+33	+45

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 24 Elementary 19 Middle 19 High
Projected student generation proposed SP-MR district: 6 Elementary 5 Middle 5 High

The proposed SP- MR zoning district would generate 46 additional students than what is typically generated under the existing R6 zoning district. Students would attend Park Avenue Elementary, McKissack Middle School and Pearl-Cohn 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.

AFFORDABLE AND WORKFORCE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? I do not believe so.
2. If so, how many and what is the percentage of the entire development? Not Applicable.



Metro Planning Commission Meeting of 7/14/2016

3. How will you enforce the affordability requirements? Not Applicable.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if the associated policy amendment is approved. Disapprove if the associated policy amendment is not approved.

CONDITIONS

1. Uses in the SP shall be limited to a maximum of 141 residential units.
2. Height for Building A shall be limited to seven stories in 85 feet for interstate fronting façade and four stories in 65 feet for the remainder of Building A. Height for Building B shall be limited to 5 stories in 70 feet for interstate facing façade and four stories in 60 feet for the remainder of Building B.
3. 35th Avenue North shall be improved from Delaware Avenue to Charlotte Pike. It shall be designed to a ST-251 standard; however, due to existing topography constraints, modifications to the final design may be approved by the Planning Commission with a recommendation from Planning and Public Works staff. At a minimum, a five foot wide sidewalk shall be installed along both sides of 35th Avenue North from Delaware Avenue to Charlotte Pike. Plans for these improvements must be submitted with the first final site plan. Modifications to these design standards may be considered by the Planning Commission if it is determined that there is not sufficient right-of-way.
4. 33rd Avenue North shall be improved from Trevor Street to Charlotte Pike. It shall be designed to a ST-251 standard; however, due to existing topography constraints, modifications to the final design may be approved by the Planning Commission with a recommendation from Planning and Public Works staff. At a minimum, a five foot wide sidewalk shall be installed along both sides of 33rd Avenue North from Trevor Street to Charlotte Pike. Plans for these improvements must be submitted with the final site plan for the stacked flats portion of the SP. Modifications to these design standards may be considered by the Planning Commission if it is determined that there is not sufficient right-of-way.
5. Developer shall install an eastbound left turn with 75 feet of storage and transitions per AASHTO standards on Charlotte Pike at 35th Avenue North. Modification to Charlotte Pike will require TDOT approval. If the design proposes elimination of the bike lane, the applicant shall first apply to the Planning Commission for a modification of the Major and Collector Street Plan.
6. Provide an additional treewell along Trevor Street at the intersection of the eastern entrance into the development.
7. Development shall be designed with Low Impact Development standards of the Metro Stormwater division.
8. 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 RM20-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.
9. 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.
10. 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.
11. 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



Metro Planning Commission Meeting of 7/14/2016

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.

12. 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.
13. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



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.

Deferrals

This request was deferred from the June 23, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Swaggart
Defer to the July 28, 2016, Planning Commission meeting.

APPLICANT REQUEST

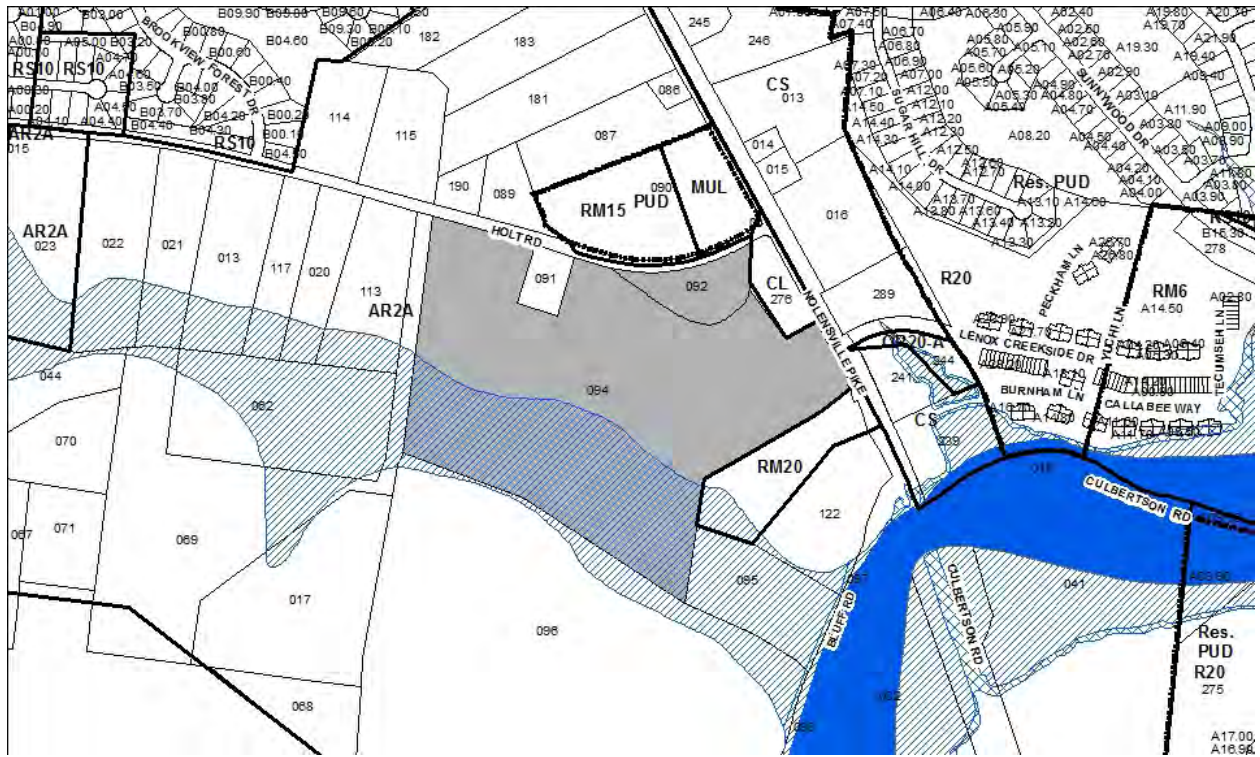
Amend Chapters 17.40.120 of the Metropolitan Code, Zoning Regulations, pertaining to the inactivity of Planned Unit Developments.

STAFF RECOMMENDATION

Staff recommends deferral to the July 28, 2016, Planning Commission meeting.



Metro Planning Commission Meeting of 7/14/2016



2016SP-028-001
WILLIAMS MILL SP
Map 181, Parcel(s) 092, 094
12, Southeast
04 (Robert Swope)



Project No.	Specific Plan 2016SP-028-001
Project Name	Williams Mill SP
Council District	4 - Swope
School District	2 - Brannon
Requested by	Land Solutions Company, applicant; Lunette Pharr & Sara Allen, owners.

Deferrals This request was deferred from the June 9, 2016, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Zone change to permit a residential development with up to 125 units.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning for property located at 6415 and 6419 Holt Road, at the southwest corner of Nolensville Road and Holt Road, (38.96 acres), to permit up to 125 residential units.

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 zoning district is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 19 lots with 4 duplex lot for a total of 27 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

- Creates Walkable Neighborhoods

The proposed development meets one critical planning goal. Sidewalks are being provided along Holt Road, Nolensville Pike, and on internal streets to create a walkable neighborhood.

SOUTHEAST NASHVILLE 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, T5Center, 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 7/14/2016

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.

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially underdeveloped “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, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative design in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

Consistent with Policy?

Yes. The proposed development is consistent with the Conservation policy and the T3 Suburban Neighborhood Evolving policy. The Conservation area consists of a stream and buffer which is being left undisturbed and a small area of steep slopes. The T3 Suburban Neighborhood Evolving policy encourages a broader mix of housing types than the rest of the area subject to an appropriate design that transitions to the surrounding area. The proposed detached units along the western side of the site orient the street and shall have façade requirements on the western side facing the established residential neighborhood to the west. Also, a buffer is provided to allow for further transition between Neighborhood Evolving policy and Neighborhood Maintenance policy. The plan creates a pedestrian-friendly streetscape by featuring homes that all have rear and alley loaded garages.

PLAN DETAILS

The site is located at 6415 and 6419 Holt Road, at the southwest corner of Nolensville Pike and Holt Road. The site is approximately 38.96 acres in size and is currently vacant residential land.

Site Plan

The plan proposes up to 125 attached multi-family residential units to be developed in 3 phases; phase one includes 53 units, Phase 2 includes 31 units and Phase 3 includes 38 units. Phase 3 will include detached units that orient Holt Road. Other units will either orient to the street, an open space courtyard or an amenity area. A portion of the site is within the Mill Creek floodplain and associated floodway. Units are placed outside of the buffer zone and still maintain a 40 foot minimum building setback from Holt Road. There are steep slopes at the northeast corner of the site and units are set back from the slopes and preserve the existing slope.

There is an interior pedestrian network within the proposed development and sidewalks would be built to Major and Collector Street Plan standards along Holt Road and Nolensville Pike, including an eight foot grass strip and six foot sidewalk. Access to this site is provided from Holt Road and Nolensville Pike. All proposed streets are public roads or alleys.

Design standards are included within this proposal and these standards are conditions for this application’s approval. All units fronting a street or courtyard shall provide a minimum of one



Metro Planning Commission Meeting of 7/14/2016

principal entrance and have a minimum of 25% glazing on the front facade. EIFS, vinyl siding and untreated wood are prohibited. Raised foundations and porches are required on all residential structures. The height of the structures would be limited to two stories in 35 feet, measured to the roofline.

On-street guest parking is provided. A ten foot buffer is proposed along the southeastern property line and a 20 foot buffer is proposed along the eastern and western property line.

ANALYSIS

The proposed development is designed in such a way to orient lots to both Holt Road, Nolensville Pike and internal open spaces. All lots are proposed to feature rear loaded garages creating an attractive, pedestrian friendly streetscape. The proposed development meets the Neighborhood Evolving policy by including a mixture of housing types and provides appropriate transitions to the Maintenance policy adjacent to the site.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues for the structures will be addressed at permit application review. Subdivision shows 2 ways in/out.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

- Metro Water approves the latest plan revision (engineer stamped 5/16/2016), 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

Conditions if approved

- 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.
- Remove the cul-de-sac at units 69 and 70, not needed since there is an alley network.
- Submit a pedestrian access plan within the site and along Holt Rd and Nolensville Rd.
- Indicate on the plans that the Williams Mill Dr is to be per ST-252.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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



Metro Planning Commission Meeting of 7/14/2016

TIS CONCLUSIONS AND RECOMMENDATIONS

- Holt Rd project access - In order to facilitate safe and efficient turning movement operations at this location, the developer shall construct project access road with one southbound entering lane and two northbound exiting lanes, striped as separate left and right turn lanes.
- Developer shall construct a westbound left turn lane and an eastbound right turn lane on Holt Road at the project access. Each of these turn lanes should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards. It is important to note that these turn lanes can be provided without impacting the right-of-way acquisition or roadway construction that TDOT plans for Nolensville Road and the easternmost portion of Holt Road.
- The project access on Nolensville Road shall be constructed by developer directly opposite Lenox Creekside Drive and should include one entering lane and two exiting lanes, striped as a separate left turn lane and a shared through/right turn lane. Any commercial development on the remaining parcel shall locate their access drive near western property line of parcel.
- In conjunction with the preparation of final construction documents for the project, sight triangles should be provided to identify the sight distance which will be available at the new access on Holt Road, based on the specific location of the project access and its design parameters. These sight triangles were developed based on guidelines that are included in A Policy on Geometric Design of Highways and Streets, which is published by the American Association of State Highway and Transportation Officials (AASHTO) and commonly known as The Green Book. Specifically, The Green Book indicates that for a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that a motorist on Holt Road will need to come to a stop if a vehicle turning from the project creates a conflict.
- Adequate right-of-way should be provided on Nolensville Road and Holt Road, along the frontage of the project site, to accommodate TDOT's widening and improvement plans.
- Developer shall provide cross access easement to parcel 91 and parcel 276 to allow future development connection to subdivision roads.
- Developer shall construct a 3 lane cross section along Holt Rd frontage and modify signal as necessary if TDOT roadway improvements have not been constructed prior to development of phase 2 or phase 3.
- Construct a northbound left turn lane on Nolensville Road at the project access (Lennox Creekside) with 75 feet of storage and transitions per AASHTO/MUTCD standards.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	36.26	0.5 D	18 U	173	14	19

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)	36.26	-	125 U	882	65	87



Metro Planning Commission Meeting of 7/14/2016

Traffic changes between maximum: AR2a and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 107 U	+709	+51	+68

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 10 Elementary 6 Middle 6 High

Projected student generation proposed SP-R district: 16 Elementary 10 Middle 10 High

The proposed SP-R zoning district could generate 14 more students than what is typically generated under the existing AR2a zoning district. Students would attend Shayne Elementary, Oliver Middle School, and Overton High School. Shayne Elementary and Oliver Middle School have been identified as having additional capacity. Overton High School is identified as overcrowded but additional capacity exists in an adjacent cluster. This information is based upon data from the school board last updated March 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? No.
2. If so, how many and what is the percentage of the entire development? Not Applicable.
3. How will you enforce the affordability requirements? Not Applicable.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to up to 125 residential units.
2. With the Final SP submittal, the applicant shall eliminate the 4 foot retaining wall along Holt Road or provide evidence why the retaining wall is necessary.
3. On the corrected copy of the preliminary SP plan, lot lines for Lots 1-9, 73-77 and 106-109 shall be extended to the rights-of-way of public streets.
4. The following design standards shall be added to the plan:
 - a. Building façades fronting a street 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.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

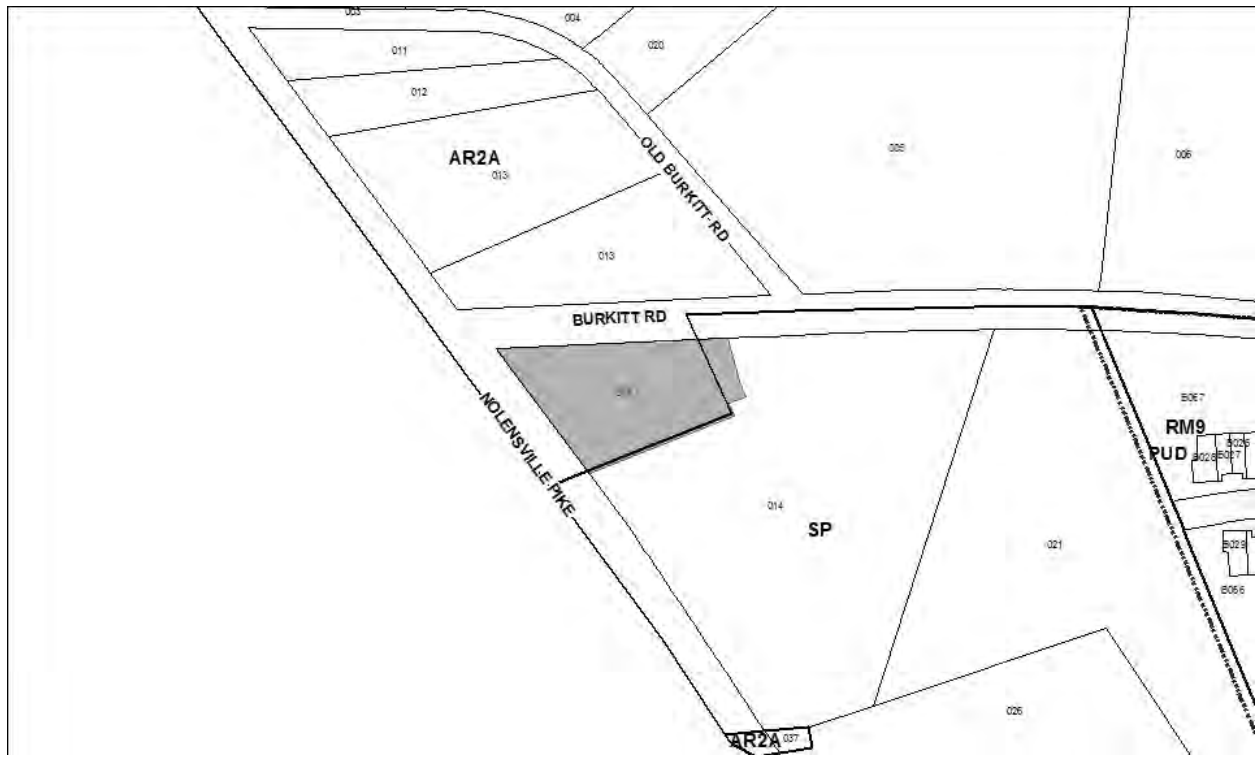


Metro Planning Commission Meeting of 7/14/2016

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 RM6 zoning district as of the date of the applicable request or application.
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. 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.



Metro Planning Commission Meeting of 7/14/2016



2016SP-031-001
BURKITT ROAD RETAIL SP
Map 186, Parcel(s) 014
12, Southeast
31 (Fabian Bedne)



Metro Planning Commission Meeting of 7/14/2016

Project No. **Specific Plan 2016SP-031-001**
Project Name **Burkitt Road Retail SP**
Council District 31 – Bedne
School District 2 – Brannon
Requested by Southeast Venture LLC, applicant; Magnolia Properties, owners.

Deferrals This request was deferred from the May 12, 2016, the May 26, 2016, and the June 9, 2016, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the August 25, 2016, Planning Commission Meeting.*

APPLICANT REQUEST

Zone change to permit a commercial development.

Preliminary SP

A request to rezone from Agricultural and Residential (AR2a) to Specific Plan-Commercial (SP-C) for property located at Nolensville Pike (unnumbered), at the southeast corner of Burkitt Road and Nolensville Pike (1.5 acres), to permit a 10,015 square foot commercial development.

STAFF RECOMMENDATION

Staff recommends deferral to the August 25, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 7/14/2016



2016SP-033-001

LARAMIE AVENUE SP

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

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Specific Plan 2016SP-033-001
Project Name	Laramie Avenue SP
Council District	20 – Roberts
School District	09 – Fogge
Requested by	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, the June 9, 2016, and the June 23, 2016, Planning Commission meetings. The public hearing was not held.

Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

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 7/14/2016

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 63rd 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 provides 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 along the private drive. 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 behind units 20-25. 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 7/14/2016

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

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

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

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



Metro Planning Commission Meeting of 7/14/2016

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.

WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? No.
2. If so, how many and what is the percentage of the entire development? Not Applicable.
3. How will you enforce the affordability requirements? Not Applicable.
4. Have any structures been demolished in the last 12 months? Not to my knowledge.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the policy and meets several critical planning goals.

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. An access easement for the private drive connecting to the northern property must be recorded prior to issuance of any building permits.
4. Parking pads shall be a minimum of 20 feet in depth.
5. 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.
6. 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.
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.



Metro Planning Commission Meeting of 7/14/2016

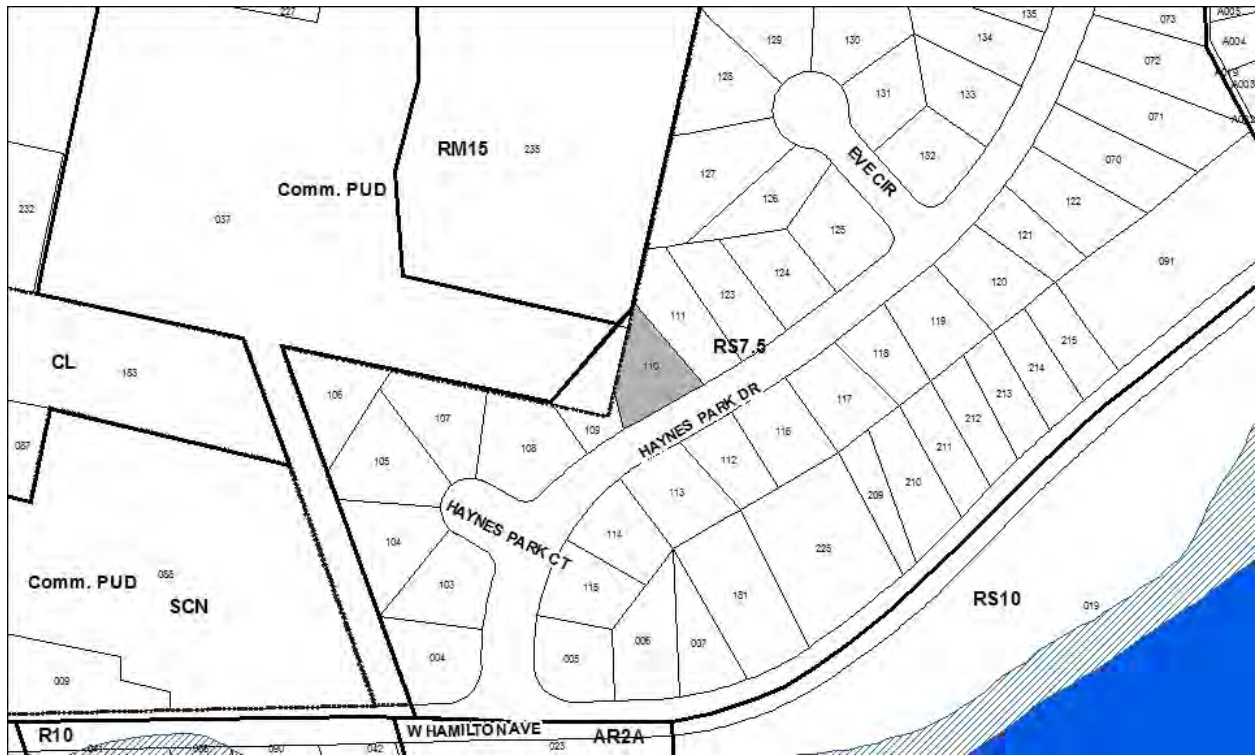
8. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
9. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
10. 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.
11. 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.
12. 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 7/14/2016



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)



Project No.	2016S-115-001
Project Name	Haynes Park Subdivision Section 1 Resub Of Reserve Parcel
Council District	01 - Hurt
School District	01 - Gentry
Requested by	Crenshaw Land Surveying, applicant; Equity Trust Company, owner.
Deferrals	This request was deferred from the June 23, 2016, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the July 28, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Remove reserve parcel status and create one lot.

Final Plat

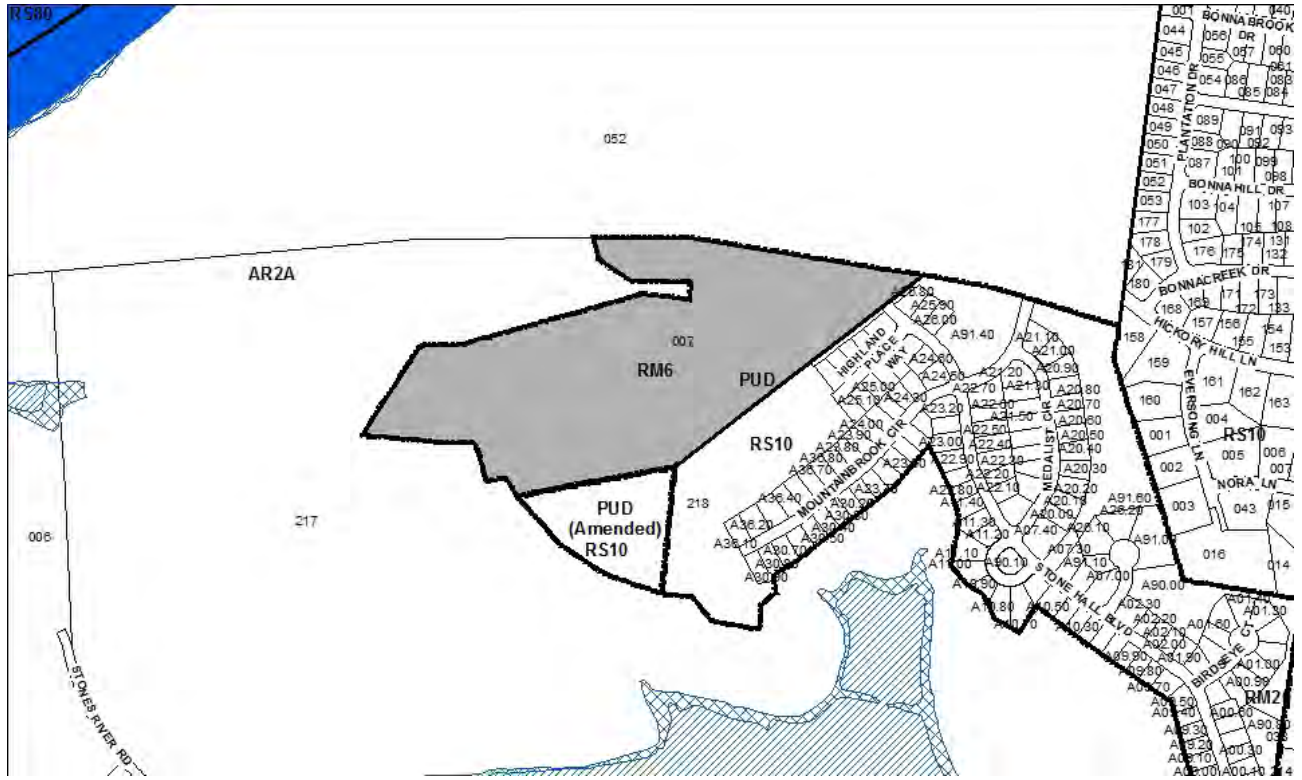
A request for final plat approval to remove the reserve parcel status and to create one lot for property located at 117 Haynes Park Drive, approximately 390 feet northeast of West Hamilton Avenue, zoned Single Family Residential (RS7.5) (0.18 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the July 28, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 7/14/2016



2005P-030-007
RAVENWOOD PHASE 2 (REVISION)
Map 085, Parcel(s) 007
14, Donelson - Hermitage
14 (Kevin Rhoten)



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.

Deferrals This request was deferred from the June 23, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the July 28, 2016, Planning Commission meeting.*

APPLICANT REQUEST

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

Revision to the Preliminary PUD

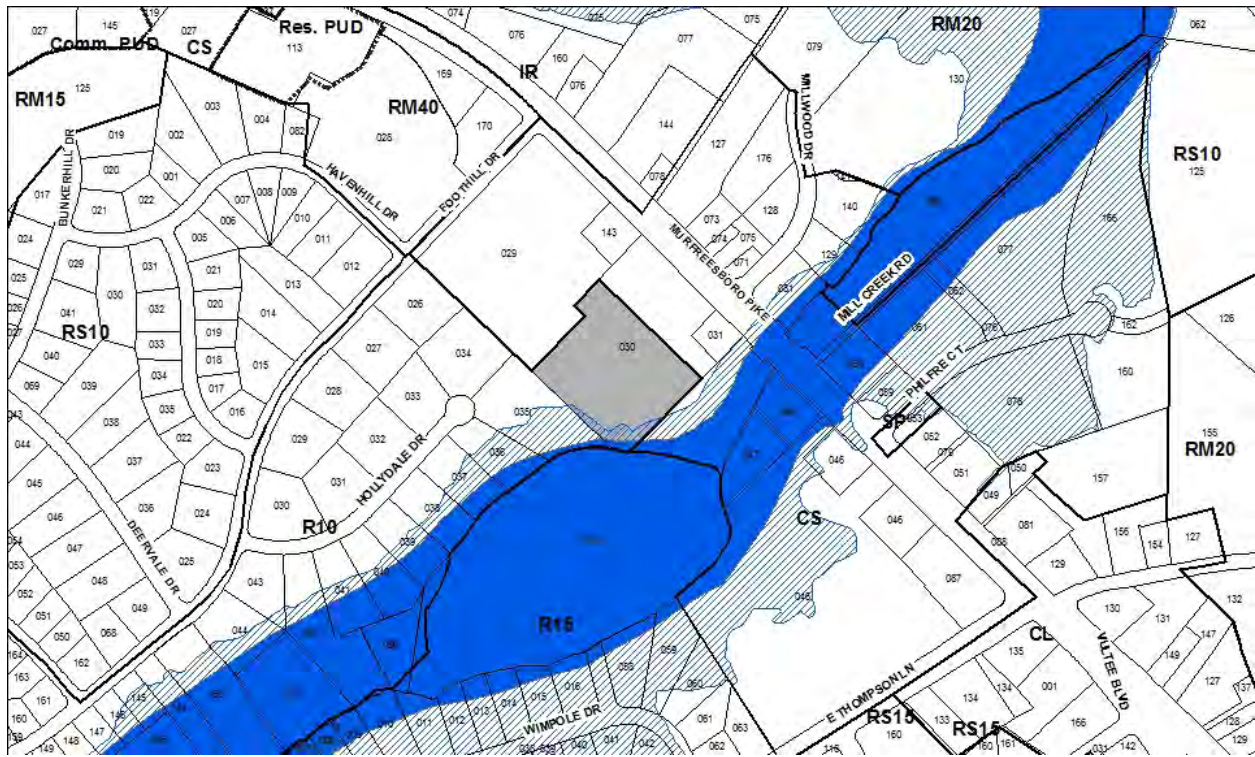
A request to revise a preliminary plan for a portion of a Planned Unit Development Overlay for property located at Stone River Road (unnumbered), at the northern terminus of Stone Hall Boulevard, zoned Multi-Family Residential (RM6) (30.51 acres), to permit 121 residential units located in Phase 2 where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

STAFF RECOMMENDATION

Staff recommends deferral to the July 28, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 7/14/2016



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, and the June 23, 2016, Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

Milligan
Defer to the August 25, 2016, Planning Commission meeting.

APPLICANT REQUEST
Zone change from R10 to CS.

Zone Change

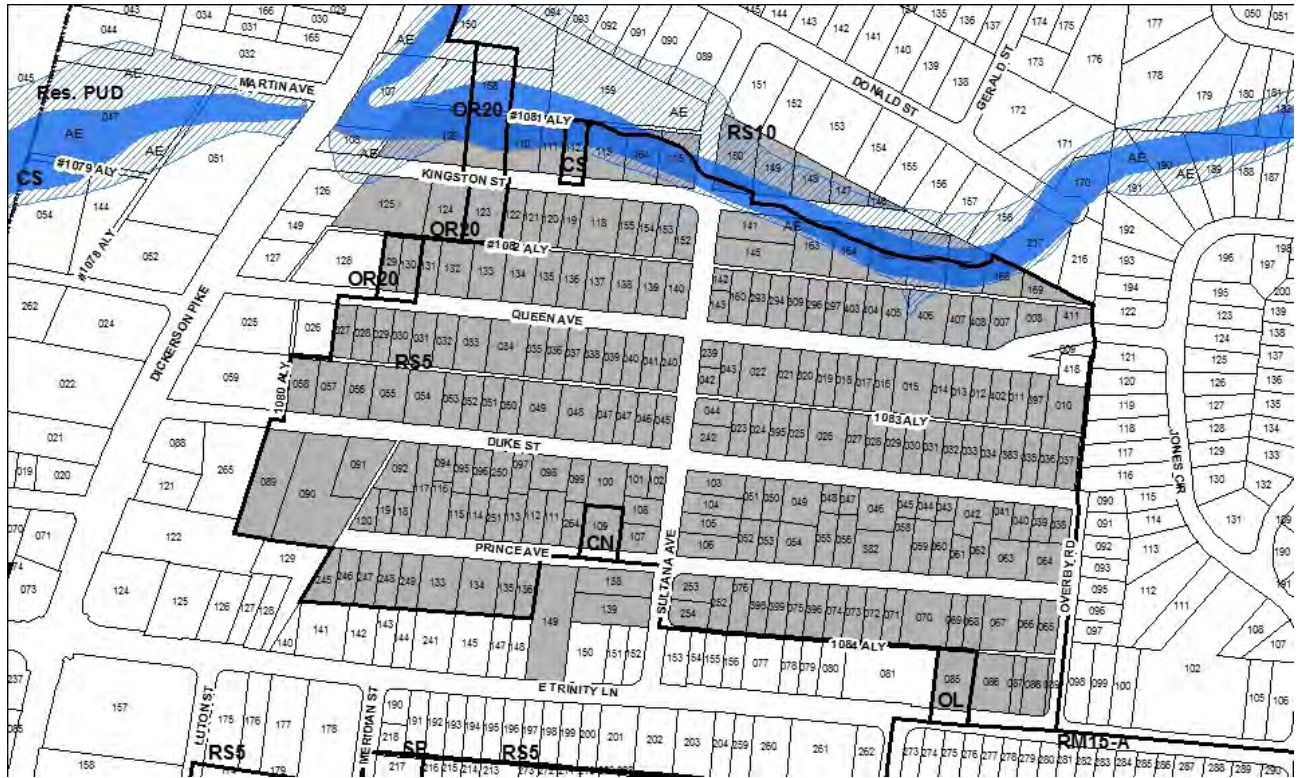
A request to rezone from One and Two-Family Residential (R10) to Commercial Services (CS) zoning for a portion of property located at 981 Murfreesboro Pike, at the southwest side of the intersection of Millwood Drive and Murfreesboro Pike (4.06 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 25, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 7/14/2016



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, and the June 23, 2016, Planning Commission meeting. A public hearing was held at the May 26, 2016, Planning Commission meeting.

Staff Reviewer Birkeland
Staff Recommendation *Disapprove as submitted. Approve substitute ordinance. Staff recommends that the public hearing be reopened.*

APPLICANT REQUEST

Zone change from CN, CS, OL, OR20, RS10, 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).

Existing Zoning

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

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 13 units.*

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 5 units.*

Office Limited (OL) is intended for moderate intensity 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. *RS5 would permit a maximum of 343 units.*



Metro Planning Commission Meeting of 7/14/2016

Proposed Zoning

Multi-Family Residential-Alternative (RM40-A) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM40-A would permit a maximum of 1,826 units.*

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE 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.

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 Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and 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?

As submitted, the rezoning request is not consistent with the policies for the area. The majority of the area proposed for a zone change to RM40-A is located in the T4 Urban Neighborhood Maintenance policy. The proposed RM40-A zoning is inconsistent with the T4 Urban Neighborhood Maintenance policy. The policy is intended to preserve the general character of the neighborhood by considering the development pattern, building form, land use, etc. The requested RM40-A zoning could change the entire character of the area to multi-family residential, where the majority of the area is single-family residential. Staff is recommending an alternate zone change proposal which would be consistent with the policies and would provide for a transition from the



Metro Planning Commission Meeting of 7/14/2016

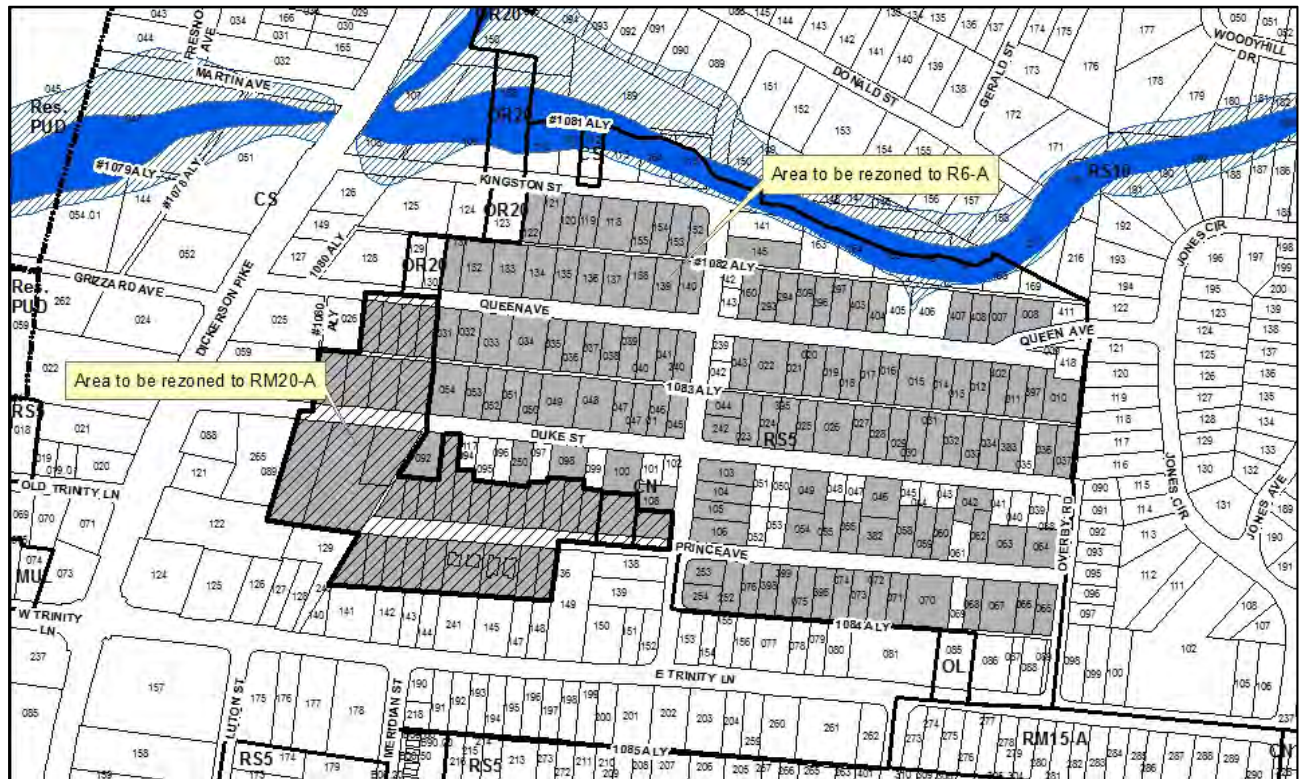
Mixed Use Corridor Policy to the Neighborhood Maintenance policy. Staff is recommending a rezoning to RM20-A and R6-A along with the removal of several properties that are currently commercially zoned and those within the Conservation policy.

History

This request was originally submitted as a zone change request from CN, CS, OR20, RS10, OL, and RS5 to RM40-A. Staff recommended disapproval. The Metro Planning Commission held a public hearing on May 26, 2016, and deferred the application to the June 23, 2016, Metro Planning Commission meeting to give time for the applicant and staff to identify an appropriate zoning district for the area. The item was deferred at the June 23, 2016 meeting at the request of the applicant.

ANALYSIS

The site is located east of Dickerson Pike, north of Donald Street, west of Overby Road and north of East Trinity Lane. The majority of the site is located within a T4 Urban Neighborhood Maintenance policy. The T4 Neighborhood Maintenance Policy is applied in situations where there is an expressed interest in maintaining the predominate, existing developed condition and that condition is believed to be stable and sustainable over time. As submitted, the rezoning request is inconsistent with the land use policies for the area. Staff is recommending an alternate plan as shown on the below sketch.



The western and southern portion of this neighborhood falls within a NashvilleNext Transition and Infill area and provides an opportunity for a mixture of housing types. The proposed RM20-A will provide a transition from the Dickerson Pike corridor, where more intense uses would be allowed,



Metro Planning Commission Meeting of 7/14/2016

into the neighborhood. The RM20-A zoning district would allow multi-family residential uses of up to 20 units an acre, providing the opportunity for a mixture of housing types.

The remaining parcels are interior to the neighborhood and the lots in the area are small and do not lend themselves to a larger redevelopment of the area. Staff recommends the remaining parcels be changed from RS5 to R6-A to allow for a mixture of housing types that are appropriate on smaller residential lots, interior to a neighborhood. This could include single-family residential, two-family residential, as well as detached accessory dwelling units. Staff has removed parcels that do not meet the minimum lot size requirement of 6,000 square feet per lot, so as to not create non-conforming lots. Staff is also recommending the removal of most parcels that are predominantly within the Conservation policy and those along Dickerson Pike that are currently zoned commercially. The remaining area of rezoning is 33.23 acres.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- 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)	31.61	8.7 D	275 U	2638	203	267

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)	0.27	0.25 F	2,940 SF	164	10	29

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.03	0.6 F	26,920 SF	1190	29	87

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)	0.68	0.8 F	23,696 SF	441	60	106



Metro Planning Commission Meeting of 7/14/2016

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)	28.01	7.26 D	244 U	2363	181	240

*Based two-family lots.

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)	5.22	20 U	104 U	754	55	75

METRO SCHOOL BOARD REPORT

Projected student generation existing OR20 district: 5 Elementary 2 Middle 2 High

Projected student generation existing RS5: 53 Elementary 40 Middle 41 High

Projected student generation proposed RM20-A district: 35 Elementary 15 Middle 13 High

Projected student generation proposed R6-A District: 44 Elementary 33 Middle 34 High

The staff recommended zone change is expected to generate 31 more students over what would be generated by the existing zoning. Students would attend Tom Joy Elementary School, 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 board last updated March 2016.

WORKFORCE AND AFFORDABLE HOUSING REPORT

Not applicable. This request includes properties owned by various property owners, which may develop at different times.

STAFF RECOMMENDATION

Staff recommends disapproval of the zone change as submitted and approval of a substitute ordinance. The staff recommended substitute is consistent with the T4 Neighborhood Maintenance policy and the NashvilleNext Transition and Infill area within the proposed zone change boundary. The RM20-A zoning provides an opportunity for a mixture of housing types in a transition area close to the corridor. The R6-A zoning provides an opportunity for a less intense mixture of housing interior to the neighborhood.



Metro Planning Commission Meeting of 7/14/2016



2016Z-053PR-001

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



Project No. **Zone Change 2016Z-053PR-001**
Council District 20 - Roberts
School District 09 - Frogge
Requested by Fulmer Engineering, LLC, applicant; 5623 Lenox Partners and Angela Stephens, owners.

Deferrals This request was deferred from the May 26, 2016, the June 9, 2016, and the June 23, 2016, Planning Commission meetings. The public hearing was not held.

Staff Reviewer Sharp
Staff Recommendation *Approve.*

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 Ocoola Avenue, 5623 Lenox Avenue, and Lenox Avenue (unnumbered), at the southeast corner of Lenox Avenue and Ocoola 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, Ocoola 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 7/14/2016

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 7/14/2016

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.

WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? Affordable housing has been considered, but it does not appear to be financially feasible at this location given the land costs.
2. If so, how many and what is the percentage of the entire development? Not applicable.
3. How will you enforce the affordability requirements? Not applicable.
4. Have any structures been demolished in the last 12 months? No structures have been demolished.



Metro Planning Commission Meeting of 7/14/2016

STAFF RECOMMENDATION

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



SEE NEXT PAGE



Metro Planning Commission Meeting of 7/14/2016



2016Z-065PR-001

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

05, East Nashville

05 (Scott Davis)



Project No.
Council District
School District
Requested by

Zone Change 2016Z-065PR-001
05 - S. Davis
05 - Kim
Councilmember Scott Davis and Freeman Construction,
applicants; various property owners.

Deferral

This request was deferred at the June 23, 2016, Planning Commission meeting. A public hearing was held.

Staff Reviewer
Staff Recommendation

Deus
Defer to the July 28, 2016, Planning Commission meeting.

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).

STAFF RECOMMENDATION








Staff recommends deferral to the July 28, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 7/14/2016



Legend

 Requested plan amendment change	Community Character Policies
 Major plan amendment study area	 CO Conservation
 Parcels	 T2 RCS Rural Countryside
	 T2 RM Rural Maintenance
	 T2 NC Rural Neighborhood Center

2016CP-001-001

JOELTON COMMUNITY PLAN AMENDMENT

Map 015, Parcel(s) 046-050

01, Joelton

01 (Sharon W. Hurt)



Project No.	Major Plan Amendment 2016CP-001-001
Project Name	Joelton Community Plan Amendment
Associated Case	2016Z-064PR-001
Council District	1 – Hurt
School Districts	1 – Gentry
Requested by	Kimley-Horn & Associates, applicant; Thorntons Inc., owner.
Staff Reviewer	Claxton
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Amend the Community Character policy to change from Rural Neighborhood Center to Suburban Neighborhood Center policy.

Major Plan Amendment

A request for a Major Amendment to the Joelton Community Plan by changing from T2 Rural Neighborhood Center and T2 Rural Maintenance to T3 Suburban Neighborhood Center for properties located at 7330, 7340, 7350, 7360 and 7368 Whites Creek Pike, at the northeast corner of Whites Creek Pike and Interstate 24 (8.82 acres).

JOELTON COMMUNITY PLAN

Current Policy

T2 Rural Neighborhood Center (T2 NC) policy preserves, enhances, and creates rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses. The current community plan policy for most of the amendment area is T2 NC.

T2 Rural Maintenance (T2 RM) policy is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space. A small portion of the area is Rural Maintenance (T2 RM).

Conservation (CO) policy 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 7/14/2016

Proposed Policy

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

The area designated with Conservation (CO) policy would not be changed by the proposed amendment.

BACKGROUND

The community plan amendment was requested in conjunction with Zone Change application 2016Z-064PR-001 to change the zoning from RS40 to CL for the properties at 7330, 7340, 7350, 7360, and 7368 Whites Creek Pike.

The applicant has asked to change the land use policy to Suburban Neighborhood Center (T3 NC) for 7330, 7340, 7350, 7360, and 7368 Whites Creek Pike to support commercial uses. Staff has recommended that the plan amendment study area include properties at the other three corners surrounding the Whites Creek Pike interchange at I-24 because of the similar pattern of zoning and land uses.

The 1992 Subarea 1 plan identified Joelton for residential development, plus retail services at this interchange and “within downtown Joelton.” It also included “interim nonurban” areas in north Joelton. The 2003 update reduced the amount of land where new housing growth would be focused and eliminated the “interim nonurban” designation. The 2015 plan, adopted with NashvilleNext policies, updated the framework for planning from land use based policies to community character. This shift included identifying all of Joelton as rural, eliminating suburban as a character type throughout the community planning area. At that time, the policy for the area being considered for this Community Plan amendment was changed from the Community Center, which was the policy that had been applied to the amendment area in 2003, to the current T2 Rural Neighborhood Center. The Community Center policy was part of the Land Use Policy Application (LUPA) manual that was in place in 2003, which is no longer in use.

The change from a suburban vision in the 1992 Subarea plan to a rural vision in the 2015 plan was based on extensive community deliberation. These community deliberations occurred during the process of creating the two plan updates (in 2003 and 2015) and during occasional plan amendments and zone change requests in between plan updates.

From 1992 to 2015, some parcels were rezoned based on prior plans. This includes the parcels surrounding the I-24/Whites Creek Pike interchange that are not part of the site owned by the applicant, which are zoned CS and CL. Where inconsistencies exist between zoning and plan policies, the existing plan policies direct staff to try to align new development with the current community character policy, but do not change existing zoning entitlements.



Metro Planning Commission Meeting of 7/14/2016

COMMUNITY PARTICIPATION

Community meeting notices were mailed out to property owners within 1,300 feet of the amendment area on May 12, 2016. The community meeting was held on May 25, 2016, at the Paradise Ridge Community Center. It was attended by approximately 60 people in addition to the property owner, applicant, and Metro Planning staff. One additional community member who could not attend the meeting contacted staff to discuss the request. A second meeting was hosted by the applicant and Councilmember on July 7, 2016. Meeting notices were mailed on June 16, 2016, to the same list of property owners as the May 25, 2016, meeting. Planning staff attended to respond to questions and to hear the discussion among community members.

Concerns from opponents of the proposal:

- Maintaining rural character
- The presence of trucks and truckers idling at the gas station
- The impact to other community businesses (other gas stations)
- Increased traffic, noise, and lighting
- Lack of community benefits

Benefits identified from supporters of the proposal:

- The potential to lower gas prices, improve convenience, and simplify travel patterns
- The potential to bring services to the north side of I-24
- The presence of similarly zoned properties at the other four corners of the intersection
- Increase the tax base for Davidson County

ANALYSIS

The vision for Joelton, developed over the course of two decades and adopted in June 2015 with NashvilleNext, is to retain the area's rural character.

The Community Character Manual does not list the CL zoning district as an appropriate zoning district within T2 Rural Neighborhood Center policy. There are similarly situated parcels in the amendment area that are zoned CS or CL and have been developed as suburban retail. However, that zoning and development pattern predated the application of T2 Rural Neighborhood Center to those parcels. The role of T2 Rural Neighborhood Center is now to guide improvements to and redevelopment of those parcels toward a rural character.

T3 Suburban Neighborhood Center is intended for concentrations of retail and mixed use development to serve suburban neighborhoods, either existing or planned. The surrounding area in Joelton is intended to remain rural and grow marginally, if at all. Generally, the community character policy for an area could be changed to bring the community plan into better alignment with NashvilleNext's overall direction for growth and preservation throughout Davidson County if there is a change in the community's vision for the future character of Joelton, or if the community's needs change. Several factors indicate that there is currently no need to change the Community Character Policy at this time. These factors are explored below.

The Joelton Community Plan update that was adopted as part of NashvilleNext is consistent with NashvilleNext's overall direction for growth and preservation throughout Davidson County. The NashvilleNext Growth & Preservation Concept Map identifies the north and west parts of Davidson



Metro Planning Commission Meeting of 7/14/2016

County as part of the “Green Network,” because of their rural character. The current policy of T2 Rural Neighborhood Center is better aligned with the NashvilleNext Growth & Preservation Concept Map than T3 Suburban Neighborhood Center would be.

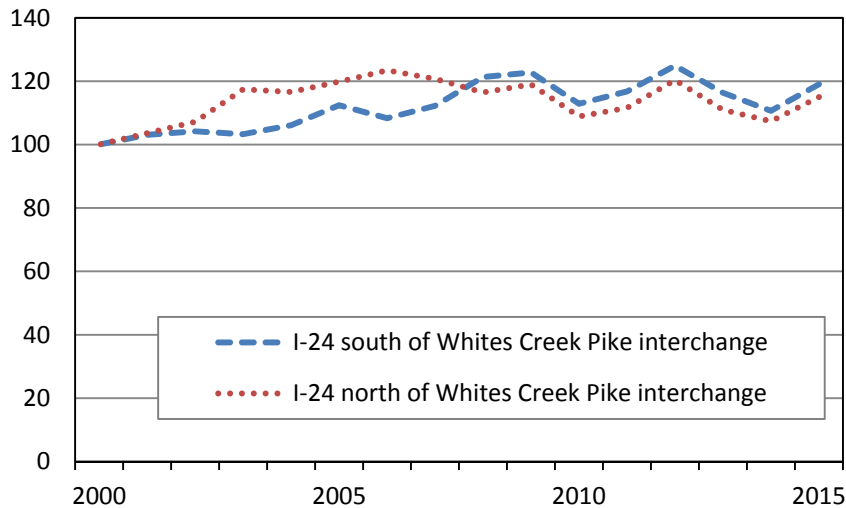
The community meetings strongly suggest that there has been no change in the community’s vision of Joelton as a place that retains its rural character.

In addition, community needs may change if there is a change in population or demographics or a change in development patterns, policy changes, infrastructure, or demand for services. Joelton has not seen other significant policy changes and its infrastructure has not expanded. There has been minimal development activity and population growth. Traffic along Whites Creek Pike and I-24 has been relatively stable for the past ten years (see Figures 1 and 2 below).

Finally, the extensive presence of Conservation Policy within the properties located at 7330, 7340, 7350, 7360, and 7368 Whites Creek Pike also recommends against the policy amendment. The site’s large amount of environmentally sensitive features, in particular its creeks, through the center of the site would be difficult to mitigate in keeping with surrounding rural residential areas to the north, west, and east. Maintaining undisturbed environmental features is important to the broader area’s rural character.

Figure 1

Relative average annual daily trips on I-24



Source: Tennessee Department of Transportation Traffic History application
<https://www.tdot.tn.gov/APPLICATIONS/traffichistory>

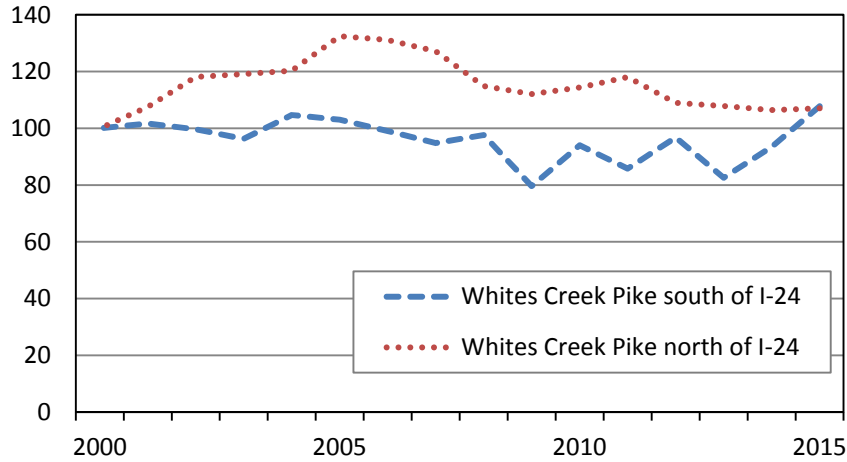


Metro Planning Commission Meeting of 7/14/2016

Figure 2

Relative average annual daily trips on Whites Creek Pike

(2000 AADT = 100)



Source: Tennessee Department of Transportation Traffic History application
<https://www.tdot.tn.gov/APPLICATIONS/traffichistory>

STAFF RECOMMENDATION

Therefore, staff recommends disapproval of the plan amendment.



Metro Planning Commission Meeting of 7/14/2016



2016Z-064PR-001
Map 015, Parcel(s) 046-050
01, Joelton
01 (Sharon W. Hurt)



Project No.	Zone Change 2016Z-064PR-001
Associated Case	Community Plan Amendment 2016CP-001-001
Council District	1 – Hurt
School District	1 – Gentry
Requested by	Kimley-Horn & Associates, applicant; Thorntons Inc., owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from RS40 to CL.

Zone Change

A request to rezone from Single-Family Residential (RS40) to Commercial Limited (CL) zoning for properties located at 7330, 7340, 7350, 7360 and 7368 Whites Creek Pike, at the northeast corner of Whites Creek Pike and Interstate 24 (8.82 acres).

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

JOELTON COMMUNITY PLAN

Existing Policies

Rural Neighborhood Center (T2 NC) policy preserves, enhances, and creates rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses. The current community plan policy for most of the amendment area is T2 NC.

Rural Maintenance (T2 RM) policy is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



Metro Planning Commission Meeting of 7/14/2016

Conservation (CO) policy 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.

Proposed Policy

Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

No. A majority of the policy area is T2 NC policy. While this policy supports nonresidential uses that are permitted in the proposed CL zoning district, it is intended to preserve the character of rural areas through appropriate design and scale. Appropriate rural design cannot be achieved under a CL zoning district as it would permit a scale that would be out of character with the surrounding rural area. There are also no design standards with CL to ensure that development on the site would have rural characteristics. Smaller areas of the site include the T2 RM policy which is a residential policy. It does not support the commercial uses that are permitted by the CL zoning district. While some development can occur in CO policy areas, a majority of these areas should be preserved, not only to protect the environmental features that the CO policy recognizes, but also preserve the character that these features may establish. This cannot be achieved with a CL zoning district as proposed for the entire site.

The proposed CL zoning district is also not consistent with the proposed T3 NC policy. As with the T2 NC policy, the T3 NC policy could support nonresidential uses that are permitted by the proposed CL zoning. Appropriate design is necessary to ensure that these centers develop in a manner that creates pedestrian friendly environments that provides services for the surrounding communities within which they are located, and are to a scale and style that is suburban in nature. The CL district has no standards to ensure that the policy intent is met.

It is important to note that the property on the opposite side of Whites Creek Pike that is zoned CL was rezoned in 2003. At that time the policy was Retail Concentration Community (RCC). That policy was intended to accommodate concentrations of community scale commercial uses. The CL zoning district did not conflict with that policy.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A



Metro Planning Commission Meeting of 7/14/2016

WATER SERVICES RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	8.82	1.08 D	10 U	87	7	10

Maximum Uses in Proposed 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 (820)	8.82	0.6 F	230,519 SF	11687	253	1114

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

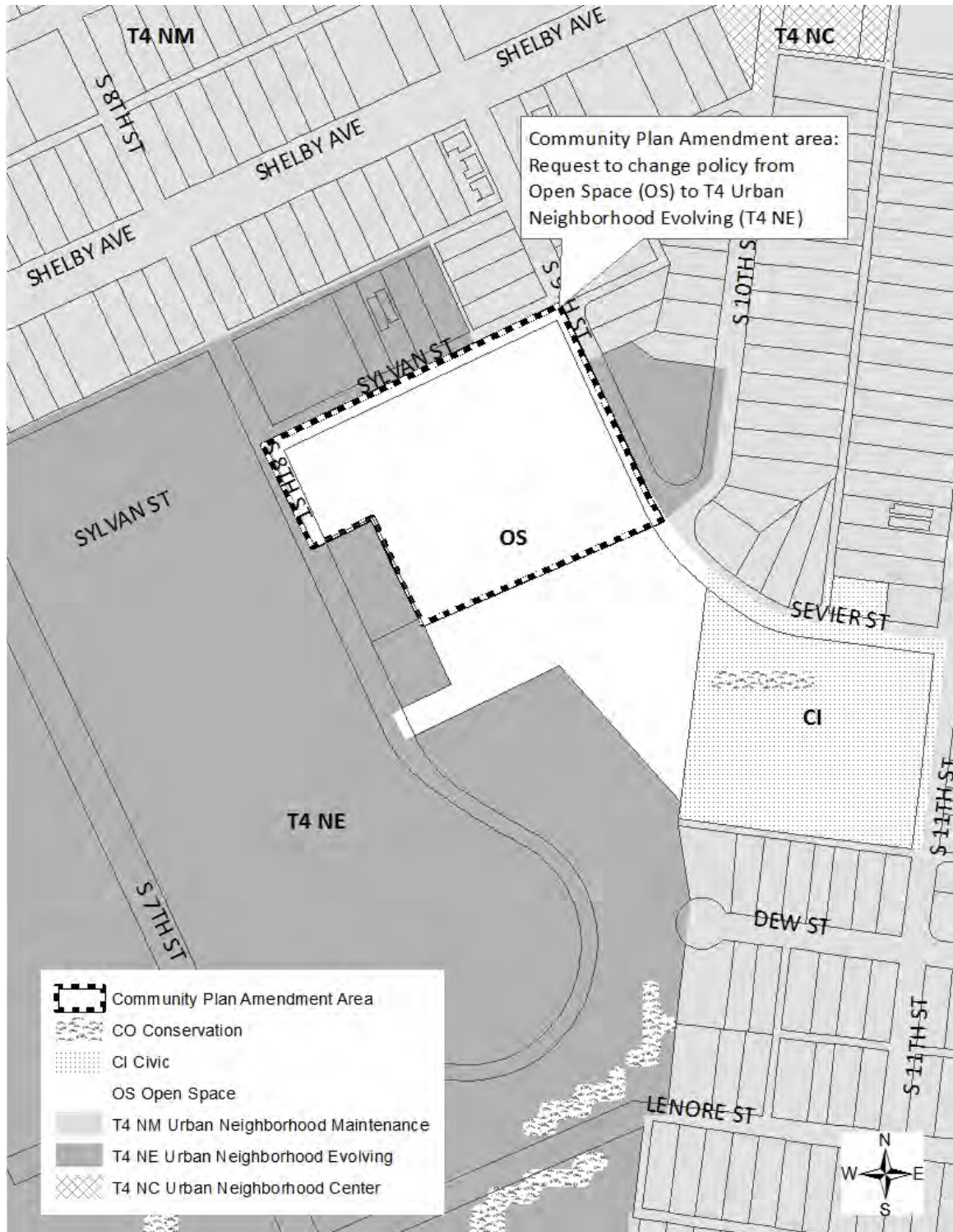
Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+11,600	+246	+1,104

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 7/14/2016



2016CP-005-002
EAST NASHVILLE COMMUNITY PLAN AMENDMENT
Map 093-04, Part of Parcel
05, East Nashville
06 (Brett Withers)



Project No.	Major Plan Amendment 2016CP-005-002
Project Name	East Nashville Community Plan Amendment
Associated Case	2016SP-054-001
Council District	6 – Withers
School District	5 – Kim
Requested by	Smith Gee Studio, applicant; Metro Parks Department, owner.
Staff Reviewer	Wood
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend East Nashville Community Plan by changing from Open Space Policy to T4 Urban Neighborhood Evolving Policy.

Amend the East Nashville Community Plan

A request to amend the East Nashville Community Plan by changing from Open Space Policy to T4 Urban Neighborhood Evolving Policy for a portion of property located at 804 Sylvan Street, at the southeast corner of Sylvan Street and South 8th Street, zoned Multi-Family Residential (RM20) (4.84 acres).

EAST NASHVILLE COMMUNITY PLAN – MINOR AMENDMENT REQUEST

Current Policy

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.

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 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

The community plan amendment was requested in conjunction with zone change application 2016SP-054-001, which is a request to change the zoning from RM20 to SP-R zoning to permit up to 96 residential units. The proposed community plan amendment and zone change are part of the implementation of the Envision Cayce Master Plan as proposed by the Metropolitan Development and Housing Agency (MDHA).



Metro Planning Commission Meeting of 7/14/2016

Planning Department staff reflected the Envision Cayce Master Plan in the East Nashville Community Plan component of the NashvilleNext General Plan that was adopted by the Planning Commission on June 22, 2015. The master planning and implementation process has continued to progress since NashvilleNext was adopted. This community plan amendment was requested to implement the Envision Cayce master plan in an area where existing public open space will be replaced by housing and replaced elsewhere in the master plan area in a later phase, which will also involve amending the community plan to remain consistent with the master plan.

The Envision Cayce Master Plan includes 8 goals:

- One for one replacement of existing apartments
- Minimize disruption to residents during construction
- Create a healthy mix of housing choices
- Connect with and leverage other local initiatives and stakeholders
- Maintain and expand support services
- Integrate Cayce Place into community
- Create a sustainable and financially viable development
- Improve neighborhood amenities

The master plan calls for a 1-to-1 replacement of the 716 public housing units in Cayce Place. When completed, the revitalization will include a mix of housing types at a variety of price ranges, community-serving retail uses, community institutional and office uses, and a variety of public open spaces.

COMMUNITY PARTICIPATION

The Envision Cayce master planning process for the revitalization of the Cayce Place public housing development began in March 2013. MDHA retained EJP Consulting Group to develop the master plan. A series of public meetings, focus groups, and surveys were conducted between March 2013 and June 2016 to develop the Master Plan. There has been a high level of community involvement in the process, including 200 attendees at the evening kickoff meeting, a 77% response rate to the door-to-door survey of Cayce Place residents, and a Community Advisory Group formed to help guide the master planning process. Additional community meetings are planned as master plan implementation continues.

In accordance with the procedures for a Minor Plan Amendment, notices of the Planning Commission public hearing were mailed out to property owners within 600 feet of the amendment area on July 1, 2016, and the notice was also placed on the Planning Department website and sent to area neighborhood associations.

ANALYSIS

The proposed community plan amendment is consistent with the Envision Cayce Master Plan, which was developed through a planning process that incorporated substantial public participation from a wide variety of area stakeholders. The master plan calls for the development of a complete urban neighborhood with a mixture of housing types and price levels and needed consumer and community facilities and services. The proposed amendment is essentially an extension of the existing T4 NE policy area that was adopted as part of the East Nashville Community Plan component of NashvilleNext. The proposed amendment is needed to implement the current



Metro Planning Commission Meeting of 7/14/2016

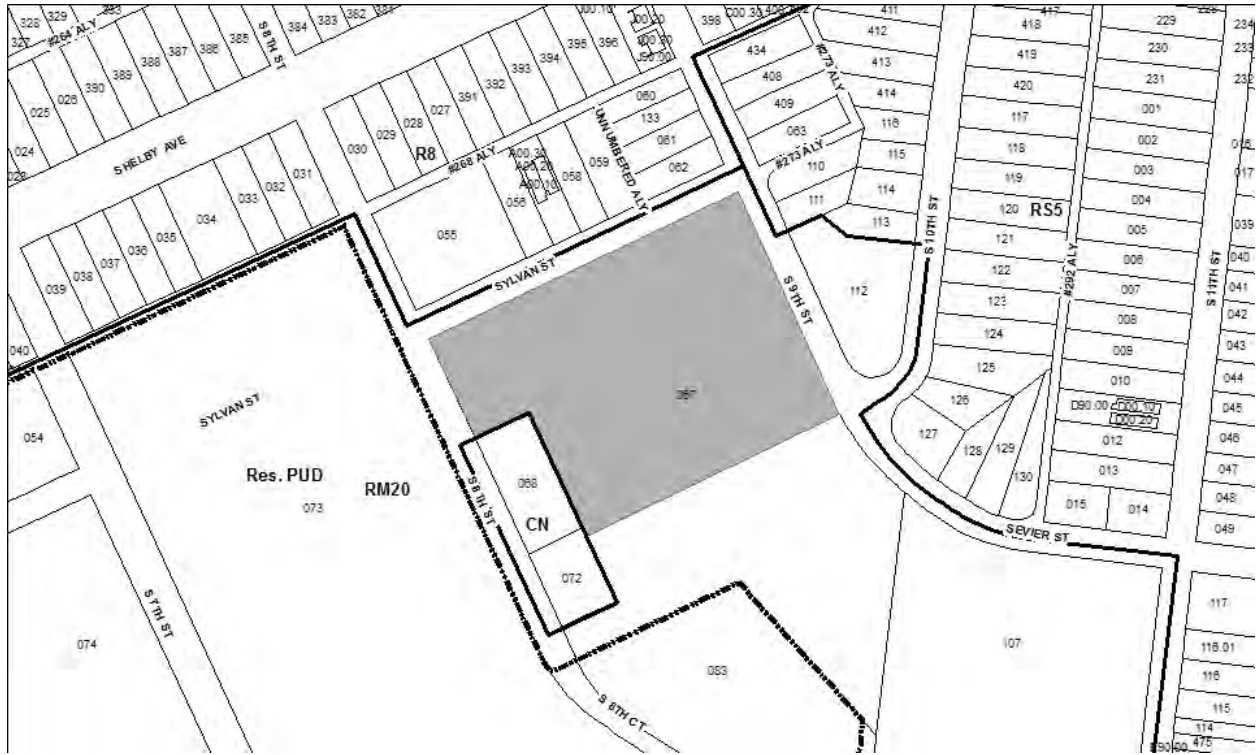
Envision Cayce Master Plan, which has evolved since NashvilleNext was adopted. The Planning Department was aware that there might be a need for future community plan amendments to implement the Envision Cayce Master Plan as it continued to evolve and be implemented. The current plan amendment application removes Open Space Policy and replaces it with T4 NE policy; however, the public open space being removed from the existing Open Space Policy will be replaced by open space created elsewhere in the Envision Cayce Master Plan area in a later phase of the Cayce Place redevelopment. Planning staff is coordinating with MDHA staff and consultants on a future community plan amendment and SP to continue implementing the Envision Cayce Master Plan. These applications are expected to be filed later this summer.

STAFF RECOMMENDATION

In light of the factors cited above, staff recommends approval of the request.



Metro Planning Commission Meeting of 7/14/2016



2016SP-054-001
CAYCE PLACE - KIRKPATRICK PARK SP
Map 093-04, Part of Parcel(s) 067
05, East Nashville
06 (Brett Withers)



Project No. Specific Plan 2016SP-054-001
Project Name Cayce Place – Kirkpatrick Park SP
Associated Case 2016CP-005-002
Council District 6 – Withers
School District 5 – Kim
Requested by Smith Gee Studio, applicant; Metro Parks Department, owner.

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions and disapprove without all conditions subject to the approval of the associated policy amendment. If the associated policy amendment is not approved, then staff recommends disapproval.*

APPLICANT REQUEST

Zone change to permit a residential development.

Zone Change

A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Residential (SP-R) zoning for a portion of property located at 804 Sylvan Street, at the southeast corner of Sylvan Street and South 8th Street (4.84 acres), to permit up to 96 residential 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 96 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.

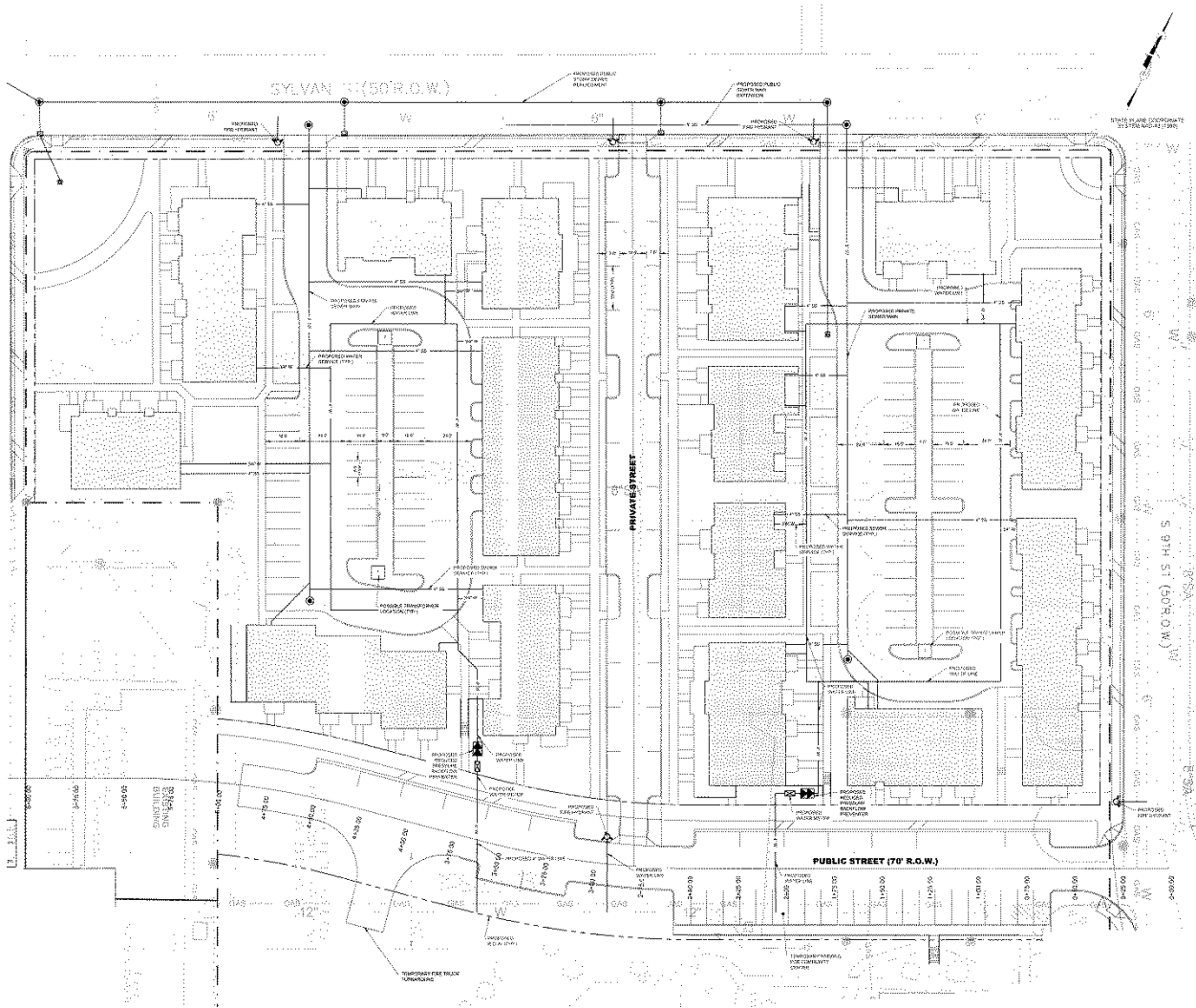
CRITICAL PLANNING GOALS

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

The proposed development meets several critical planning goals. The surrounding area is served by 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 plan calls for adequate public sidewalks as well as internal sidewalks, which foster walkable neighborhoods. The plan supports additional density that provides critical mass that is necessary to support surrounding services as well as support mass transit. Shelby Avenue is one block away to the north and has bus service.



Metro Planning Commission Meeting of 7/14/2016



Proposed Site Plan



Metro Planning Commission Meeting of 7/14/2016

EAST NASHVILLE COMMUNITY PLAN

Existing Policy

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

Proposed Policy

Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban neighborhoods that fit in with the general character of existing urban neighborhoods, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban 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.

Consistent with Policy?

The request is not consistent with the existing Open Space policy; however, it is consistent with the proposed T4 NE policy. The proposed layout includes shallow setbacks along the surrounding public streets and internal drives consistent with the urban transect. The plan calls for sidewalks along all public streets, and also provides internal sidewalk connections consistent with the policies goal of improving pedestrian connectivity.

PLAN DETAILS

The approximately five acre site is a portion of a larger property, and is located at the southeast corner of South 8th Street and Sylvan Street in East Nashville. The site is currently Kirkpatrick Park and includes a community center, basketball courts, baseball field, and playground.

Site Plan

The plan calls for 96 multi-family residential units. The maximum building height is three stories within 50 feet, with the exception of units along North 9th Street which is two stories in 40 feet. The plan includes development standards to guide building design. Standards pertain to façades, orientation, porches, stoops, raised foundations and glazing. Units are organized so that they front onto all public streets or an internal private drive. Corner units are designed to address both corners with porches/stoops and other architectural requirements.

Vehicular access into the site is from three points along Sylvan Street. A new public street is shown along the southern boundary. The new public street connects to South 9th Street. Parking is located behind buildings or on street/drive. Bicycle parking is required per Metro Code. The plan calls for six foot wide sidewalks and six foot wide planting strip along South 8th Street, South 9th Street and Sylvan Street. The plan calls for a pocket park/open space at the corners of South 8th Street and Sylvan Street, and South 9th Street and Sylvan Street.

ANALYSIS

The proposed SP provides a walkable urban design that is consistent with the proposed T4 NE policy and meets several critical planning goals.



Metro Planning Commission Meeting of 7/14/2016

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- Addition water quality areas may be needed for the parking / buildings near S. 9th (to be determined during site plan review).

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

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.
- ROW and easement dedications are to be recorded prior to MPW signoff on the building permit.
- Add note that all construction within the ROW is to be per MPW standards and specifications.
- Indicate on the plans the location of the centralized solid waste and recycling container locations. ~no curb side pickup.
- Add sidewalk on South side of future street.

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Sign private drive 1 way. Provide parking per metro code.

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)	4.84	20 U	96 U	706	51	71

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)	4.84	-	96 U	706	51	71



Metro Planning Commission Meeting of 7/14/2016

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
-	-	-	-	-	-	-

METRO SCHOOL BOARD REPORT

The density proposed with the SP-R zoning district does not exceed the density currently permitted by the existing RM20 zoning district so no additional students would be generated. Students would attend Kirkpatrick Elementary, Bailey Middle School and Stratford High School. All three schools are identified as full. This information is based upon data from the school board last updated March 2016.

STAFF RECOMMENDATION

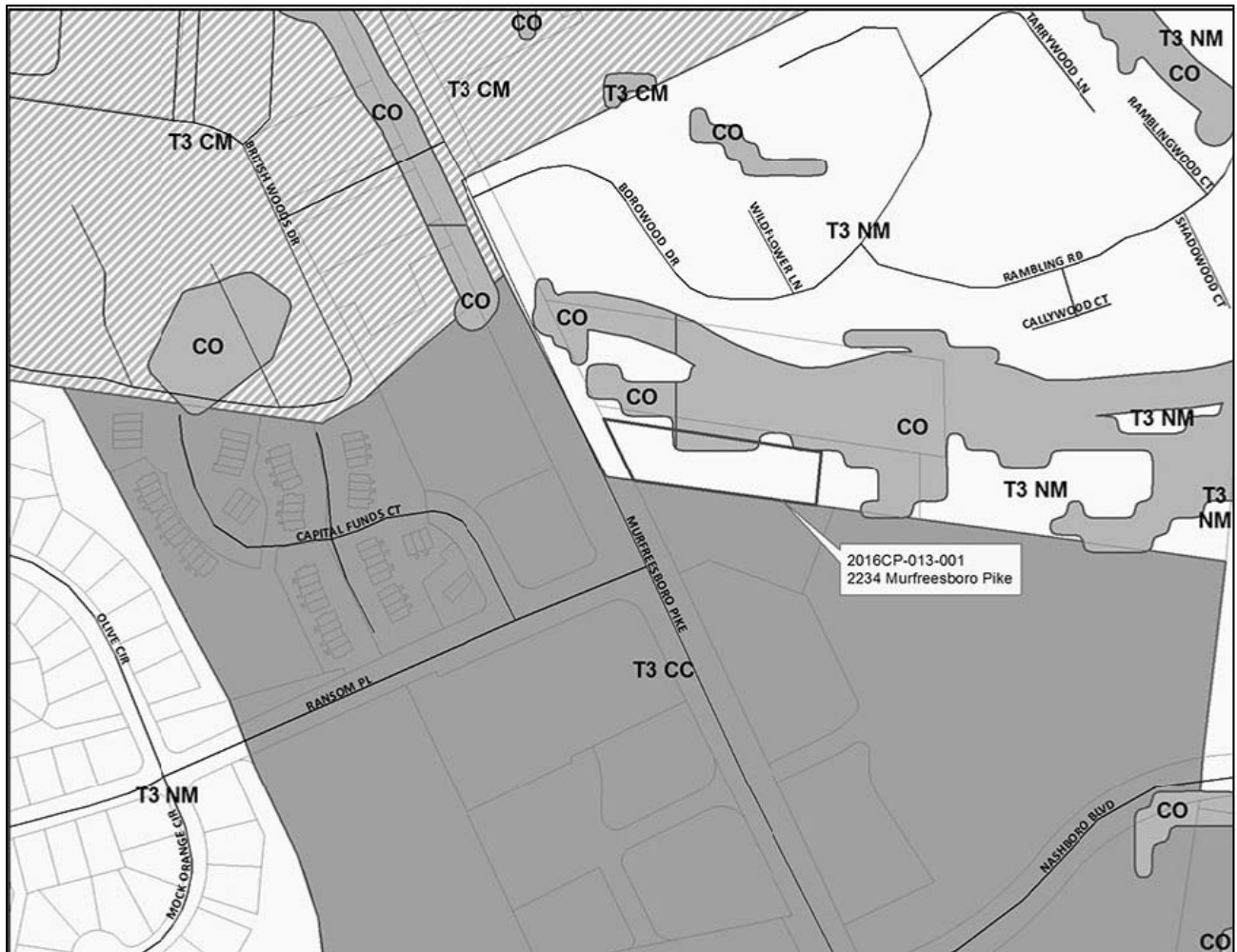
Staff recommends approval with conditions and disapproval without all conditions subject to the approval of the associated policy amendment. If the associated policy amendment is not approved, then staff recommends disapproval.

CONDITIONS

1. Uses in the SP shall be limited to up to 96 residential units.
2. At a minimum, the final site plan shall provide right-of-way as necessary to meet the Major and Collector Street Plan.
3. The final site plan shall provide bike parking per Metro Zoning Code.
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 RM20-A zoning district as of the date of the applicable request or application.
5. 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.
6. 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.
7. 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.
8. 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.
9. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Metro Planning Commission Meeting of 7/14/2016



2016CP-013-001

ANTIOCH-PRIEST LAKE COMMUNITY PLAN AMENDMENT

Map 135, Parcel(s) 247

13, Antioch - Priest Lake

29 (Karen Y. Johnson)



Project No.	2016CP-013-001
Project Name	Antioch – Priest Lake Community Plan 2015 2234 Murfreesboro Pike
Associated Case	2016Z-088PR-001
Council District	29 – K. Johnson
School District	06 – Hunter
Requested by	Kevin Bohman, CESO, Inc.
Staff Reviewer	McCullough
Staff Recommendation	<i>Approve.</i>

Amend the Antioch Priest Lake Community Plan.

Minor Plan Amendment

Amend the Antioch-Priest Lake Community Plan by changing the current T3 Suburban Neighborhood Maintenance Policy to T3 Community Center Policy for property located at 2234 Murfreesboro Pike, approximately 150 feet northeast of Ransom Place, (1.0 acres).

ANTIOCH PRIEST LAKE COMMUNITY PLAN – AMENDMENT

Current Policy

T3 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.

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.

Proposed Policy

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

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



Metro Planning Commission Meeting of 7/14/2016

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.

BACKGROUND

The current zoning of the property is Office Limited (OL), which is intended for moderate intensity office uses. This zoning district is not consistent with the current policy on the property. The property is, however, adjacent to a number of multifamily developments which are compatible with the T3 Suburban Neighborhood Maintenance Policy currently applied to the site. It is also adjacent to an area with T3 Suburban Community Center Policy. An additional T3 Suburban Community Center Policy area is across Murfreesboro Pike from the property.

COMMUNITY PARTICIPATION

Because this Plan Amendment is categorized as a minor amendment, no community meeting was held.

ANALYSIS

The property fronts onto Murfreesboro Pike, a five lane Suburban Mixed Use Arterial-Boulevard, according to the Major and Collector Street Plan, and north of an area in the Suburban Community Center Policy. 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. These roads are designed to balance access and mobility equally – in that access to property is of equal importance to moving people through an area.

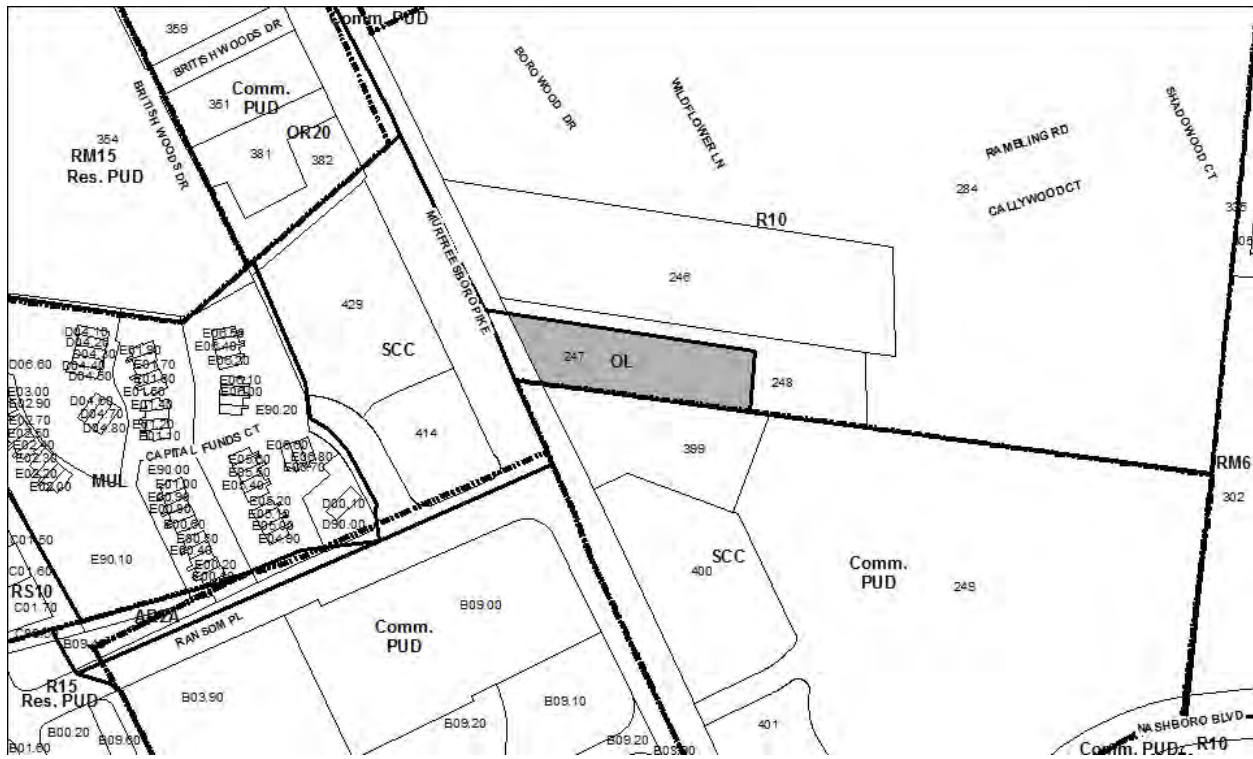
The adjacent Suburban Community Center policy area contains a large grocery store, pharmacy, restaurants, and other retail that is typically found in suburban shopping centers. The conservation policy on the site indicates a change in topography on the northern edge of the site, forming a natural boundary from the adjacent multifamily residential developments. This natural boundary divides the developable land from the residential area and makes it more suitable for a use complementary to those described in the Suburban Community Center policy. Therefore, due to the natural topographic change north of this property and the fact that it is already zoned for non-residential uses, expanding the existing Suburban Community Center to include this property is appropriate.

STAFF RECOMMENDATION

Staff recommends approval of the requested policy amendment to T3 Suburban Community Center for the property located at 2234 Murfreesboro Pike, with the Conservation policy to remain.



Metro Planning Commission Meeting of 7/14/2016



2016Z-088PR-001

Map 135, Parcel(s) 247
13, Antioch - Priest Lake
29 (Karen Y. Johnson)



Project No. 2016Z-088PR-001
Associate Case 2016CP-013-001
Council District 29- K. Johnson
School District 06- Hunter
Requested by 2234 Murfreesboro Pike Holdings, LLC, applicant; Mack Browning, owner.

Staff Reviewer Deus
Staff Recommendation *Approve, subject to the approval of the associated Community Plan amendment. If the associated Community Plan amendment is not approved, staff recommends disapproval.*

APPLICANT REQUEST
Rezone from OL to CS-A.

Rezone

A request to rezone from Office Limited (OL) to Commercial Service-Alternative (CS-A) zoning for property located at 2234 Murfreesboro Pike, approximately 150 feet northeast of Ransom Place (1.0 acre).

Existing Zoning

Office Limited (OL) is intended for moderate intensity office uses.

Proposed Zoning

Commercial Service-Alternative (CS-A) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

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 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.

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

T3 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.



Metro Planning Commission Meeting of 7/14/2016

Consistent with Policy?

The proposed CS-A zoning district is not consistent with the existing land use policy. A community plan amendment (2015CP-013-001) has been requested to amend the Antioch- Priest Lake Community Plan by amending the current Community Character policy of Suburban Neighborhood Maintenance (T3 NM) to Suburban Community Center (T3 CC).

Staff is recommending approval of the proposed plan amendment. The current Neighborhood Maintenance policy is a residential policy that does not support commercial activity. If approved, the Community Center policy envisions the development and redevelopment of properties into a mixed-use area with appropriate design principals, which the CS-A zoning district would provide.

ANALYSIS

This site is located 2234 Murfreesboro Pike and is approximately one acre. The property is currently vacant and is zoned OL which permits office uses.

In the event this property was to redevelop, the CS-A zoning district would allow for commercial uses to be introduced. This district also has appropriate design standards consistent with the land use policy that would create walkable neighborhoods through the placement of buildings. The CS-A district requires a build-to-zone that would orient future development to address the public realm. Sidewalks would be required and one module of parking would be allowed between any future structure and the street.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (150)	1.0	0.75 F	32, 670 SF	117	10	11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.0	0.6 F	26,136 SF	1156	29	85



Metro Planning Commission Meeting of 7/14/2016

Traffic changes between maximum: **OL** and **CS-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,039	+19	+74

STAFF RECOMMENDATION

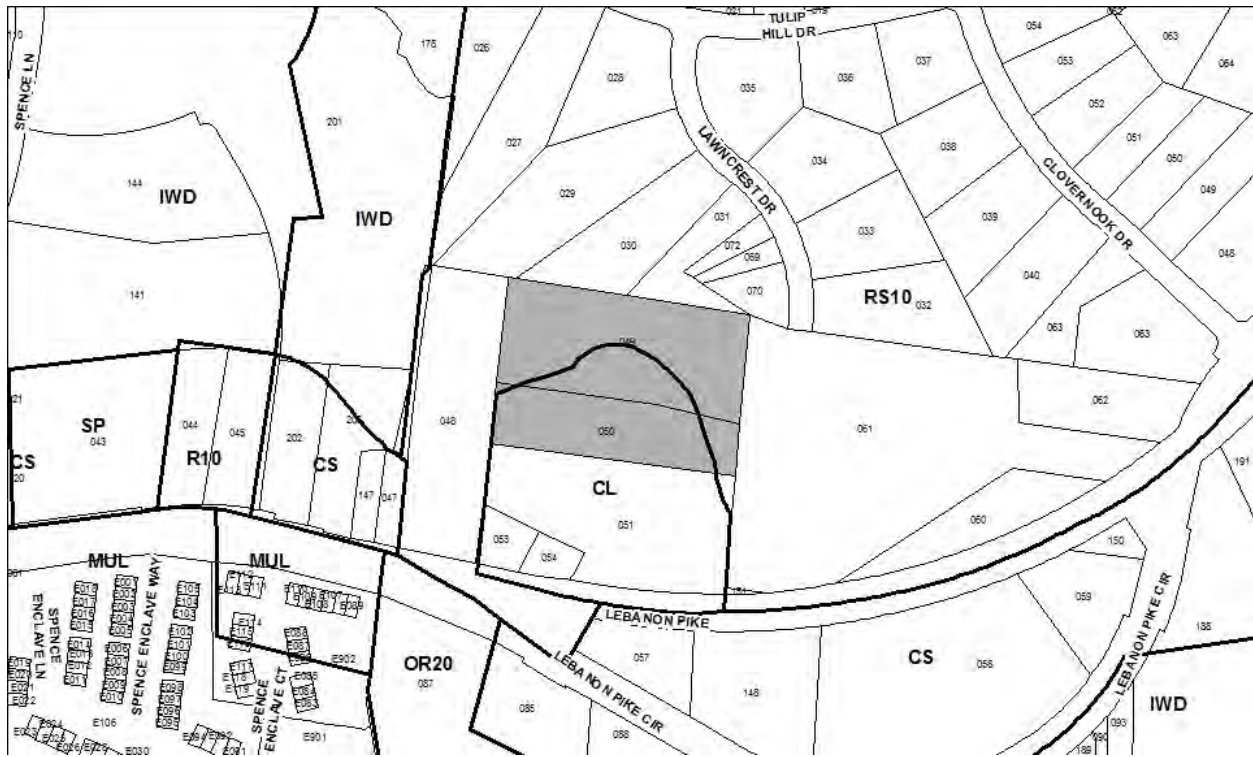
Staff recommends approval subject to the approval of the associated Community Plan amendment. If the associated Community Plan amendment is not approved, staff recommends disapproval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 7/14/2016



2016SP-029-001
LEBANON PIKE SP
Map 094, Parcel(s) 049-050
14, Donelson - Hermitage
15 (Jeff Syracuse)



Project No.	Specific Plan 2016SP-029-001
Project Name	Lebanon Pike SP
Council District	15 – Syracuse
School District	5 - Kim
Requested by	Murray D. Shanklin, applicant; Robert L. Berard, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the July 28, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change to permit a mixed use development.

Preliminary SP

A request to rezone from Commercial Limited (CL) and Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for properties located at 1636 Lebanon Pike and Lebanon Pike (unnumbered), approximately 290 feet north of the intersection of Lebanon Pike and Lebanon Pike Circle, (3.88 acres), to permit up to 36 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the July 28, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 7/14/2016



2016SP-049-001
HAWKINS STREET TOWNHOMES SP
Map 093-13, Parcel(s) 359
10, Green Hills - Midtown
19 (Freddie O'Connell)



Project No.	Specific Plan 2016SP-049-001
Project Name	Hawkins Street Townhomes
Council District	19 - O'Connell
School District	5 - Kim
Requested by	Dale & Associates, applicant; Frank Maxwell III, owner.
Staff Reviewer	Sharp
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit four residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for property located at 1209 Hawkins Street, approximately 270 feet west of 12th Avenue South (0.19 acres), to permit up to four residential units.

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 including 25 percent duplex lots. *R6 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 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

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

This request creates an opportunity for urban development that fills 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 proposed multi-family units would complement the diversity of housing options present in the area and provide for an additional housing option. Additional housing options are important to serve a wide range of people with different housing needs. Higher densities also foster walkability and better public transportation. A complete sidewalk network connects the site to existing public transit options along 12th Avenue South.



Metro Planning Commission Meeting of 7/14/2016

GREEN HILLS-MIDTOWN 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 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 proposed SP is consistent with the T4 Urban Neighborhood Evolving policy. This infill project is in close proximity to the 12th Avenue South corridor and would increase housing diversity while providing appropriate urban form. The area has a strong sidewalk network and the site is in close proximity to mass transit. Shallow setbacks strengthen the pedestrian connection between the development’s prominent entrance and the sidewalk along Hawkins Street, further fostering pedestrian connectivity.

PLAN DETAILS

The site is located on the south side of Hawkins Street at 1209 Hawkins Street, approximately 225 feet west of 12th Avenue South. The property is approximately 0.19 acres and currently contains a single-family home.

Site Plan

The plan calls for four multi-family residential units. One unit faces Hawkins Street, while the remaining three units address the alley that runs the length of the western property line. Sidewalks exist along Hawkins Street, and the plan proposes to improve both the sidewalks and the alley to meet Metro Public Works standards. The unit fronting Hawkins Street has a strong connection between the main entrance and the sidewalk in the form of a wide porch and steps leading to the sidewalk; the other units also feature porches and have connectivity to the alley. All units include one-car garages that are accessed from the alley; additionally, there are four guest surface parking spaces. The maximum height of the units is two stories in 35 feet to the roofline with the exception of covered access provided to the rooftop terrace and the storage areas located on the rooftop terrace. The plan provides some architectural guidelines relating to building entry, glazing, finished floor elevations, and porches. The plan also prohibits vinyl siding, EFIS, and untreated wood finishes. Architectural elevations are provided.

ANALYSIS

Staff recommends approval of this request as the proposed plan provides an additional housing option for the area and has a design that is consistent with T4 Neighborhood Evolving policy. The proposal also meets several critical planning goals.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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



Metro Planning Commission Meeting of 7/14/2016

STORMWATER RECOMMENDATION

Approved with conditions

- If residential infill is deemed unacceptable for this project, then a full grading permit will be required.

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

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.
- Prior to the Final SP, submit SU-30 turn templates to ensure dumpsters are accessible as shown, may need to be skewed.
- Prior to Final SP, indicate sidewalks in compliance with the MCSP.

TRAFFIC AND PARKING RECOMMENDATION

Approved

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* (230)	0.19	7.26 D	2 U	17	2	3

*Based on two-family lots

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)	0.19	-	4 U	32	3	4

Traffic changes between maximum: **R6** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+15	+1	+1



Metro Planning Commission Meeting of 7/14/2016

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 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 district is not expected to generate any additional students. Students would attend Eakin Elementary, West End Middle School, and Hillsboro High School. None of these schools are identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated March 2016.

WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? This four unit project will not include any affordable or workforce housing.
2. If so, how many and what is the percentage of the entire development? No.
3. How will you enforce the affordability requirements? Not applicable.
4. Have any structures been demolished in the last 12 months? Not applicable.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to up to four residential units.
2. A five foot sidewalk and four foot grass strip are required along the Hawkins Street property line.
3. Finished ground floors and porches shall be elevated a minimum of 18” and a maximum of 36” from the abutting average ground elevation for all units.
4. 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.
5. 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 RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. 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.
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. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
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.



Metro Planning Commission Meeting of 7/14/2016

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 7/14/2016



2016SP-051-001
21 AND 23 WHARF AVENUE SP
Map 105-03, Parcel(s) 140-141
11, South Nashville
17 (Colby Sledge)



Project No.	Specific Plan 2016SP-051-001
Project Name	21 & 23 Wharf Avenue SP
Council District	17 – Sledge
School District	5 - Kim
Requested by	Dale & Associates, applicant; Equity Trust Company, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST
Zone change from R6 to SP-R.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for properties located at 21 and 23 Wharf Avenue, at the northeast corner of Wharf Avenue and Trimble Street, (0.29 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 including 25 percent duplex lots. *R6 would permit a maximum of 2 lots with 2 duplex lots for a total of 4units.*

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

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

This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. The existing sidewalk network will be upgraded, enhancing the walkability of the neighborhood. This connection will allow for access to public transportation as well as a safe path of travel for pedestrians. Wharf Avenue is located on an existing MTA bus route which provides an alternative method of transportation.



Metro Planning Commission Meeting of 7/14/2016

SOUTH 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 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 SP is consistent with the T4 Urban Neighborhood Evolving (T4 NE) Policy and is appropriate given the location in an urban area. The plan meets the goals of the policy by placing increased density in proximity to alternative methods of transportation and existing goods and services along Murfreesboro Pike which is located approximately 370 to the north of the site.

PLAN DETAILS

The site consists of two parcels located at Wharf Avenue, just south of Lafayette Street. This site has frontage on Wharf Avenue and Trimble Street and there is currently a single family home located at 23 Wharf Avenue. The proposed SP includes six attached residential dwelling units. All six units will have frontage along Trimble Street with a single unit orienting the corner of both Wharf Avenue and Trimble Street.

This SP includes a new five foot sidewalk and a four foot grass planting strip along Trimble Street. This SP also includes a new 6 foot grass strip and 6 foot sidewalk along Wharf Avenue. All units will be accessed by an existing 20 foot public alley which connects to Trimble Street. A private drive will extend from the existing alley and provide access to all units. Each unit will contain a 2-car garage. A 5-foot landscape buffer will be provided along the northern property line along with a 6-foot tall opaque fence.

Conceptual building elevation drawings were not provided within the SP, however, architectural standards have been included on the plan and elevations shall be provided with the final site plan. Architectural standards include glazing standards, window orientation, prohibited materials and a requirement for raised foundations. The proposed residential units shall have a maximum height limitation of 35 feet measured to roofline.

ANALYSIS

The SP is consistent with the current T4 Urban Neighborhood Evolving (T4 NE) and meets several critical planning goals. The 6 attached residential units will provide a well-designed development adjacent to a prominent corridor.

FIRE MARSHAL RECOMMENDATION

Approved With Conditions

Fire Code issues will be addressed in the permit phase.



Metro Planning Commission Meeting of 7/14/2016

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.
- Prior to building permit approval copy of contract from private hauler and master deed must be submitted to MPW.

WATER SERVICES RECOMMENDATION

Approved with Conditions

- Approved as a Preliminary SP only. Public 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.

STORMWATER RECOMMENDATION

Approved With Conditions

- Add note stating that offsite improvements may be required pending results of infiltration testing.

TRAFFIC AND PARKING RECOMMENDATION

Conditions of approval

- Apply to T&P staff operations to restrict on -street parking along Trimble St. frontage.

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* (230)	0.29	7.26 D	4 U	32	3	4

*Based on two-family lots

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)	0.29	-	6 U	46	5	5

Traffic changes between maximum: **R6** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+14	+2	+1



Metro Planning Commission Meeting of 7/14/2016

METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 0 Elementary, 0 Middle, 0 High
Projected student generation proposed SP-R district: 1 Elementary, 0 Middle, High 0**

The proposed zone change would generate 3 more students than what is typically generated under the existing R6 zoning district. Students would attend Whitsitt Elementary School, Wright Middle School, Glencliff High School. Each school within the cluster has capacity for additional students. This information is based upon data from the school board last updated March 2016.

WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? Yes.
2. If so, how many and what is the percentage of the entire development? Currently unknown but working with CM Sledge to determine the appropriate percentages.
3. How will you enforce the affordability requirements? Not yet know. Likely by Deed.
4. Have any structures been demolished in the last 12 months? Not that I am aware of.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to up to six residential units.
2. 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 RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. 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.
4. 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.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. 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.
7. 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.



Metro Planning Commission Meeting of 7/14/2016



2016SP-052-001
TRIMBLE STREET SP
Map 105-03, Parcel(s) 312-314
11, South Nashville
17 (Colby Sledge)



Project No.	Specific Plan 2016SP-052-001
Project Name	Trimble Street SP
Council District	17 – Sledge
School District	5 - Kim
Requested by	Dale & Associates, applicant; Equity Trust Company, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST
Zone change from R6 to SP-R.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for properties located at 5 and 7 Trimble Street and 1206 1st Avenue South, approximately 140 feet southeast of Chestnut Street, (0.48 acres), to permit ten detached residential dwelling units.

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 including 25 percent duplex lots. *R6 would permit a maximum of 3 lots with 3 duplex lots for a total of 6 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

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

This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. The existing sidewalk network will be upgraded, enhancing the walkability of the neighborhood. This connection will allow for access to public transportation as well as a safe path of travel for pedestrians. Wharf Avenue is located on an existing MTA bus route which provides an alternative method of transportation.



Metro Planning Commission Meeting of 7/14/2016

SOUTH 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 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 rezoning to SP-R is consistent with the T4 Urban Neighborhood Evolving (T4 NE) Policy and is appropriate given the site’s location in an urban area. The plan meets the goals of the policy by placing residential units in proximity to alternative methods of transportation and existing goods and services along Lafayette Street.

PLAN DETAILS

The site consists of three parcels located at 5 and 7 Trimble Street and 1206 1st Avenue South, just south of Lafayette Street. This site fronts on 1st Avenue South and Trimble Street, currently there is a single family home located at 7 Trimble Street. The proposed SP includes 10 detached residential dwelling units. There will be 3 units with frontage along Trimble Street with a single unit fronting 1st Avenue South. The remaining units are proposed to orient an internal courtyard with sidewalk connections provided from the units to Trimble Street.

This SP includes a new five foot sidewalk and a four foot grass planting strip along Trimble Street. The SP will provide an internal pedestrian sidewalk network which will establish connections from each unit to sidewalks along 1st Avenue South and Trimble Street. An existing alley which connects to 1st Avenue South will provide access to the site. Parking, which includes 3 tandem spaces, will be provided adjacent to the existing alley. A 5-foot landscape buffer will be provided along the eastern and western property lines where the SP is adjacent to single and two-family zoning.

Conceptual building elevation drawings were not provided within the SP, however, architectural standards have been included on the plan and shall be provided with the final site plan. Architectural standards include glazing standards, window orientation, prohibited materials and a requirement for raised foundations. The proposed residential units shall have a maximum height limitation of 35 feet, measured to roofline.

ANALYSIS

The SP is consistent with the current T4 Urban Neighborhood Evolving (T4 NE) and meets several critical planning goals. The ten detached residential units will provide a well-designed development in proximity to a prominent corridor that has transit service.



Metro Planning Commission Meeting of 7/14/2016

FIRE MARSHAL RECOMMENDATION

Approved With Conditions

Fire Code issues will be addressed in the permit phase.

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.

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.

STORMWATER RECOMMENDATION

Approved With Conditions

- Add note stating that offsite improvements may be required pending results of infiltration testing.

TRAFFIC AND PARKING RECOMMENDATION

Conditions of Approval

- Apply to T&P staff operations to restrict on street parking along Trimble St. frontage.

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)	0.48	7.26 D	6 U	58	5	7

*Based on two-family lots

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 (210)	0.48	-	10 U	96	8	11



Metro Planning Commission Meeting of 7/14/2016

Traffic changes between maximum: R6 and SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4 U	+38	+3	+4

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 0 Elementary, 0 Middle, 0 High
Projected student generation proposed SP-R district: 1 Elementary, 1 Middle, High 1

The proposed zone change would generate 3 more students than what is typically generated under the existing R6 zoning district. Students would attend Whitsitt Elementary School, Wright Middle School, Glencliff High School. Each school within the cluster has capacity for additional students. This information is based upon data from the school board last updated March 2016.

WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? Yes.
2. If so, how many and what is the percentage of the entire development? Currently unknown but working with CM Sledge to determine the appropriate percentages.
3. How will you enforce the affordability requirements? Not yet know. Likely by Deed.
4. Have any structures been demolished in the last 12 months? Not that I am aware of.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to up to ten residential units.
2. 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 RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. 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.
4. 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.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. 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.



Metro Planning Commission Meeting of 7/14/2016

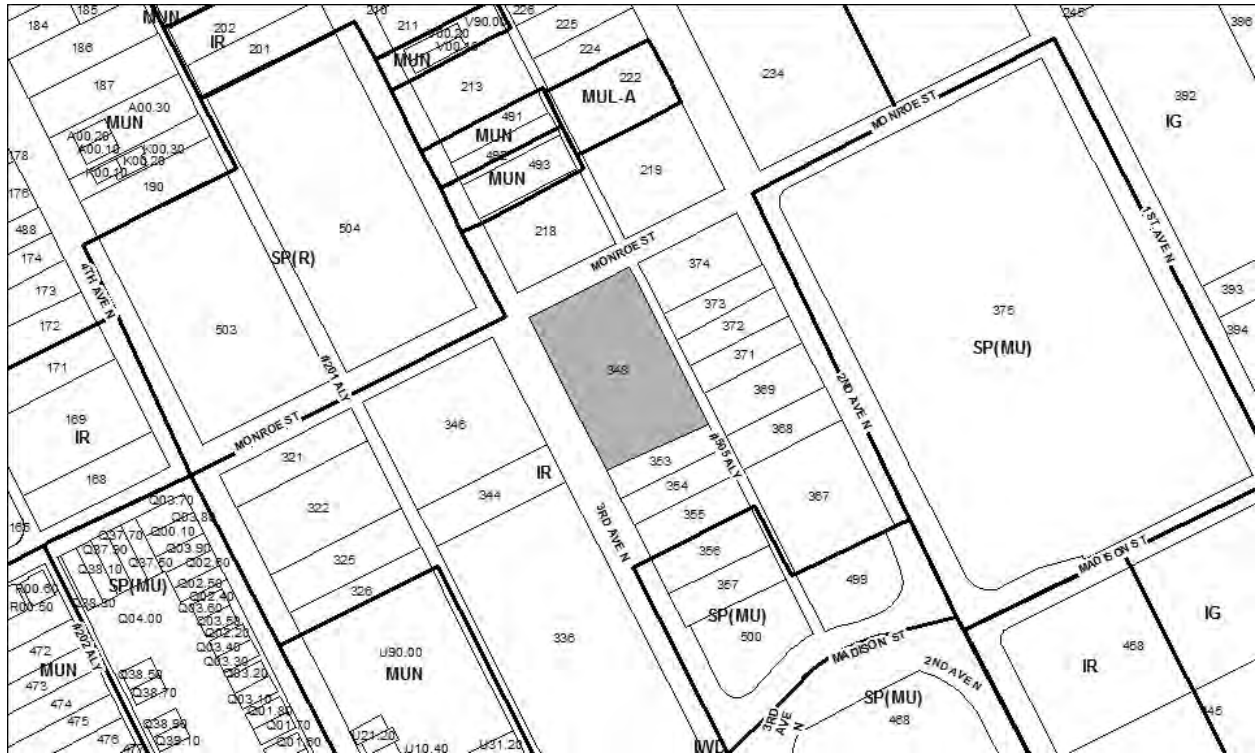
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 7/14/2016



2016SP-053-001
GERMANTOWN STORAGE SP
Map 082-09, Parcel(s) 348
08, North Nashville
19 (Freddie O'Connell)



Project No.	Specific Plan 2016SP-053-001
Project Name	Germantown Storage SP
Council District	19 – O’Connell
School District	1 - Gentry
Requested by	Ragan-Smith & Associates, applicant; Keystops Incorporated, owner.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Permit a commercial mixed-use development.

Preliminary SP

A request to rezone from Industrial Restrictive (IR) to Specific Plan-Commercial (SP-C) zoning for property located at 1232 3rd Avenue North, at the southeast corner of Monroe Street and 3rd Avenue North, (0.69 acres), to permit a 6-story commercial, mixed-use building.

Existing Zoning

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

Proposed Zoning

Specific Plan-Commercial (SP-C) 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 commercial uses.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods
- Promotes Compact Building Design

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 are being upgraded along 3rd Avenue North and provided along Monroe Street to create a more pedestrian friendly and walkable area. Also, the inclusion of retail uses along 3rd Avenue North encourages walking and promotes an active streetscape. The development utilizes structured parking and mixed uses to promote compact building design.

NORTH 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 7/14/2016

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

Special Policy 08-T4-MU-01 The Special Policy for this area applies to the Germantown and East Germantown neighborhoods. The Special policy makes reference to the Germantown Historic Preservation District, the Germantown National Register District, and the Phillips Jackson Redevelopment District. The site does not fall within any of these districts. The Special Policy states that due to the historic nature of the area, building form and transitions must be thoughtfully designed to achieve the goals of the Community Character policy and respect the historic character and designations of the area. Where the Special Policy is silent, the Urban Mixed Used Neighborhood policy applies.

Consistent with Policy?

Yes. By providing for retail uses along the ground floor, the proposed development creates an active urban streetscape that encourages walking and pedestrian activity. The T4 Urban Mixed Use Neighborhood policy indicates that building heights are generally one to five stories and in limited instances heights may go up to six stories. Because of the low floor height for self-storage, the height as proposed, is consistent with the policy. While the building is proposed at six stories, the overall height of 75 feet is consistent with a five story office building. The building is proposed to be all brick which is consistent with the historic architecture in the area.

PLAN DETAILS

The site is located at 1232 3rd Avenue North, at 1400 Adams Street, at the southeast corner of 3rd Avenue North and Monroe Street. The site is approximately 0.64 acres in size and is currently being used as a small warehouse.

Site Plan

The plan proposes 100,575 square feet of self-storage use and 6,000 square feet of ground floor commercial uses. All uses permitted by MUG-A zoning would be allowed.

Primary access is from the existing alley off Monroe Street with a secondary access connecting from the alley to 3rd Avenue North. Parking is located off the alley and within the building via the drive from the alley to 3rd Avenue North. Brick sidewalks are proposed along 3rd Avenue North and Monroe Street, consistent with the requirements of the Major and Collector Street Plan.

The building is proposed at six stories in 75 feet. The plan includes proposed architectural elevations and provides for architectural standards including requirements for façade articulation to avoid uninterrupted blank facades. The building is proposed to be all brick with decorative metal panel accents.



Metro Planning Commission Meeting of 7/14/2016



3rd Avenue North Elevation

ANALYSIS

The proposed uses and layout are consistent with the T4 Urban Mixed Use Neighborhood policy and the Special Policy for the area. While proposed at six stories, the overall building height of 75 feet is generally the same as a five story office building and is consistent with the heights of surrounding approved developments. The development will enhance and improve the pedestrian realm and provide for active uses along the streetscape, contributing to the existing urban neighborhood and encouraging pedestrian activity throughout the area.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- Add Stormwater preliminary note to plans.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only.

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.
- ROW and easement dedications are to be recorded prior to MPW signoff on the building permit.
- Indicate installation of MPW standard ST-325 driveway ramp at alley connection to Monroe.
- Dumpster enclosure may need to be skewed to allow for pickup, submit SU-30 turn templates to verify access.
- Provide recycling container onsite.



Metro Planning Commission Meeting of 7/14/2016

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

3rd Avenue North at Monroe Street

- The impact of the Germantown Storage development will not create the need for any intersection laneage improvements or traffic control modifications at this intersection.
- No parking should be permitted on 3rd Avenue North or Monroe Street along the project frontage.
- A bike lane with a width of 4 feet should be provided on 3rd Avenue North along the project frontage.
- As part of the Germantown Storage development, new curb and gutter will be installed on 3rd Avenue North to provide 18 feet between the roadway centerline and the face of curb and on Monroe Street to provide 12 feet between the roadway centerline and the face of curb. At the intersection of 3rd Avenue North and Monroe Street, the new curb return radius should maintain a minimum distance of 2.5 feet between the face of curb and edge of the existing NES pole located on the southeast corner of the intersection.

3rd Avenue North at Site Access

- The Germantown Storage site access should include a minimum width of 24 feet with two lanes (1 entering lane, 1 exiting lane). A driveway ramp consistent with Metro Public Works standard drawing ST-324 should be installed on this access at 3rd Avenue North.
- While the existing grade and alignment of 3rd Avenue North appear adequate for intersection sight distance, proposed landscaping and development signage should be set back from 3rd Avenue North to provide appropriate intersection sight distance per AASHTO guidelines.

Monroe Street at Site Access

- The alley providing access to Germantown Storage should include a minimum width of 24 feet with two lanes (1 entering lane, 1 exiting lane).
- While the existing grade and alignment of Monroe Street appear adequate for intersection sight distance, proposed landscaping and development signage should be set back from Monroe Street to provide appropriate intersection sight distance per AASHTO guidelines.

Parking Supply

- A total of 32 parking spaces should be provided on-site to support the self-storage and restaurant land uses. The current Preliminary SP layout includes 32 parking spaces.
- Any restaurant valet service shall operate on site.
- Developer shall submit truck turning exhibit to ensure appropriate loading dock access.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.69	0.6 F	18,033 SF	65	6	6



Metro Planning Commission Meeting of 7/14/2016

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Self- Storage (151)	0.69	-	100,575 SF	252	16	27

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

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	-	6,000 SF	295	12	36

Traffic changes between maximum: **IR** and **SP-C**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+482	+22	+57

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the plan meets several critical planning goals and is consistent with the land use policy for the area.

CONDITIONS

1. Permitted land uses shall be limited self-service storage and all uses permitted by MUG-A.
2. 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 MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. 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.
4. 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.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. 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.

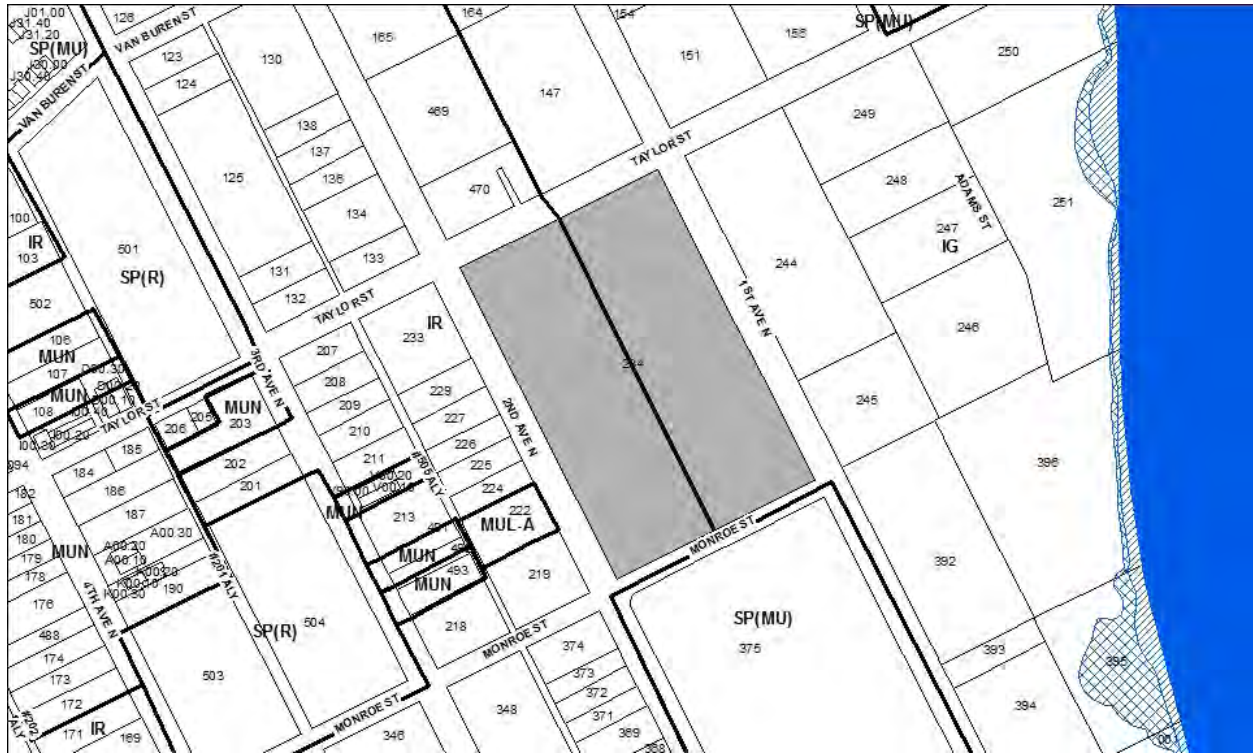


Metro Planning Commission Meeting of 7/14/2016

7. 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.



Metro Planning Commission Meeting of 7/14/2016



2016SP-055-001
1324 2ND AVENUE NORTH SP
Map 082-09, Parcel(s) 234
08, North Nashville
19 (Freddie O'Connell)



Project No.	Specific Plan 2016SP-055-001
Project Name	1324 2nd Avenue North SP
Council District	19 – O’Connell
School District	1 - Gentry
Requested by	Barge Cauthen & Associates, applicant; BTP Nashville, LLC, owner.

Staff Reviewer	Birkeland
Staff Recommendation	<i>Approval with conditions and disapproval without all conditions.</i>

APPLICANT REQUEST

Permit a mixed-use development.

Preliminary SP

A request to rezone from Industrial Restrictive (IR) and Industrial General (IG) to Specific Plan -Mixed Use (SP-MU) zoning for property located at 1324 2nd Avenue North, at the southeast corner of 2nd Avenue North and Taylor Street, (4.82 acres), to permit a mixed-use development.

Existing Zoning

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

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

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 office, retail, restaurant, grocery or commercial uses.

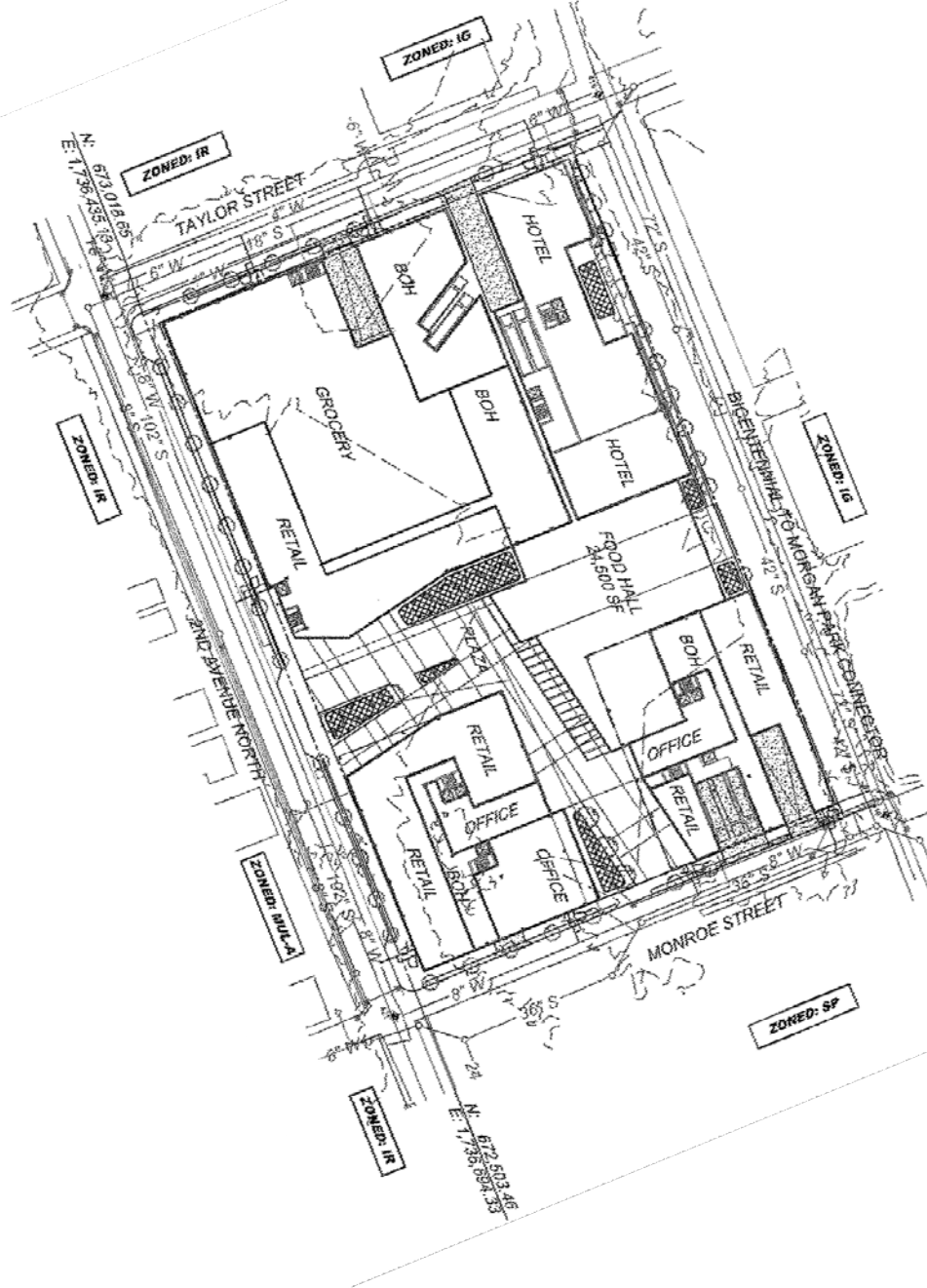
CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods
- Promotes Compact Building Design

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 are being provided along 2nd Avenue North, Monroe Street and Taylor Street to create a more pedestrian friendly and walkable area. Also, the mixture of uses on a single-site encourages walking



Metro Planning Commission Meeting of 7/14/2016



Proposed Site Plan



Metro Planning Commission Meeting of 7/14/2016

and promotes an active streetscape. The development utilizes structured parking and mixed uses to promote a compact building design.

NORTH 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 mixture of uses proposed is consistent with the T4 Urban Mixed Use Neighborhood policy. The T4 Urban Mixed Use Neighborhood policy indicates that building heights are generally one to five stories and in limited instances heights may go up to six stories. Consideration of taller heights is based on several factors including the following:

- The proximity to other Community Character Policies and the role of the building in transitioning between policies;
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- The contribution that the building makes to the overall fabric of the Mixed Use Neighborhood in terms of creating pedestrian-friendly streetscapes, plazas and open spaces, public art, innovative stormwater management techniques, etc.;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- Prominence of the intersection or street segment on which the building is located, with locations along or at intersections of arterial-boulevard streets being favored for taller buildings;
- The capacity of the block structure and right-of-way to accommodate development intensity;
- Proximity to existing or planned transit;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography; and
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces.

A portion of the plan proposes a six story hotel building along the northeastern side abutting the CSX railroad line. The proposed six-story hotel site is furthest from the Germantown Historic Neighborhood Conservation Overlay, providing a transition between the historic district and the greater heights and more intense uses in the existing IG zoning district. The plan meets the criteria for additional height as outlined in the Community Character Manual. With the proposed sidewalk and street improvements and the proximity to an existing transit lines, the proposed heights are consistent with the policy and meets the criteria for additional height for a portion of the plan.



Metro Planning Commission Meeting of 7/14/2016

PLAN DETAILS

The site is located at 1324 2nd Avenue North, at the northeast corner of 2nd Avenue North and Taylor Street. The site is approximately 4.82 acres in size and is currently being used as a warehouse. The site also has frontage along former 1st Avenue North where a greenway and railroad is located.

The proposed development includes approximately 219,060 square feet of office space, 41,000 square feet of grocery uses, 53,650 square feet of retail space, a 24,500 square-foot retail and restaurant space (food hall), and a hotel with up to 107 guestrooms.

Site Plan

The plan proposes a mixed use development allowing for retail, office, grocery, hotel and restaurant uses. Residential units are not included in the proposed plan. The site has frontage along 2nd Avenue North, Monroe Street and Taylor Street as well as the railroad and greenway east of the site. The plan proposes a pedestrian courtyard and food hall which includes retail and restaurant space with pedestrian connectivity from the street, internal to the site and to the greenway along the eastern property line.

One principal vehicular access from Monroe Street is located along the southern property line. There is one principal vehicular entrance from Taylor Street located along the northern property line. The entrance provides access to the structured parking. The development includes two parking structures. One parking structure will have access on Monroe Street and the other structure will have access on Taylor Street. Loading areas have been placed close to the eastern property line, furthest away from 2nd Avenue North. Sidewalks are being installed along all street frontages. Monroe Street and Taylor Street shall have a minimum of a 6 foot sidewalk and 4 foot planting strip and 2nd Avenue North shall have a minimum 10 foot sidewalk and 4 foot planting strip. A 5 foot sidewalk and green buffer zone are proposed along the eastern property line.

The proposed hotel building is limited to 6 stories within 85 feet. All other buildings are limited to five stories in 85 feet. The plan includes design elements such as glazing, minimum first floor heights for the grocery store and other uses, upper level facades for the parking garage above the grocery store, and prohibited materials.

ANALYSIS

The proposed uses and site layout are consistent with the T4 Urban Mixed Use Neighborhood policy. The proposed development also meets the criteria for additional height within the policy. The proposed six-story hotel site is furthest from the Germantown Historic Neighborhood Conservation Overlay providing a transition between the historic district and the greater heights and more intense uses in the existing IG zoning district. With the proposed sidewalk and street improvements and the proximity to existing transit lines, the proposed height are consistent with the policy and meets the criteria for additional height for a portion of the plan.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 7/14/2016

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval.
- This site is subject to Metro Water's combined sewer policy, regarding new sanitary sewer service lines. Make sure these issues are addressed, before Final SP approval.

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.
- ROW dedication(s) to the back of the "MCSP Compliance" will be required prior to the building permit approval.
- Easement dedication(s) to the back of the "Pedestrian Zone" will be required prior to the building permit approval.
- All construction (sidewalks, curbs, ramps, etc.) within the proposed and existing ROW must comply with MPW standards and specifications and be ADA compliant.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

Monroe Street

- Widen Monroe Street, as needed, in order to provide a three-lane cross-section along the project site frontage. One shared through/right turn lane should be provided in each direction and a center two-way left-turn lane between 2nd Avenue North and the railroad crossing/Cumberland River Greenway. A minimum of 10-foot lanes should be provided.
- The specific street design and cross-section for Monroe Street should be coordinated with the Metro Traffic Engineer prior to submittal of the Final SP and site plan.

Taylor Street and 2nd Avenue North

- Maintain two-way stop-control for the eastbound and westbound approaches of Taylor Street at 2nd Avenue North.
- Provide a westbound left turn lane on Taylor Street by widening Taylor Street along the project frontage, as needed, to accomplish a three-lane cross-section at the intersection. Approximately 125 feet of storage should be provided.
- Provide pedestrian crosswalks for the east and west legs of Taylor Street and the south leg of 2nd Avenue North.
- Provide ADA compliant curb ramps for each corner of the intersection with detectable warning mats.



Metro Planning Commission Meeting of 7/14/2016

- Provide pedestrian warning signs (W11-2) with diagonal facing arrow supplemental plaques (W16-7P) at the crosswalk on the south leg of 2nd Avenue North, facing northbound and southbound traffic.

Taylor Street

- Widen Taylor Street along the property frontage, as needed, to provide width for three lanes at the intersection with 2nd Avenue North. A minimum of 10-foot lanes should be provided.
- The centerline on Taylor Street should taper to the east to allow for on-street parallel loading zone for the hotel use along the south side of the street between the loading access drive and the east property line. If the location of the hotel changes in the Final SP submittal, the valet/loading should be addressed.
- The specific street design and cross-section for Taylor Street should be coordinated with the Metro Traffic Engineer prior to submittal of the Final SP and site plan.

Monroe Street and 2nd Avenue North

- The intersection of Monroe Street and 2nd Avenue North shall be re-evaluated with the Final SP zoning and site plan submittal to determine appropriate traffic control. All-way stop and traffic signal warrants and capacity analyses shall be re-evaluated based on the Final SP development plan (land uses and densities) as well as buildout of surrounding approved developments. If warranted per criteria outlined in the MUTCD, traffic signal control shall be installed upon completion of the development or as directed by Metro Traffic Engineer. Additional traffic control analysis shall be conducted prior to final SP plan approval.
- All-way stop-control may be considered for interim traffic control. The design should include appropriate advanced warning signage per the MUTCD. This traffic control modification will require application to and approval from the Metro Traffic & Parking Commission.
- Provide a southbound left turn lane for 2nd Avenue North by restriping the existing pavement width. Approximately 75 feet of dedicated storage and 75 feet of taper should be provided.
- Provide a left turn lane for the westbound approach of Monroe Street within the center two-way left-turn lane. Approximately 50 feet of dedicated storage and open taper should be provided.
- Provide pedestrian crosswalks for all four legs of the intersection.
- Provide ADA compliant curb ramps for each corner of the intersection with detectable warning mats.

Site Access 1 at Monroe Street

- Provide a minimum of 24 feet for the Site Access 1 driveway width in order to provide a minimum of one entering lane and one exiting lane.
- Site Access 1 on Monroe Street should be aligned with the planned garage access for the LC Germantown development near the eastern property boundary.

Site Access 2 at Taylor Street

- Provide a minimum of 24 feet for the Site Access 2 driveway width in order to provide a minimum of one entering lane and one exiting lane.

Jefferson Street and 3rd Avenue North

- Modify and optimize signal timing during the PM peak period.



Metro Planning Commission Meeting of 7/14/2016

Parking and Loading

- If one level of the Taylor Street parking structure is constructed below grade, every effort should be made to connect to the Monroe Street parking structure to improve internal site circulation.
- If valet operations are provided for the restaurant uses, it should occur on 2nd Avenue North within the proposed bulb-in parking along the project frontage. Valet operations in the ROW will require application to and approval from the Metro Traffic & Parking Commission.
- If grocery order ahead/pick-up services are provided, the loading zone should occur on 2nd Avenue North within the proposed bulb-in parking along the project frontage or within the parking structure in dedicated spaces. Loading zone operations in the ROW will require application to and approval from the Metro Traffic & Parking Commission.
- On-street parallel parking should not be allowed along the Monroe Street or Taylor Street property frontages unless bulb-in parking is provided in addition to the travel lane recommendations.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	4.82	0.6 F	125,975 SF	449	38	41

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)	4.82	-	17,080 SF	466	16	46

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
Grocery (850)	4.82	-	48,740 SF	4984	175	512

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
Hotel (310)	4.82	-	150 U	1338	101	105



Metro Planning Commission Meeting of 7/14/2016

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
Food Hall/Market (814)	4.82	-	12,580 SF	576	18	52

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
Office (710)	4.82	-	89,207 SF	1222	172	179

METRO SCHOOL BOARD REPORT

The Metro School Board report was not generated because the proposed zone change would not generate students.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to uses as specified on the plan.
2. Building facades fronting a public street shall have minimum of 40% glazing on the ground floor. Building facades fronting a public street or a greenway shall have a minimum of 25% glazing or openings on each upper floor.
3. Upper level facades of parking structure facing public streets shall step back from the ground level façade by a minimum of 18 inches, and shall include material articulation.
4. Upper level facades of parking structures facing public streets shall have openings for a minimum of 40% and a maximum of 60% of the total façade.
5. The specific street design and cross-section for Monroe Street should be coordinated with the Metro Traffic Engineer and Metro Planning prior to submittal of the Final SP and site plan.
6. The specific street design and cross-section for Taylor Street should be coordinated with the Metro Traffic Engineer and Metro Planning prior to submittal of the Final SP and site plan.
7. Individual openings with larger structural bays shall be articulated to be vertical in orientation.
8. Maximum width of structural bays along public streets and the greenway which give articulation to the building façade shall be forty feet.
9. Each building (office, retail, hotel or other) shall have a minimum of one pedestrian entrance per public street face. Exceptions may be made if a building has frontage on two streets or a street and a greenway.
10. 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. Uses are limited as described in the Council ordinance.
11. 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 7/14/2016

12. 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.
13. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
14. 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.
15. 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.



Metro Planning Commission Meeting of 7/14/2016



2016SP-059-001
1003 WEST GREENWOOD AVENUE SP
Map 083-01, Parcel(s) 016
05, East Nashville
05 (Scott Davis)



Project No.	Specific Plan 2016SP-059-001
Project Name	1003 West Greenwood Avenue SP
Council District	5 – S. Davis
School District	5 – Kim
Requested by	Luke and Mackenzie Gustafson, applicant and owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit a detached accessory dwelling unit.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for property located at 1003 West Greenwood Avenue, approximately 190 feet northwest of Emmett Avenue (0.35 acres), to permit a detached accessory dwelling unit in addition to all uses permitted by the RS5 zoning district.

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

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. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The proposed SP to permit a detached accessory dwelling unit (DADU) is consistent with the policy as the standards for a DADU preserves the character of the existing single-family area.



Metro Planning Commission Meeting of 7/14/2016

1003 West Greenwood Avenue Specific Plan (SP)

Development Summary	
SP Name	1003 West Greenwood Avenue
SP Number	2016SP-059-001
Council District	5
Map & Parcel	Map 083-01 Parcel 016

Site Data Table	
Site Data	0.35 Acres
Existing Zoning	RS5
Proposed Zoning	SP-R
Allowable Land Uses	Single-Family Residential Detached Accessory Dwelling Unit

Specific Plan (SP) Standards

1. The purpose of this SP is to permit a detached accessory dwelling unit and all standards of RS5 for primary and accessory structures that are not a detached accessory dwelling unit.
2. Uses within this SP shall be limited to those permitted under the RS5 zoning district. A detached accessory unit is also permitted.
3. No more than one curb-cut from West Greenwood Avenue is permitted. Any additional vehicular access/drives shall be provided from the alley.
4. The living space of a detached accessory dwelling shall not exceed seven hundred square feet.
5. The footprint of a detached accessory dwelling shall not exceed one thousand square feet.
6. A detached accessory dwelling shall maintain a proportional mass, size, and height to ensure it is not taller than the primary structure on the lot. A detached accessory dwelling height shall not exceed the height of the primary structure as measured to the eave line.
7. The roof ridge line of a detached accessory dwelling must be less than the roof ridge line for the primary structure.
8. A detached accessory dwelling shall be of similar style, design and material color as used for the primary structure, and shall use similar architectural characteristics, including roof form and pitch, to the primary structure.
9. A detached accessory dwelling may have dormers that relate to the style and proportion of windows on the detached accessory dwelling, and shall be subordinate to the roof-slope by covering no more than fifty percent of the roof.
10. 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 RS5 zoning district as of the date of the applicable request or application.
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.

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:

- Urban Neighborhood Maintenance (T4 NM)

The proposed SP to permit a detached accessory dwelling unit (DADU) is consistent with the policy as the standards for a DADU preserves the character of the existing single-family character.



Proposed Site Standards



Metro Planning Commission Meeting of 7/14/2016

PLAN DETAILS

The property is approximately 0.35 acres in size and is located on the north side of West Greenwood Avenue between Laurent Street and Emmett Avenue. The property is developed with a single-family home and a detached garage. The adjacent property to the west that is at the corner of Laurent Street and West Greenwood Avenue is a daycare.

Site Plan

The intent of this SP is to permit the addition of a Detached Accessory Dwelling Unit (DADU) in addition to all uses permitted in the RS5 zoning district. The SP standards are as follow:

1. The purpose of this SP is to permit a detached accessory dwelling unit and all standards of RS5 for primary and accessory structures that are not a detached accessory dwelling unit.
2. Uses within this SP shall be limited to those permitted under the RS5 zoning district. A detached accessory unit is also permitted.
3. No more than one curb-cut from West Greenwood Avenue is permitted. Any additional vehicular access/drives shall be provided from the alley.
4. The living space of a detached accessory dwelling shall not exceed seven hundred square feet.
5. The footprint of a detached accessory dwelling shall not exceed one thousand square feet.
6. A detached accessory dwelling shall maintain a proportional mass, size, and height to ensure it is not taller than the primary structure on the lot. A detached accessory dwelling height shall not exceed the height of the primary structure as measured to the eave line.
7. The roof ridge line of a detached accessory dwelling must be less than the roof ridge line for the primary structure.
8. A detached accessory dwelling shall be of similar style, design and material color as used for the primary structure, and shall use similar architectural characteristics, including roof form and pitch, to the primary structure.
9. A detached accessory dwelling may have dormers that relate to the style and proportion of windows on the detached accessory dwelling, and shall be subordinate to the roof-slope by covering no more than fifty percent of the roof.
10. 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 RS5 zoning district as of the date of the applicable request or application.
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.

ANALYSIS

While the SP permits an additional dwelling unit on the property that is currently zoned for only one unit, the SP standards ensure that the property will maintain the existing character of the surrounding area. This is, for the most part, the same conditions that the Commission has reviewed under a previous text amendment to permit DADUs in certain locations within Davidson County, and a SP in East Nashville to permit DADU. Since the previous DADU standards were general, certain conditions were omitted to meet the specific requirements for this site.

FIRE MARSHAL RECOMMENDATION

N/A



Metro Planning Commission Meeting of 7/14/2016

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

- Approved as a Preliminary SP only.

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

Approved

METRO SCHOOL BOARD REPORT

The density proposed with the SP-R zoning district does not exceed the density currently permitted by the existing RS5 zoning district so no additional students would be generated. Students would attend Hattie Cotton Elementary, Gra-Mar Middle School and Maplewood High School. All three schools are identified as having capacity for additional students. 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. Uses in the SP are limited to all uses permitted by RS5 and one detached accessory dwelling unit.
2. 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 RS5 zoning district as of the date of the applicable request or application.
3. 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.
4. 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.
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 the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



SEE NEXT PAGE



Metro Planning Commission Meeting of 7/14/2016



2016S-006A-001

Map 117-07-0-G, Parcel(s) 004
10, Green Hills - Midtown
25 (Russ Pulley)



Project No.	2016S-006A-001
Project Name	Stokesboro Court Lot 4
Council District	25 – Pulley
School District	08 – Pierce
Requested by	Richard Glaze, applicant and owner.
Staff Reviewer	Sharp
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the 20 foot platted rear setback.

Setback Amendment

A request to amend the platted rear setback from 20 feet to 9 feet for property located at 208 Stokesboro Court, approximately 245 feet south of Stokes Lane, zoned One and Two-Family Residential (R20), (0.18 acres).

Existing Zoning

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.

CRITICAL PLANNING GOALS

N/A

GREEN HILLS-MIDTOWN COMMUNITY PLAN

T3 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.

Consistent with Policy?

Yes. T3 NM policy acknowledges that areas under this policy will experience some change over time, primarily when buildings are expanded or replaced, and efforts should be made to retain the existing neighborhood character. 208 Stokesboro Court is located within a Planned Unit Development (PUD 101-85-P). Relative to the surrounding neighborhood, the six homes within this PUD are on smaller lots, with more limited spacing between buildings and smaller yards. This amendment is in keeping with the development pattern established by the PUD.

PLAN DETAILS

The request is to amend the platted rear setback for Lot 4, 208 Stokesboro Court in order to construct a 300 square foot addition to the existing home’s attached garage. The existing home is 2,250 square feet and the existing garage is 525 square feet. Plans have not been professionally drawn for the addition, but the applicant estimates that the addition will be ten feet high.



Metro Planning Commission Meeting of 7/14/2016

The platted rear setback of Lot 4 is 20 feet. The subdivision that created this lot was recorded in 1987 and included a total of 6 lots. The plat included a platted rear setback for all lots in the subdivision.

ANALYSIS

As part of the subdivision amendment process, the applicant is required to obtain letters from adjacent property owners indicating their support of the proposed subdivision amendment. In this instance, the applicant was unable to obtain a letter of support from one of the adjacent property owners; therefore, this item has been placed on the Planning Commission agenda. The applicant has letters of support from all other adjacent properties and the Stokesboro Court Home Owner's Association (HOA). The home on the affected, non-signatory property is roughly 100 feet from the rear property line of 208 Stokesboro Court, and is not located within the PUD or the HOA. There is not a fence between the two properties; however, the applicant has indicated that all existing trees along the property line are to remain.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved with Conditions

- There is a 15' P.U.D.E on west side of lot. However, no drainage structures appear to be present. A letter of easement encroachment may be required prior to issuance of building permit for the building addition.

PUBLIC WORKS RECOMMENDATION

No exception taken

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 7/14/2016



2016S-125-001
NUNLEY ESTATES SUBDIVISION LOTS 1-3
Map 133-11, Parcel(s) 191
12, Southeast
26 (Jeremy Elrod)



Project No.	2016S-125-001
Project Name	Nunley Estates Subdivision Lots 1-3
Council District	26 - Elrod
School District	07 - Pinkston
Requested by	Clint Elliot Surveying, applicant; Donald L.Spurgeon, owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 223 Nunley Drive, approximately 150 feet northwest of Cathy Jo Drive, zoned Single-Family Residential (RS10).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 8 units.*

CRITICAL PLANNING GOALS

N/A

SOUTHEAST COMMUNITY PLAN

T3 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.

PLAN DETAILS

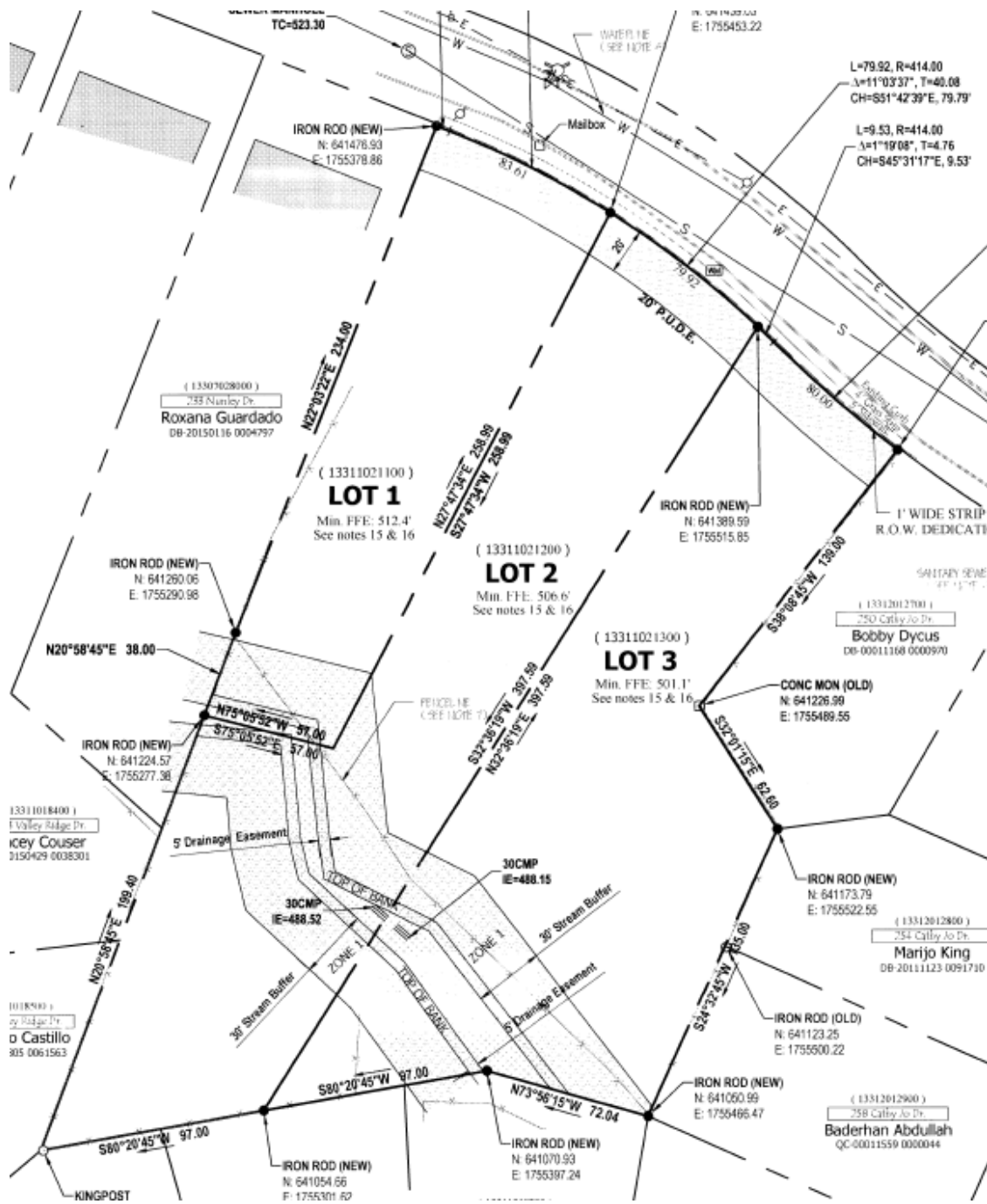
This request is for final plat approval to create three lots on property located at 223 Nunley Drive, where one lot currently exists. There are no sidewalks present along Nunley Drive.

The existing lot is 88,508 square feet (2.0 acres) and is proposed to be subdivided into three lots with the following square footage/ acreage:

- Lot 1: 18,701 SF (0.429 acres)
- Lot 2: 34,552 SF (0.793 acres)
- Lot 3: 35,012 SF (0.804 acres)



Metro Planning Commission Meeting of 7/14/2016



Proposed Site Plan



Metro Planning Commission Meeting of 7/14/2016

ANALYSIS

Section 3-5.2 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions and for determining their compatibility in Neighborhood Maintenance policies.

Zoning Code

The proposed lots meet the minimum standards of the RS10 zoning district which requires a minimum of 10,000 square feet.

Street Frontage

All lots front onto Nunley Drive which is a public street.

Density

The T3 Suburban Neighborhood Maintenance policy no longer includes density limitations.

Community Character

1. Lot frontage analysis; the proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.

In this instance, the lots created must be equal to or greater than 78 feet. The proposed lots meet lot frontage requirements.

Lot 1 Frontage	
Proposed Frontage	83.6 ft.
Minimum	78 ft.
70% Average	55.7 ft.

Lot 2 Frontage	
Proposed Frontage	79.9 ft.
Minimum	78 ft.
70% Average	55.7 ft.

Lot 3 Frontage	
Proposed Frontage	80 ft.
Minimum	78 ft.
70% Average	55.7 ft.

2. Lot size analysis; the proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater.

In this instance, the proposed lots must equal to or greater than 14,587 SF. The proposed lots exceed the required square footage as lot 1 has 18,701 SF, lot 2 has 34,552 SF and lot 3 has 35,012 SF.



Metro Planning Commission Meeting of 7/14/2016

Lot 1 Size	
Proposed Size	18,701 SF
Minimum Size	14,587 SF
70% Average	13,933 SF

Lot 2 Size	
Proposed Size	34,552 SF
Minimum Size	14,587 SF
70% Average	19,933 SF

Lot 3 Size	
Proposed Size	35,012 SF
Minimum Size	14,587 SF
70% Average	13,933 SF

3. Street setbacks; future structures would have to comply with appropriate street setbacks.
4. Lot orientation; proposed lots are consistent with the surrounding parcels with respect to orientation.

Agency Review

All reviewing agencies have recommended approval of this application.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

- As all our previous comments have been addressed on the latest re-plat (stamped received June 30, 2016), MWS recommends approval.

STAFF RECOMMENDATION

Staff recommendation is to approve with conditions.

CONDITIONS

1. No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be a driveway a maximum of 16 feet wide located between the primary structure and the street.
2. Height shall be a maximum of two stories in 35 feet, measured to the roofline.
3. The building permit plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the



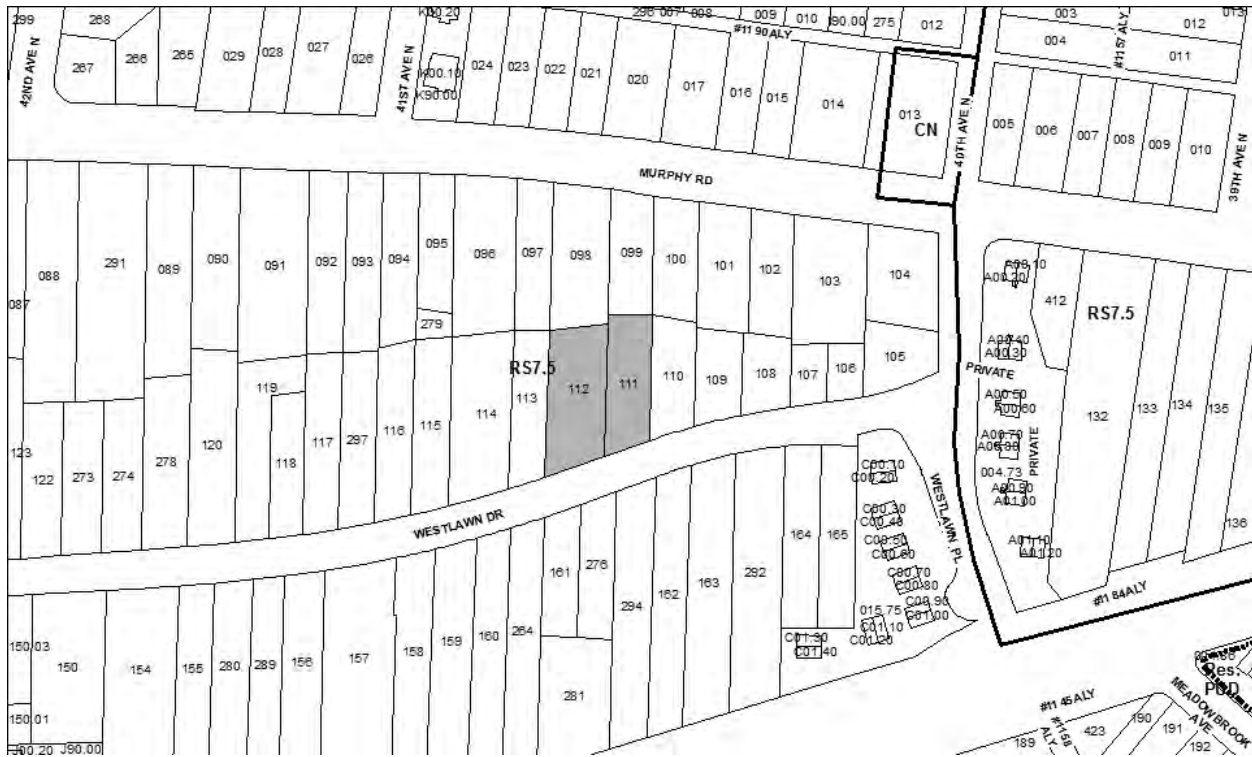
Metro Planning Commission Meeting of 7/14/2016

required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

4. Sidewalks are required along Nunley Drive. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department. The rate of \$96 per linear foot of total frontage area will require a \$ 23,376.00 contribution to Pedestrian Benefit Zone 7.
 - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department, or
 - e. Add the following note to the plat: "No building permit is to be issued on any of the proposed lots until the required sidewalk is constructed per the Department of Public Works specifications."



Metro Planning Commission Meeting of 7/14/2016



2016S-126-001

RICHLAND REALTY COMPANY WEST LAWN SUBDIVISION REPLAT OF PART OF LOT 353

Map 103-08, Parcel(s) 111-112

07, West Nashville

24 (Kathleen Murphy)



Project No.	2016S-126-001
Project Name	Richland Realty Company West Lawn Subdivision, Re-Plat of Part of Lot #353
Council District	24 - Murphy
School District	9 - Frogge
Requested by	Clint T. Elliott Surveying, applicant; Brandon and Katherine Waymire and Shirley K. Carpenter, owners.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Create 3 lots.

Final Plat

A request for final plat approval to create three lots on properties located at 4022 and 4024 Westlawn Drive, approximately 400 feet southwest of Westlawn Place, zoned Single-Family Residential (RS7.5) (0.59 acres).

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 3 units.*

CRITICAL PLANNING GOALS

- Supports Infill Development

The proposed subdivision creates infill housing opportunity in an area that is served by existing infrastructure. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure, such as substandard roads, water and sewer, because it does not burden Metro with the cost of upgrading or building new infrastructure.

PLAN DETAILS

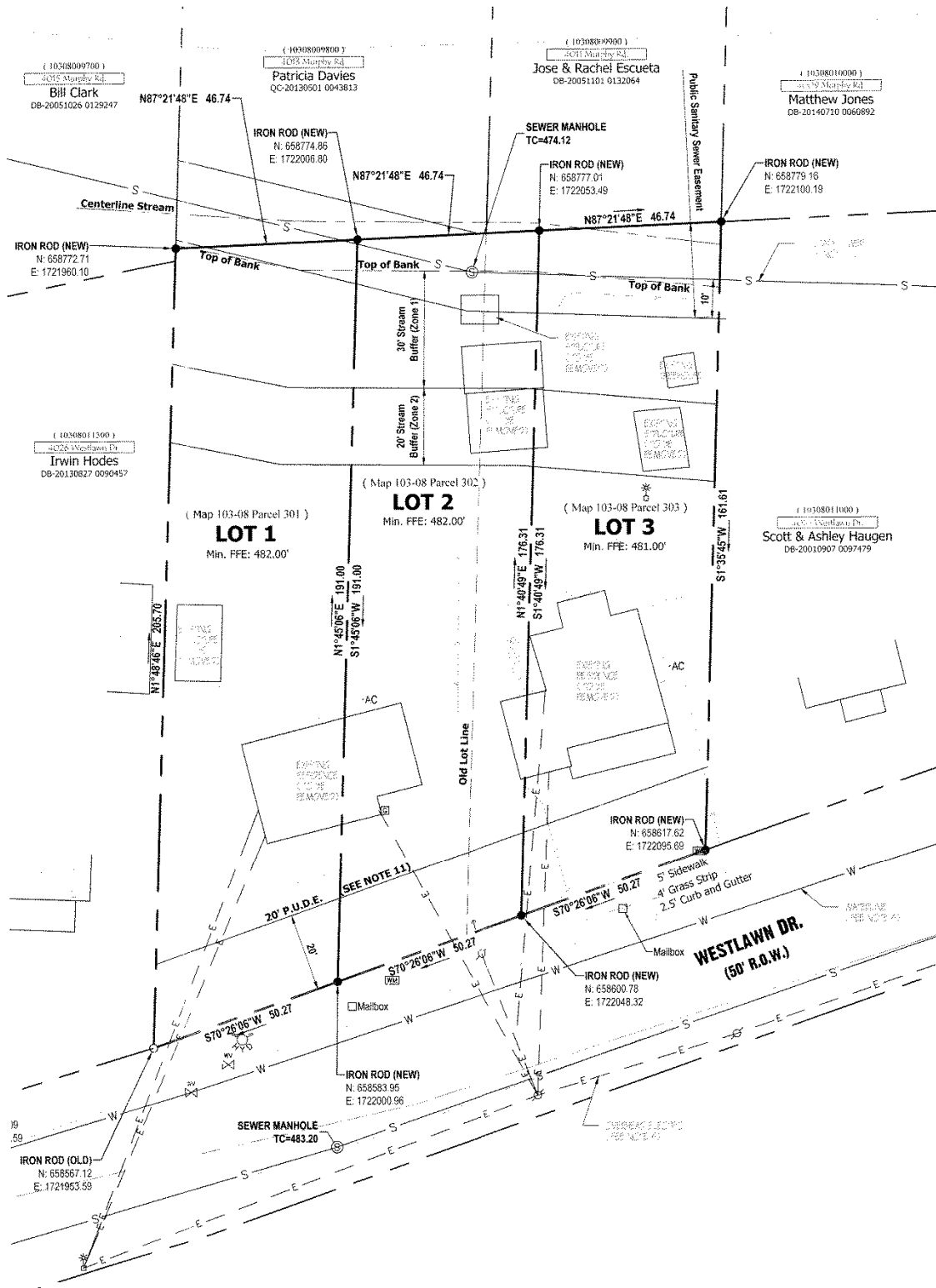
The plan proposes to create three lots from 2 existing lots located on Westlawn Drive, west of Westlawn Place. The property is approximately 0.59 acres in size. There is one existing home located on each lot and both are proposed to be demolished.

The land use policy for the subject property is Urban Neighborhood Maintenance (T4 NM), which is subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations. All three proposed lots meet the infill lot compatibility analysis. The subject property is proposed to be subdivided into three lots with the following areas and street frontages:

- Lot 1: 9,265 Sq. Ft., (0.213 Acres), and 50.27 Ft. of frontage;
- Lot 2: 8,581 Sq. Ft., (0.197 Acres), and 50.27 Ft. of frontage;
- Lot 3: 7,897 Sq. Ft., (0.181 Acres), and 50.27 Ft. of frontage.



Metro Planning Commission Meeting of 7/14/2016



Proposed Subdivision



Metro Planning Commission Meeting of 7/14/2016

ANALYSIS

Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Suburban Neighborhood Maintenance policy area.

Zoning Code

Proposed lots meet the minimum standards of the RS7.5 zoning district.

Street Frontage

Proposed lots have frontage on a public street.

Density

The T4 Urban Neighborhood Maintenance policy no longer includes density limitations.

Community Character

1. Lot frontage: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. In this case, the lots created must be equal to or greater than 50 feet, which is equal to the surrounding a lot with the least amount of frontage. The proposed subdivision meets the lot frontage requirement.

Lot Frontage Analysis	
Minimum Proposed	50.27'
70% of Average	41.37'
Smallest Surrounding Parcel	50'

2. Lot size: The proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. In this case, the minimum lot area must be at least 7,500 square feet, which is the minimum required by the Zoning Code. The smallest surrounding lot and 70% of the average are both less than the minimum required by zoning. The proposed subdivision meets the lot size requirement.

Lot Size Analysis	
Minimum Proposed	7,897 SF
70% of Average	6,872 SF
Smallest Surrounding Parcel	3,840 SF

3. Street Setback: The street setback would be as required by the Zoning Code.

4. Lot Orientation: All lots will be oriented toward Westlawn Drive.

Agency Review

All agencies have recommended approval.



Metro Planning Commission Meeting of 7/14/2016

Harmony of Development

The proposed subdivision meets the Community Character criteria. To further provide for the harmonious development of the community, the applicant has proposed to limit height to 2 stories in 35 feet. All units will also include a raised foundation of 18" to 36". No parking will be permitted between the primary structure and the street.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip or as determined by Public Works, and a minimum 5 foot wide sidewalk unobstructed, and a minimum of 20 feet pavement on the street width. Wider sidewalk, grass strip, and pavement width is required where on-street parking occurs or on a street classification greater than local.
- Sidewalks must be shown fully within the right of way. Show the location of all existing above and below ground features within the right-of-way. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Prior to recordation, the existing residences shall be demolished and removed from the plat.
2. Sidewalks are required along Westlawn Drive. Prior to final plat recordation one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department;
 - b. Construct sidewalk and have it accepted by Public Works;
 - c. Submit contribution in lieu of construction to the Planning Department in the amount of \$14,477.76 to Pedestrian Benefit Zone 4B.
 - d. Add the following note to the plat: No building permit is to be issued on any of the proposed lots until the required sidewalk is constructed per the Department of Public Works specifications.
3. The building permit plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy

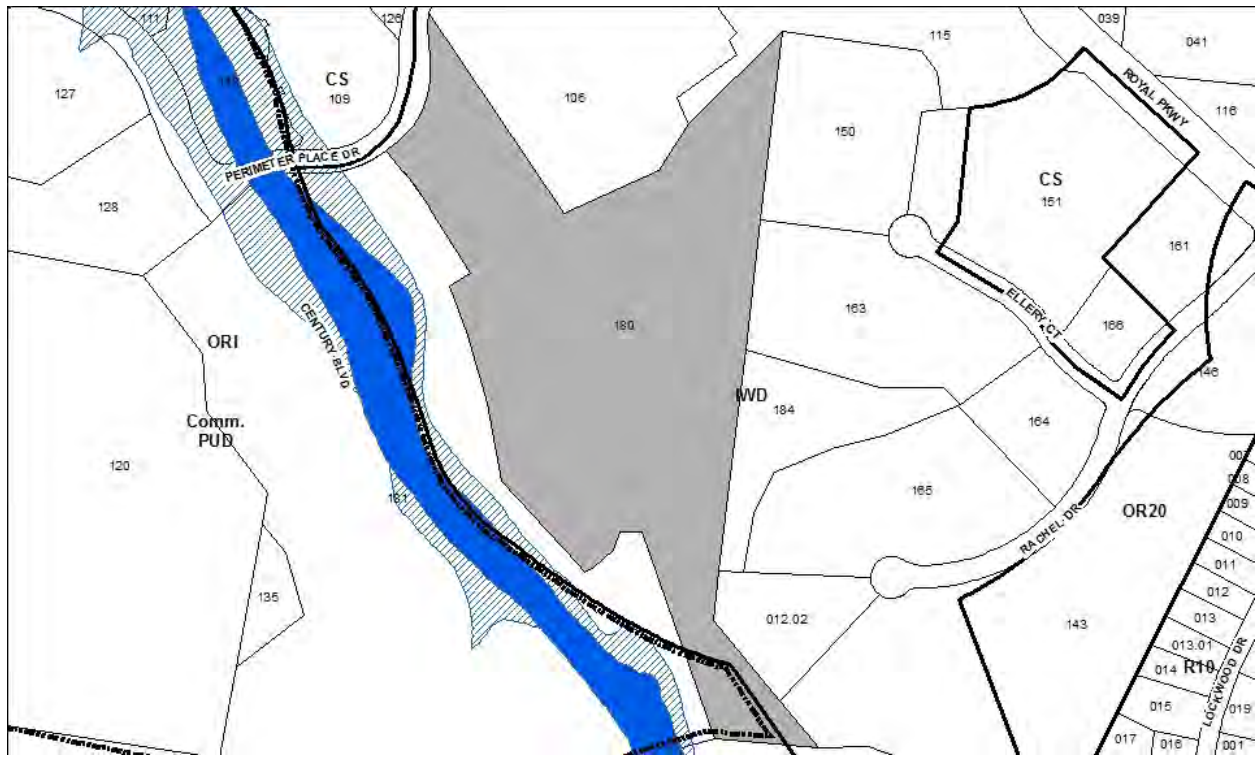


Metro Planning Commission Meeting of 7/14/2016

permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Metro Planning Commission Meeting of 7/14/2016



2016S-132-001
THE PRESERVE
Map 107, Parcel(s) 180
14, Donelson - Hermitage
15 (Jeff Syracuse)



Project No.	Concept Plan 2016S-132-001
Project Name	The Preserve
Council District	15 – Syracuse
School District	4 – Shepherd
Requested by	Barge Cauthen & Associates, applicant; Corporate Investors Partnership V, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan to create five lots.

Concept Plan

A request for concept plan approval to create five lots on property located at 2535 Perimeter Place Drive, approximately 1,500 feet southwest of Royal Parkway, zoned Industrial Warehousing/Distribution (IWD), Office/Residential Intensive (ORI) and Specific Plan-Commercial (SP-C) (21.98 acres).

Zoning

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

Office/Residential Intensive (ORI) is intended for high intensity office and/or multi-family residential uses with limited retail opportunities.

Specific Plan-Commercial (SP-C) 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 commercial uses.

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The subject site is located in the Donelson area along Perimeter Place Drive. The site is approximately 22 acres in size and includes three separate zoning districts. The SP-C district was approved by Council in April of 2016, and is approved for a hotel.

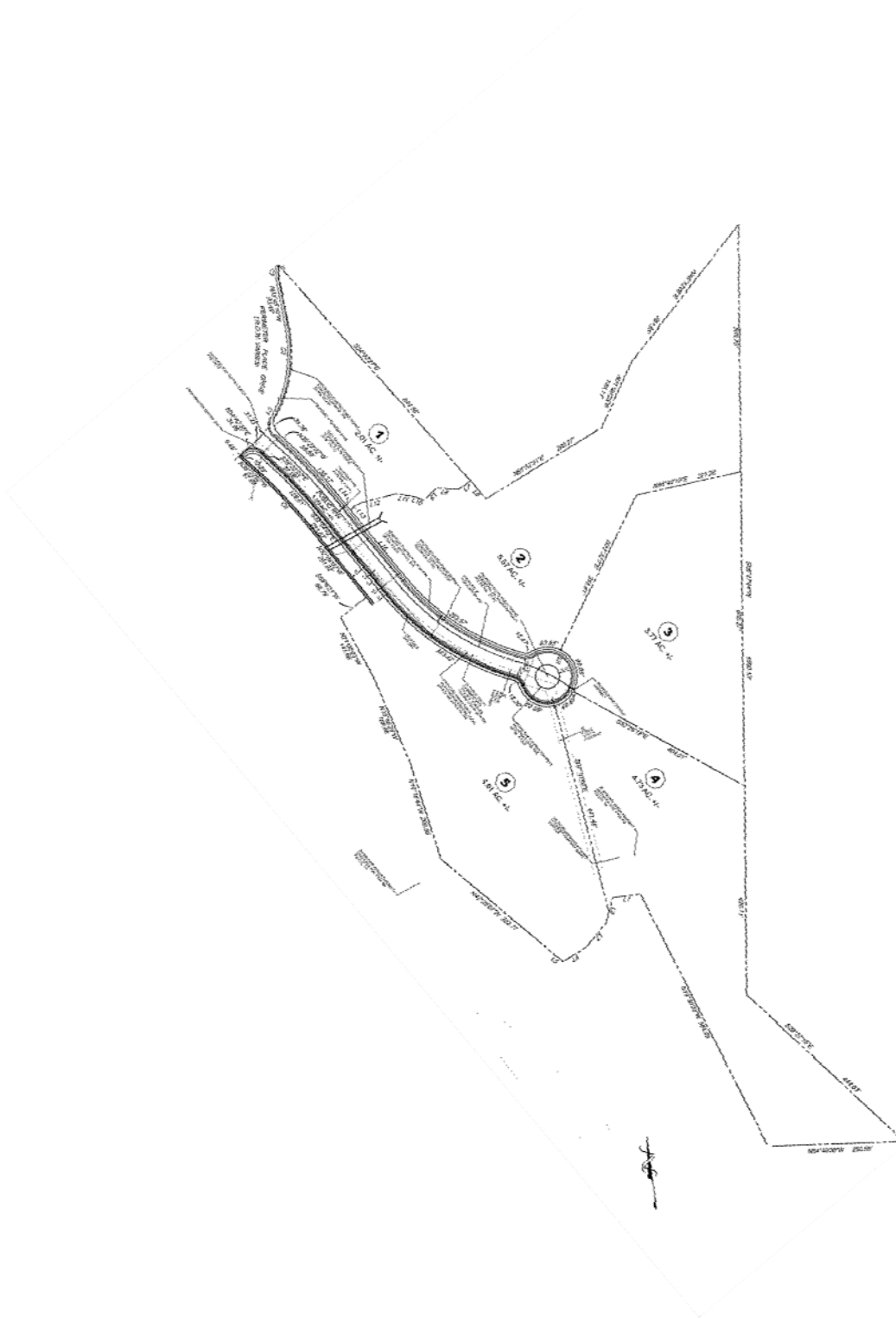
Site Plan

The plan calls for five lots along a new public street. Lots range in size from approximately two acres to approximately five acres, and are as follows:

- Lot 1: 2.01 acres
- Lot 2: 5.57 acres
- Lot 3: 3.77 acres
- Lot 4: 4.73 acres
- Lot 5: 4.61 acres



Metro Planning Commission Meeting of 7/14/2016



Proposed Site Plan



Metro Planning Commission Meeting of 7/14/2016

While all lots have frontage on a new public street, lot one will also have frontage along Perimeter Place Drive. Lots one and two are critical lots due to slopes in excess of 25 percent.

ANALYSIS

Staff recommends approval with conditions. The layout is consistent with the recently approved SP, and meets the Subdivision Regulations. While there are slopes in excess of 25% on two lots, they are denoted as critical and will have to meet the hillside development standards of the Metro Zoning Code.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved with conditions

- All lots and roadway to have water quality and / or quantity measures (location to be determined during site plan review).

WATER SERVICES RECOMMENDATION

Approved with conditions

- 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.

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.
- Prior to construction provide 20' maintenance easement south of the wall for wall and box culvert future maintenance.

TRAFFIC & PARKING RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval with conditions as the request is consistent with the Subdivision Regulations and the Zoning Code.

CONDITIONS

1. All lots and roadway to have water quality and/or quantity measures (location to be determined during site plan review).
2. 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.



Metro Planning Commission Meeting of 7/14/2016

3. 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.
4. Prior to construction provide 20' maintenance easement south of the wall for wall and box culvert future maintenance.
5. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.



SEE NEXT PAGE



Metro Planning Commission Meeting of 7/14/2016



2016S-136-001
2811 WIMBLEDON
Map 117-09, Parcel(s) 046
10, Green Hills - Midtown
25 (Russ Pulley)



Project No.	Concept Plan 2016S-136-001
Project Name	2811 Wimbledon
Council District	25 - Pulley
School District	08 - Pierce
Requested by	Dale & Associates, Inc., applicant; Elliott Jones, owner.
Staff Reviewer	Sharp
Staff Recommendation	<i>Defer to the July 28, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Create three lots.

Concept Plan

A request for concept plan approval to create three lots on property located at 2811 Wimbledon Road, at the southeast corner of Wimbledon Road and Hilldale Drive, zoned One and Two-Family Residential (R10) and One and Two-Family Residential (R20) (1.78 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the July 28, 2016 Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 7/14/2016



2016S-138-001

MAPLEWOOD MANOR SUBDIVISION RESUB OF LOTS 35 & 36

Map 061-10, Parcel(s) 152-153

05, East Nashville

08 (Nancy VanReece)



Project No.	2016S-138-001
Project Name	Maplewood Manor
Council District	08 - VanReece
School District	03 - Speering
Requested by	Smith Land Surveying, applicant; Geneva Searcy, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approval with conditions.</i>

APPLICANT REQUEST

Create four lots.

Final Plat

A request for final plat approval to create four lots on properties located at 901 and 903 Virginia Avenue, at the intersection of Virginia Avenue and Matthews Avenue, zoned Single-Family Residential (RS7.5) (1.08 acres).

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 5 units.

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE 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. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

PLAN DETAILS

This request is for final plat approval to create four lots on properties located at 901 and 903 Virginia Avenue. 901 Virginia Avenue is located at the northeast corner of Mathews Avenue and Virginia Avenue. All four proposed lots will have frontage along Virginia Avenue. There is an existing structure on the property that is proposed to be removed. Vehicular access would be limited to a 16 foot shared access drive along the rear of all four lots. No parking is permitted between the primary structures and the street. There are no sidewalks present along Mathews Avenue or Virginia Avenue.



Metro Planning Commission Meeting of 7/14/2016

The existing parcels are a total of 1.08 acres. The proposed plat would subdivide two parcels into four lots with the following square footage/ acreage:

- Lot 1: 12,668 SF (0.29 acres)
- Lot 2: 11,744 SF (0.27 acres)
- Lot 3: 11,744 SF (0.27 acres)
- Lot 4: 11,744 SF (0.27 acres)

ANALYSIS

Section 3-5.2 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions and for determining their compatibility in Neighborhood Maintenance policies.

Zoning Code

The proposed lots meet the minimum standards of the RS7.5 zoning district.

Street Frontage

All four lots would have frontage along Virginia Avenue. Lot 1 will have frontage along both Virginia Avenue and Matthews Avenue; both are public streets.

Density

The T4 Urban Neighborhood Maintenance policy no longer includes density limitations.

Community Character

1. Lot frontage analysis; the proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.

In this instance, the lots created must be equal to or greater than 50 feet along Virginia Avenue. The proposed lots meet lot frontage requirements.

Lot Frontage Analysis (Lot 1)	
Minimum Proposed	53.92'
70% of Average	35.7
Smallest Surrounding Parcel	50'

Lot Frontage Analysis (Lot 2-4)	
Minimum Proposed	50'
70% of Average	35.7'
Smallest Surrounding Parcel	50'

2. Lot size analysis; the proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater.

In this instance the proposed lots must equal to or greater than 11,100 SF. The proposed lots meet the square footage requirement.



Metro Planning Commission Meeting of 7/14/2016

Lot Square Feet Analysis (Lot 1)	
Minimum Proposed	12,665 sq. ft.
70% of Average	8,238 sq. ft.
Smallest Surrounding Parcel	11,100 sq.ft.

Lot Square Feet Analysis (Lot 2-4)	
Minimum Proposed	11,744 sq. ft.
70% of Average	8,238 sq. ft.
Smallest Surrounding Parcel	11,100 sq. ft.

3. Street setbacks; 70 foot minimum building setback proposed, which is consistent with surrounding setbacks.

4. Lot orientation; proposed lots are consistent with the surrounding parcels.

Agency Review

Public Works has not recommended approval.

Harmony of Development

Staff finds that this proposal would provide for harmonious development along Virginia Avenue. The applicant has agreed to limit the height of future development to two stories in 35 feet, which is consistent with the adjacent properties. The applicant has also agreed to a 16-foot shared access drive along the rear of all four lots; this would eliminate parking pads in the street setbacks and enhance the public realm. Sidewalks would also be required.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approve with Conditions

- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip or as determined by Public Works, and a minimum 5 foot wide sidewalk unobstructed, and a minimum of 20 feet pavement on the street width. Wider sidewalk, grass strip, and pavement width is required where on-street parking occurs or on a street classification greater than local.
- Sidewalks must be shown fully within the right of way. Show the location of all existing above and below ground features within the right-of-way. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.

TRAFFIC AND PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

- Attached is a copy of the above-referenced subdivision (received on June 6, 2016) on which we have recommended approval.
- These comments apply to Metro Water Services' public water and sewer utility issues only.



Metro Planning Commission Meeting of 7/14/2016

- It is the responsibility of the applicant to contact the Fire Marshal's Office regarding adequate fire protection.

STAFF RECOMMENDATION

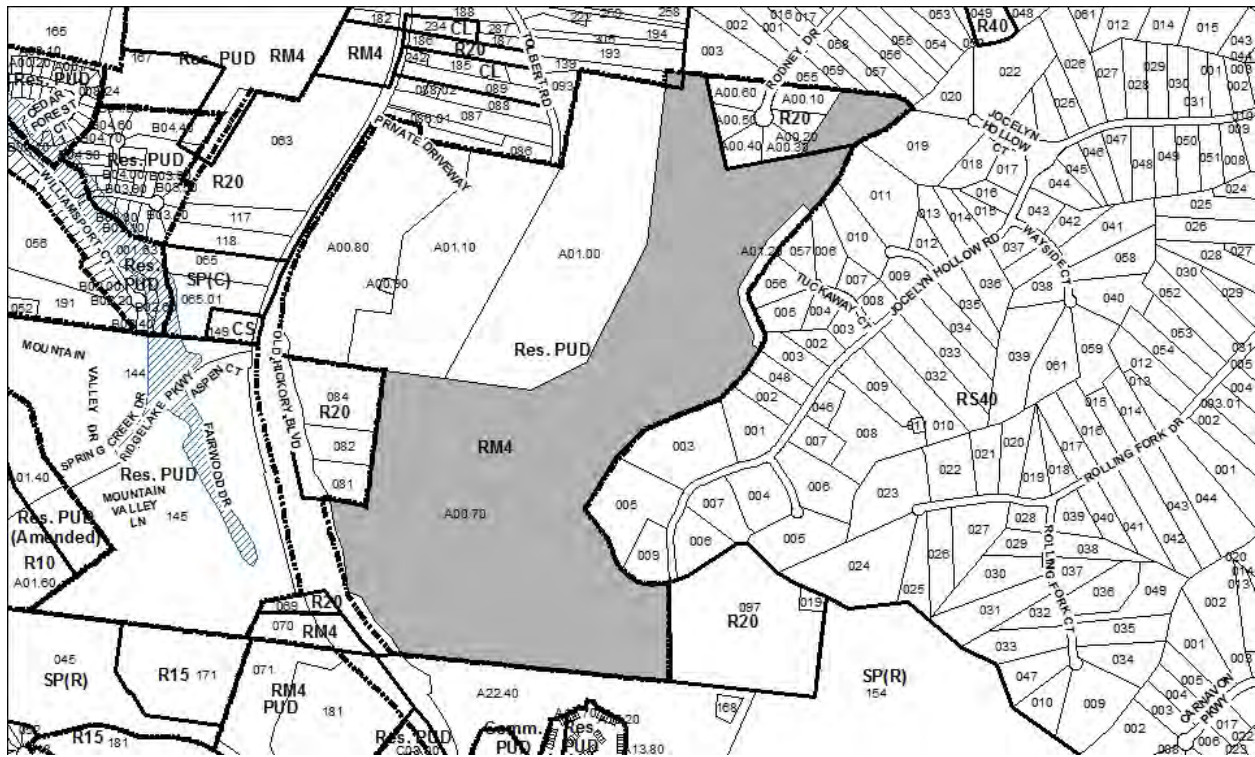
Staff finds that this subdivision meets the Subdivision Regulations; therefore, staff recommends approval with conditions.

CONDITIONS

1. Sidewalks are required along Matthews Avenue and Virginia Avenue. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department. The rate of \$96 per linear foot of total frontage area will require a \$41,518.08 (432.48 feet x \$96) contribution to Pedestrian Benefit Zone 2-A.
 - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department, or
 - e. Add the following note to the plat: "No building permit is to be issued on any of the proposed lots until the required sidewalk is constructed per the Department of Public Works specifications." Sidewalk shall be shown and labeled on the plan per Public Works Standards with the required curb and gutter.
2. Revise Note 17 "No parking is permitted between the primary structures and the street. Hard surfaces for vehicular access shall be limited to the shared access easement."
3. Add "See Notes 17-20" on Lots 1-4.
4. The building permit plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Metro Planning Commission Meeting of 7/14/2016



66-84P-001

LEXINGTON RESIDENTIAL PUD (PERIODIC REVIEW)

Map 128-04-0-A, Parcel(s) 007

06, Bellevue

22 (Sheri Weiner); 23 (Mina Johnson)



Project No.	Planned Unit Development 66-84P-001
Project Name	Lexington Residential (Periodic Review)
Council District	22 - Weiner , 23 – M. Johnson
School District	9 – Frogge
Requested by	Councilmember Mina Johnson
Staff Reviewer	Milligan
Staff Recommendation	<i>Defer to the July 28, 2016 Planning Commission meeting.</i>

APPLICANT REQUEST

Periodic review of a Planned Unit Development.

Periodic PUD Review

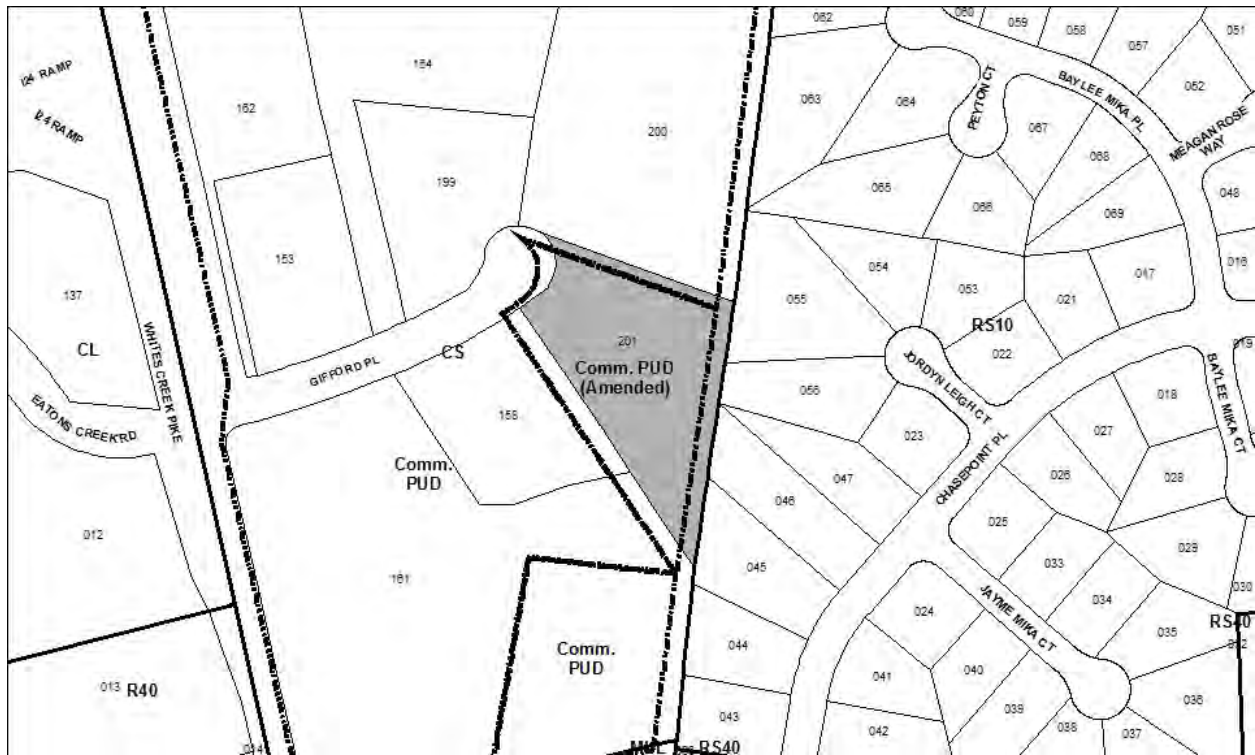
A request for a periodic review for a portion of the Lexington Residential Planned Unit Development Overlay District located at Old Hickory Boulevard (unnumbered), approximately 1,045 feet south of Ridgelake Parkway, zoned Multi-Family Residential (RM4) and One and Two-Family Residential (R20) (123.01 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the July 28, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 7/14/2016



61-77P-002
GIFFORD COMMERCIAL PUD
Map 022, Parcel(s) 201
01, Joelton
01 (Sharon W. Hurt)



Project No.	Planned Unit Development 61-77P-002
Project Name	Gifford Commercial PUD (PUD Amendment)
Associated Case	Zone Change 2014Z-053PR-001
Council District	1 – Hurt
School District	1 – Gentry
Requested by	Dale & Associates, Inc., applicant; Donna Knepper, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST
Amend a portion of a PUD.

Amend PUD

A request to amend a Planned Unit Development Overlay for property located at 220 Gifford Place, approximately 400 feet northeast of Whites Creek Pike (1.30 acres), zoned Commercial Service (CS), to permit a Boarding House.

Existing Zoning

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

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.

CRITICAL PLANNING GOALS

N/A

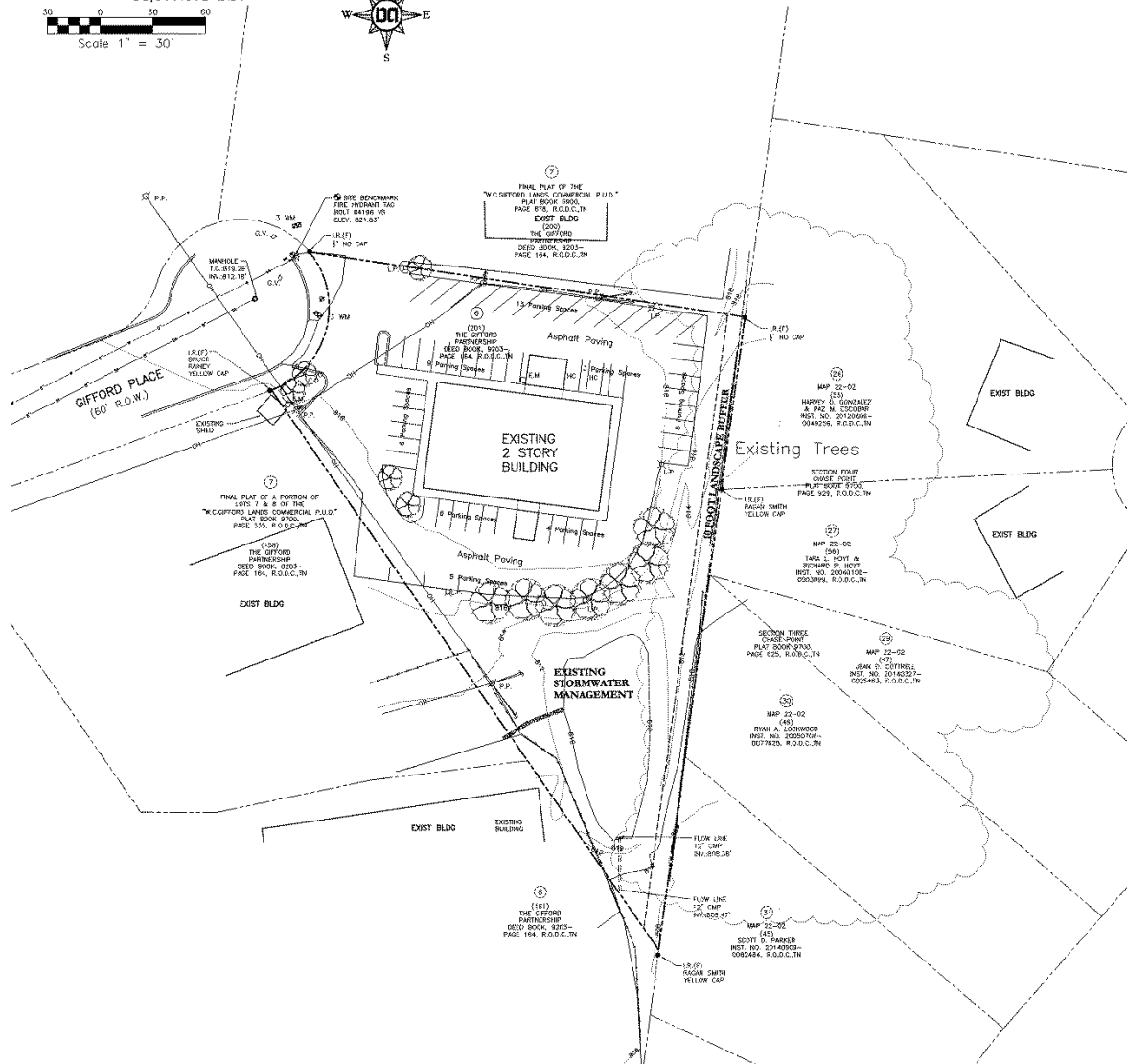
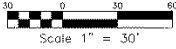
JOELTON COMMUNITY PLAN

T2 Rural Neighborhood Center (T2 NC) is intended to preserve, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.



Metro Planning Commission Meeting of 7/14/2016

TOTAL AREA = 1.301 ACRES
= 56,677.071 S.F.



Proposed Site Plan



Metro Planning Commission Meeting of 7/14/2016

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.

Consistent with Policy?

Yes. This policy supports residential development including a boarding house, as it is a residential use. The policy supports development that provides consumer goods and services in a small-scale pedestrian friendly area. Because of the site's proximity to the interstate, multi-family uses are more appropriate than commercial or mixed use zoning district as it provides a transition from the interstate and surrounding commercial uses to the single-family neighborhoods further away from the interstate.

PLAN DETAILS

The site is located at the southeast corner of Whites Creek Pike and I-24. The site is surrounded by single-family residential, mixed use and commercial uses. The site is currently developed and consists of an existing office building. The plan calls for the PUD to be amended to allow a boarding house within the existing building. This site currently is zoned CS and proposed for RM20, which would allow for a boarding house use. While the proposed RM20 base zoning would permit up to 26 units on 1.3 acres, the PUD would limit the number of units to 20 total units.

Site Plan

The plan calls to amend PUD to allow a boarding house use with 20 residential units within the existing structure. The site will use the existing parking to meet the Metro Zoning Code parking requirements. The site will use the existing access point and no additional access points are proposed. The plan provides a 10-foot landscape buffer along the eastern property line adjacent to single-family residential uses.

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 approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned



Metro Planning Commission Meeting of 7/14/2016

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 a residential use into the PUD, changing the classification of what was approved by Council. The proposed PUD amendment is consistent with the T2 Rural Neighborhood Center land use policy. The location of the boarding house is appropriate because it is consistent with the existing campground and



Metro Planning Commission Meeting of 7/14/2016

recreational uses within the PUD. The use being added to the PUD is adjacent to Whites Creek Pike, and single-family residential to the east. This use is an appropriate transition from commercial uses within the PUD to the single-family residential uses to the east of the PUD.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

- Awaiting submittal of an availability study by the applicant.

MADISON SUBURBAN UTILITY DISTRICT

Approve

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.
- Indicate sidewalk construction per the MCSP, if required by Metro Planning Dept.

TRAFFIC AND PARKING RECOMMENDATION

Approved

METRO SCHOOL BOARD REPORT

The Metro School Board report was not generated because the proposed zone change would not generate students.

STAFF RECOMMENDATION

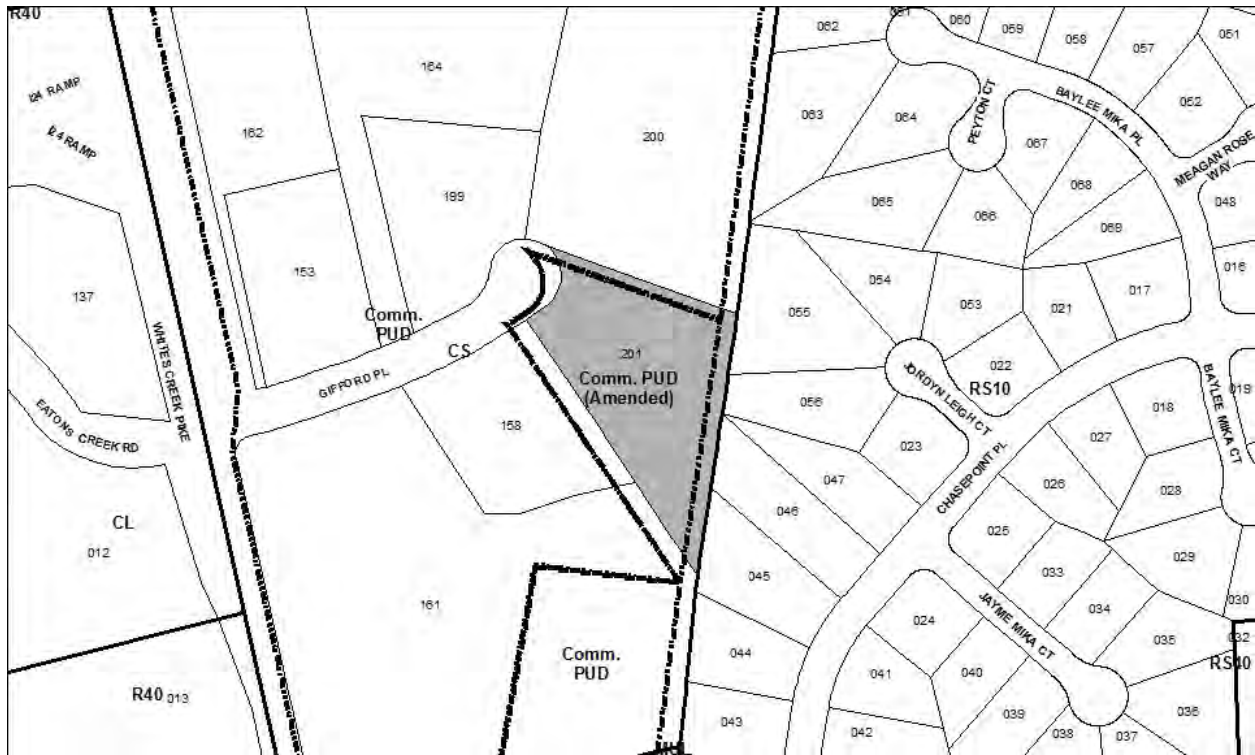
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a boarding house with up to 20 units.
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.



Metro Planning Commission Meeting of 7/14/2016



2014Z-053PR-001
Map 022, Parcel(s) 201
01, Joelton
01 (Sharon W. Hurt)



Project No.	Zone Change 2014Z-053PR-001
Associated Case No.	Planned Unit Development 61-77P-002
Council District	1 – Hurt
School District	1 – Gentry
Requested by	Dale & Associates, Inc., applicant; Donna Knepper, owner.

Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve subject to the approval of the associated PUD amendment, and disapprove if the associated PUD amendment is not approved.</i>

APPLICANT REQUEST
Zone change from CS to RM20.

Zone Change

A request to rezone from Commercial Service (CS) to Multi-Family Residential (RM20) zoning for property located at 220 Gifford Place, approximately 460 feet east of Eatons Creek Road (1.3 acres).

Existing Zoning

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

Proposed 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 26 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 up to 20 units total.*

CRITICAL PLANNING GOALS

N/A

JOELTON COMMUNITY PLAN

T2 Rural Neighborhood Center (T2 NC) is intended to preserve, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for



Metro Planning Commission Meeting of 7/14/2016

surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

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.

Consistent with Policy?

Yes. The proposed RM20 district is consistent with the T2 Neighborhood Center policy. Neighborhood Center policy supports a mixture of uses, including residential uses. The proposed zoning provides for a transition from the existing residential area to the east of the site to the commercial areas located adjacent to Whites Creek Pike and Interstate-24. The associated PUD amendment 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

A Traffic Study may be required at the time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.3	0.6 F	33,976 SF	3367	82	309

Maximum Uses in Proposed 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)	1.3	20 units/acre	20 U	282	17	32



Metro Planning Commission Meeting of 7/14/2016

Traffic changes between maximum: CS and proposed RM20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-3085	-65	-277

METRO SCHOOL BOARD REPORT

The Metro School Board report was not generated because the proposed zone change would not generate students.

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 7/14/2016



72-74P-001

GLO BEST WESTERN ON GLASTONBURY

Map 107, Parcel(s) 048

13, Antioch - Priest Lake

13 (Holly Huevo)



Project No.
Project Name

Planned Unit Development 72-74P-001
GLO Best Western on Glastonbury (Formerly Camelot on the Parkway) PUD Amendment

Council District
School District
Requested by

13 – Huezo
7 – Pinkston
T-Square Engineering, applicant; Music City Airport Authority, LLC, owner.

Staff Reviewer
Staff Recommendation

Birkeland
Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST
Amend a portion of a PUD.

Amend PUD

A request to amend the a portion of the Camelot on the Parkway Planned Unit Development for property located at Glastonbury Road (unnumbered), approximately 475 feet west of Briley Parkway (6.45 acres), zoned Commercial Limited (CL), to permit a hotel.

Existing Zoning

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

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.

CRITICAL PLANNING GOALS

N/A

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

D Impact (D I) is intended to enhance and create areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, 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. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.



Metro Planning Commission Meeting of 7/14/2016

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.

Consistent with Policy?

Yes. This policy supports hotels and other uses that support the overall primary uses permitted in a District Impact policy. The policy calls for these uses to be strategically located and thoughtfully designed to serve the overall community. The proposed site is located close to the airport and another hotel. This site is located on the edge of the District Impact policy and will provide a buffer to the existing multi-family uses to the south of this site and the single-family residential uses to the west and north of the site.

PLAN DETAILS

The site is located along Glastonbury Road just west of Briley Parkway. The site is surrounded by commercial, multi-family residential and single-family residential uses. The site is vacant. The plan calls for the PUD to be amended to allow a 4-story hotel. This site currently zoned CL which permits hotel uses.

History

The PUD was approved in 1974 and the proposed site was approved for three lodges of 32 units each, a tennis court, and a small pool. Originally, these lodges were envisioned as an extension of an approved motel, east of the site, with shared infrastructure.

Site Plan

The plan calls to amend the PUD to allow a 4-story hotel. Access to the site will be from Glastonbury Road. The proposed building is located along the east side of the site, outside of the areas of steep slopes. The proposed building is located outside of the stream buffer to the north and west of the site, providing a buffer to the single-family abutting the site.

The majority of the parking is located behind the front line of the proposed building, with some parking stalls located in front of the building. The proposed parking meets the Metro Zoning Code parking standards. Internal sidewalks connect both parking areas to the hotel and to Glastonbury Road. A 6 foot sidewalk and grass strip shall be installed along Glastonbury Road.

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.



Metro Planning Commission Meeting of 7/14/2016

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 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.



Metro Planning Commission Meeting of 7/14/2016

This request cannot be considered a “minor modification” because it adds an access point for this parcel that was not originally included in the approved PUD by Council. The proposed amendment increases the allowable hotel square footage by 14, 248 square feet, which is more than 10 percent, which is what a “minor modification” could allow.

The proposed use for the PUD amendment is consistent with the already approved PUD and the District Impact land use policy. The policy supports hotels in strategic locations to serve the overall community or policy area. The adjacent property to the east within the same PUD contains a four story hotel.

FIRE MARSHAL RECOMMENDATION

Approved 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 Site Plan/PUD only. The required capacity fees must be paid prior to Final Site Plan/PUD approval.

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.
- Prior to final plan submittal, submit sight distance analysis to confirm AASHTO sight distance requirements are met.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- A TIS will be required prior to final PUD site plan.

METRO SCHOOL BOARD REPORT

The Metro School Board report was not generated because the proposed zone change would not generate students.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited a hotel with a maximum of 93 rooms.
2. Height is limited to 4 stories within 60 feet.



Metro Planning Commission Meeting of 7/14/2016

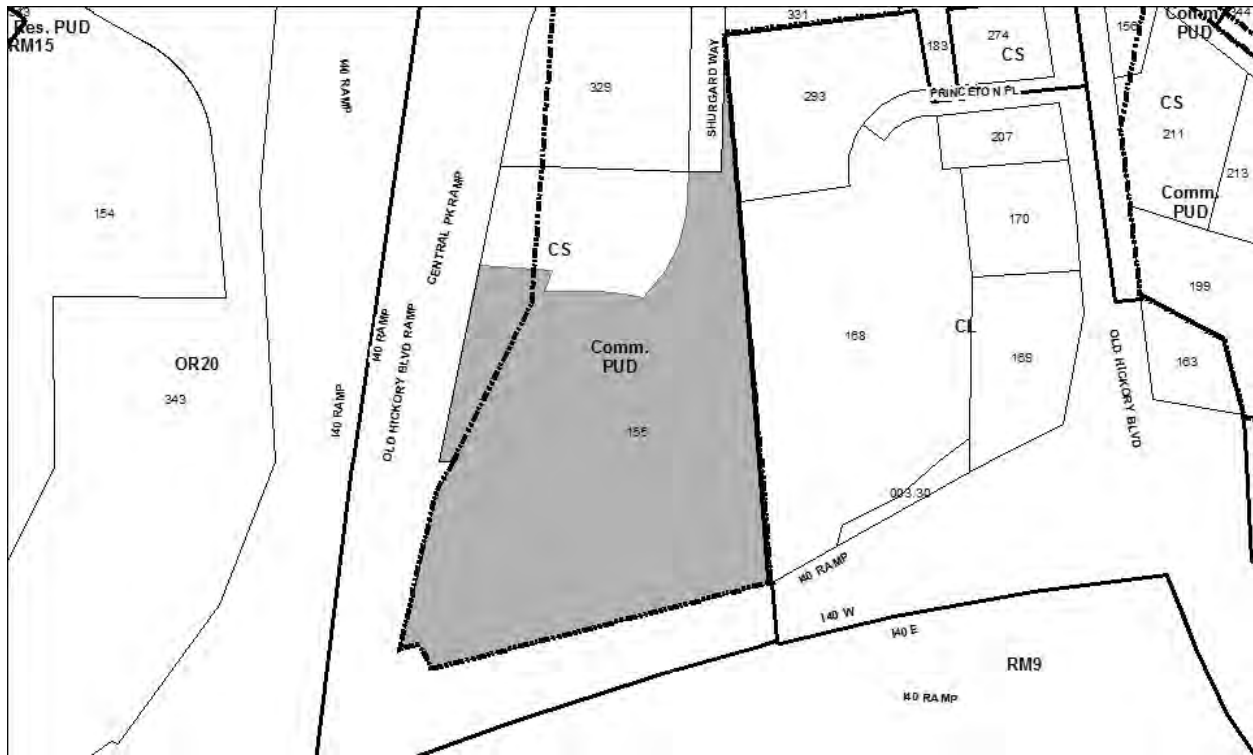
3. A 6-foot planting strip and 6-foot sidewalk shall be installed along Glastonbury Road. A minimum 5-foot sidewalk and no grass strip shall be installed along the western side of Glastonbury Road due to the existing bridge.
4. This approval does not include any signs. Signs in planned unit developments 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.
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. 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 7/14/2016



93P-023-001

GATEWAY OF HERMITAGE, PHASES 5 & 6

Map 086, Part of Parcel(s) 155

14, Donelson - Hermitage

14 (Kevin Rhoten)



Project No.	Planned Unit Development 93P-023-001
Project Name	Gateway of Hermitage, Phases 5 & 6
Council District	14 – Rhoten
School District	04 – Shepherd
Requested by	Wamble & Associates, PLLC, applicant; Shurgard Freeman Hermitage J.V., owner.
Staff Reviewer	Sharp
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Permit 34,000 square feet of vehicular rental/leasing uses.

Revision to the Preliminary PUD

A request to revise the preliminary plan for a portion of a Planned Unit Development for property located at 4030 Shurgard Way, approximately 715 feet south of Central Pike (10.94 acres), zoned Commercial Service (CS), to permit 34,000 square feet of vehicular rental/leasing where 163,000 feet of hotel space was previously approved.

Existing Zoning

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

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 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. *This PUD is approved for office and commercial uses.*

CRITICAL PLANNING GOALS

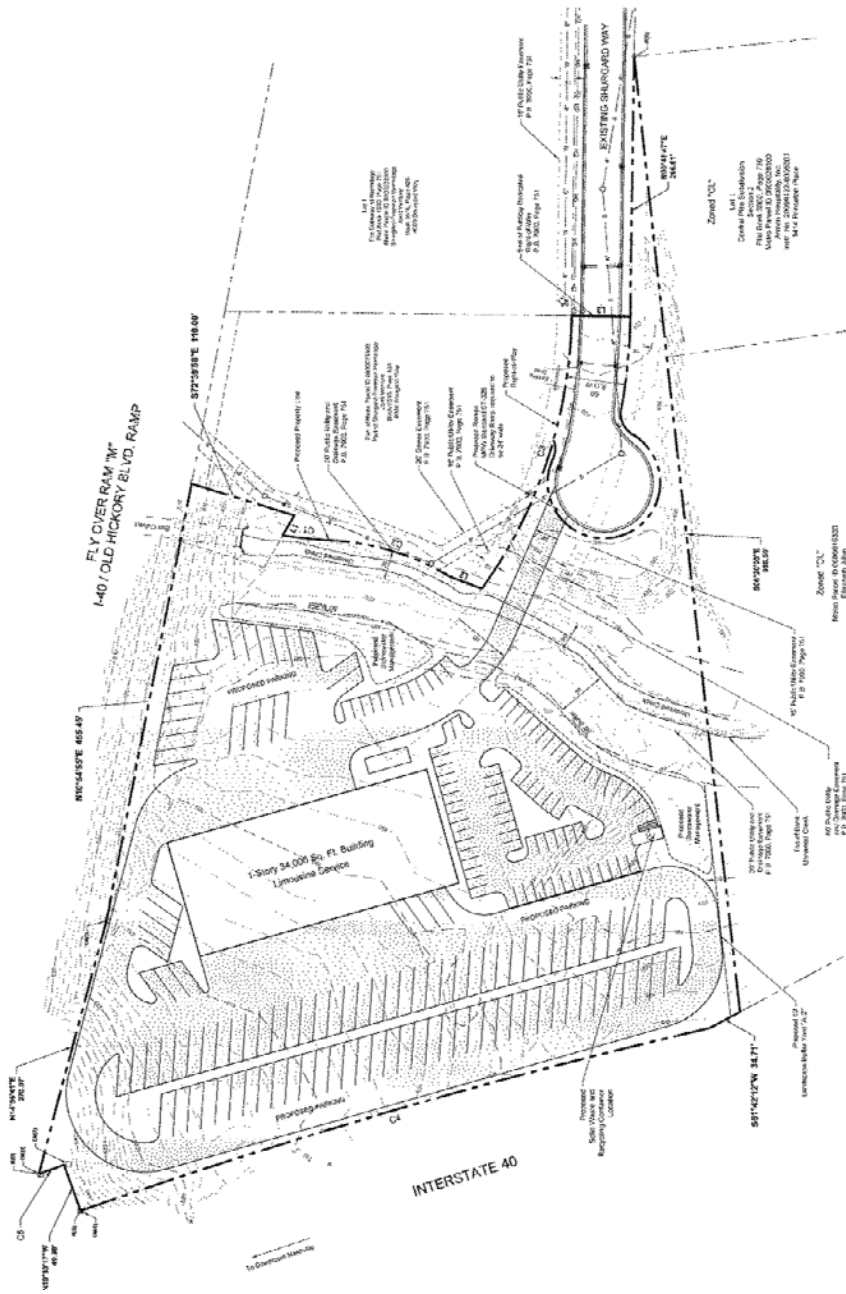
N/A

PLAN DETAILS

This property is located at 4030 Shurgard Way on approximately 10.94 acres. The purpose of this request is to revise a portion of the Gateway of Hermitage, Phases 5&6, Planned Unit Development (PUD) to permit 34,000 square feet of limousine services where 163,000 square feet of hotel usage was previously permitted. The Metro Codes Department considers limousine services to be classified as vehicular rental/leasing.



Metro Planning Commission Meeting of 7/14/2016



Proposed Site Plan



Metro Planning Commission Meeting of 7/14/2016

ANALYSIS

This PUD was originally approved in 1993 and now includes approximately 13.74 acres south of Central Pike and north of I-40. It has been revised numerous times. The 1993 Metro Council plan approved an 80,500 square foot storage facility. The PUD was amended and expanded to its current acreage in 1995 to permit 209,500 square feet of commercial and office uses; at this time, 4030 Shurgard Way, parcel 155, was approved for 163,000 square feet of hotel space. In 1996, a revision was approved to replace a 25,500 square foot office building with a truck rental and boat storage addition to the existing storage warehouse facility.

The revision requested does not deviate significantly from the Council approved plan and the proposed site plan is consistent with the overall concept of the PUD. Staff finds the revisions to be a minor modification as the total floor area of the PUD has not been increased more than ten percent beyond the total floor area last approved by the council; it has in fact been decreased.

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with all the requirements of Section 17.40.120.G, and is provided below for review.

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 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;



Metro Planning Commission Meeting of 7/14/2016

- 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.

FIRE MARSHAL RECOMMENDATION

Approved

STORMWATER RECOMMENDATION

Approved

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.
- ROW dedication as shown on the plans is to be recorded prior to MPW sign off on any building permit.
- Submit coring and lab results from a materials engineer prior to MPW sign off on the grading permit for the property. If roadway is not constructed to meet MPW standards and specifications, mitigations may be required.

TRAFFIC & PARKING RECOMMENDATION

Approved



Metro Planning Commission Meeting of 7/14/2016

WATER SERVICES RECOMMENDATION

Approved with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. 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.
2. 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.



Metro Planning Commission Meeting of 7/14/2016



2016Z-067PR-001

Map 071-14, Parcel(s) 329

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2016Z-067PR-001
Council District	5 – S. Davis
School District	5 - Kim
Requested by	Jeff Kendig, applicant and owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from CS and CS to MUG-A.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use General-Alternative (MUG-A) zoning for property located at 8 Ligon Avenue, approximately 385 feet east of Whites Creek Pike and located within the Skyline Redevelopment District (0.16 acres).

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Supports a Variety of Transportation Choices

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 Dickerson Pike and Fern Avenue, providing an access framework for residents and visitors to new destinations on these properties.

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Community Center (T4 CC) is intended to enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The rezoning to MUG-A is consistent with the T4 Urban Community Center (T4 CC) policy and is appropriate given the site’s location in an urban area. The rezoning would encourage the mix



Metro Planning Commission Meeting of 7/14/2016

of uses promoted under this policy, and apply design standards appropriate for a pedestrian-oriented streetscape. Permitted uses under MUG-A zoning include commercial, residential, and office uses. The proposed mixed use zoning would complement the variety of uses present and encouraged under the T4 Urban Community Center policy.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

No agency review required

STORMWATER RECOMMENDATION

No agency review required

TRAFFIC AND PARKING RECOMMENDATION

Conditions of Approval

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.16	0.6 F	4,181 SF	217	11	32

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.16	3.0 F	20,908 SF	933	24	72

Traffic changes between maximum: CS and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+16,727 SF	+716	+13	+40

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUG-A district: 3 Elementary 2 Middle 2 High

The proposed zone change could generate 7 more students than what is typically generated under the existing CS zoning district. Students would attend Shwab Elementary School, Jere Baxter



Metro Planning Commission Meeting of 7/14/2016

Middle School, and Maplewood High School. All schools are identified as having capacity. This information is based upon data from the school board last updated March 2016.

WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? Unsure at this time but it has been discussed.
2. If so, how many and what is the percentage of the entire development? Unsure at this time.
3. How will you enforce the affordability requirements? Not applicable.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval as the proposed rezoning is consistent with policy.



Metro Planning Commission Meeting of 7/14/2016



2016Z-083PR-001

Map 071-10, Parcel(s) 030, 034, 036, 038, 040
03, Bordeaux - Whites Creek
02 (DeCosta Hastings)



Project No.
Council District
School District
Requested by

Zone Change 2016Z-083PR-001
2 - Hastings
1 - Gentry
Councilmember DeCosta Hastings, applicant; various owners.

Staff Reviewer
Staff Recommendation

Birkeland
Disapprove.

APPLICANT REQUEST

Zone change from RS5 to RM20-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM20-A) zoning for properties located at 503, 507, 513, 523 Weakley Avenue and Weakley Avenue (unnumbered), approximately 500 feet northeast of Baptist World Center Drive (0.93 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 lots.*

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. *RM40-A would permit a maximum of 15 units.*

CRITICAL PLANNING GOALS

N/A

BORDEAUX-WHITES CREEK 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 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?

No. The proposed RM20-A zoning is inconsistent with the T4 Urban Neighborhood Evolving policy, as proposed. The policy’s intent is to create and enhance urban residential neighborhoods



Metro Planning Commission Meeting of 7/14/2016

that provide more housing choice. The five parcels proposed for the zone change do not take into account elements such as existing developed character, block structure, built alleys, etc. They are not contiguous parcels and redevelopment could result in a random land use pattern with multiple access points and no comprehensive approach to redevelopment. RM20-A may be appropriate in evolving polices, but the proposed locations are mid-block and not along a corridor and do not have access to an improved alley, therefore the zone change is not consistent with policy.

ANALYSIS

The five parcels proposed for a zone change are generally located east of Baptist World Center Drive along Weakly Avenue within a T4 Urban Neighborhood Evolving policy. The T4 Neighborhood Evolving Policy is applied in areas where development and infill produce a different character that includes increased housing diversity and connectivity.

The proposed RM20-A zoning district would allow multi-family residential uses of up to 20 units an acre. RM20-A zoning would permit up to 3 units on each parcel and one parcel may have up to 4 units. The alley is not built along the rear of the parcels; therefore, curb cuts would have to occur along Weakly Avenue in up to five locations. The lots in the area are small and do not lend themselves to redevelopment unless they are contiguous and combined.

PUBLIC WORKS RECOMMENDATON

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- 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)	0.93	8.7 D	8 U	77	6	9

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)	0.93	20 U	18 U	233	13	28

Traffic changes between maximum: **RS5 and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 10 U	+156	+7	+19



Metro Planning Commission Meeting of 7/14/2016

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5: 1 Elementary 1 Middle 1 High

Projected student generation proposed RM20-A district: 0 Elementary 1 Middle 1 High

The proposed RM20-A is expected to generate 1 less student over what would be generated by the existing zoning. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek 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.

WORKFORCE AND AFFORDABLE HOUSING REPORT

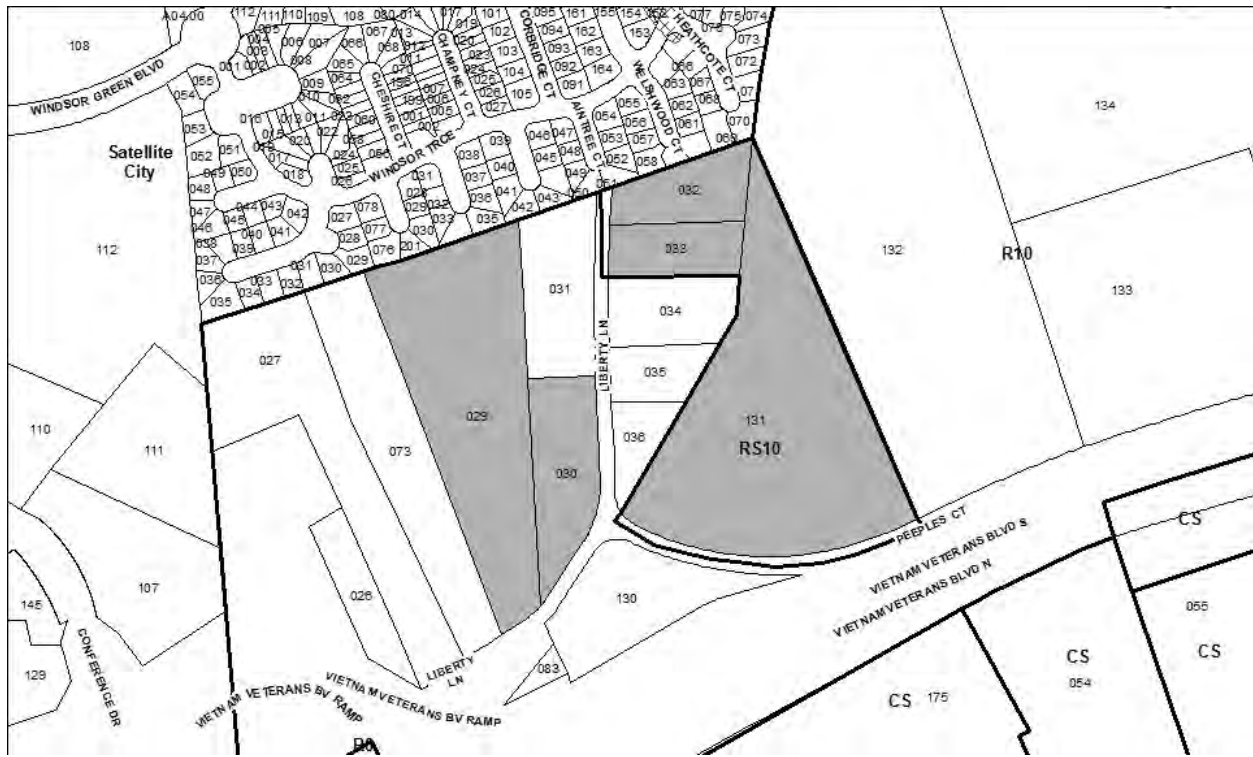
Not applicable. This request includes properties owned by various property owners, which may develop at different times.

STAFF RECOMMENDATION

Staff recommends disapproval of the requested zone change as the proposal is inconsistent with the T4 Neighborhood Evolving policy. The policy is intended to create and enhance urban residential neighborhoods that provide more housing choice with consideration given to the existing character of the area. RM20-A may be appropriate in evolving polices, but the proposed locations are not along a corridor, not contiguous, and are located mid-block and do not have access to an improved alley, therefore the zone change is not consistent with policy.



Metro Planning Commission Meeting of 7/14/2016



2016Z-084PR-001

Map 026, Parcel(s) 029-030, 032, 033, 131
04, Madison
10 (Doug Pardue)



Project No.	Zone Change 2016Z-084PR-001
Council District	10 - Pardue
School District	3 - Speering
Requested by	Robert McDonald, applicant; various property owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST
Rezone from R10 and RS10 to OR20.

Zone Change

A request to rezone from One and Two-Family Residential (R10) and Single Family Residential (RS10) to Office/Residential (OR20) zoning for properties located at 209 and 231 Liberty Lane, Liberty Lane (unnumbered) and Peeples Court (unnumbered), approximately 250 feet northeast of Vietnam Veterans Boulevard 33.36 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. *R10 would permit a maximum of 64 lots with 16 duplex lots for a total of 80 units.*

Single Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 71 units.*

Proposed 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 667 units.*

CRITICAL PLANNING GOALS

N/A

MADISON COMMUNITY PLAN

D Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium to high density residential are also present.

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-



Metro Planning Commission Meeting of 7/14/2016

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, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

Consistent with Policy?

No. The rezoning to OR20 is not consistent with the T3 Suburban Neighborhood Evolving (T3 NE) policy, as that policy supports solely residential uses. Given the exclusion of several parcels which front Liberty Lane and the lack of sufficient access to the site, the request to rezone to OR20 is also not consistent with the goals of the District Employment Center policy as there is no guarantee that coordinated access will be provided. Access to the site is provided from only Liberty Lane. With the potential addition of over 600 units, having only one access from the site to Gallatin Pike, the nearest arterial road, is not consistent with the District Employment Center policy’s goal of provided coordinated access.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

No agency review required

STORMWATER RECOMMENDATION

No agency review required

TRAFFIC AND PARKING RECOMMENDATION

Conditions of Approval

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **RS10**

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)	19.39	4.3 D	84 U	886	69	92



Metro Planning Commission Meeting of 7/14/2016

Maximum Uses in Proposed Zoning District: **R10**

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)	13.97	4.3 D	73 U	779	61	81

*Based on two-family lots

Maximum Uses in Proposed 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 (750)	33.36	0.8 F	1,162,529 SF	12523	1702	1513

Traffic changes between maximum: **RS10, R10 and OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+12,416	+1,694	+1,502

METRO SCHOOL BOARD REPORT

Projected student generation existing district: 10 Elementary 7 Middle 6High

Projected student generation proposed OR20 district: 64 Elementary 46 Middle 36 High

The proposed zone change could generate 123 more students than what is typically generated under the existing R10 and RS10 zoning districts. Students would attend Goodlettsville Elementary School, Goodlettsville Middle School, and Hunters Lane High School. All three schools have capacity for additional students. 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 high schools with a capacity of 2,000 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 Hunter's Lane 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.



Metro Planning Commission Meeting of 7/14/2016

WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? The intent is for this project to include them.
2. If so, how many and what is the percentage of the entire development? Not sure at this time.
3. How will you enforce the affordability requirements? Comply with future Metro legislation on affordable housing.
4. Have any structures been demolished in the last 12 months? None.

STAFF RECOMMENDATION

Staff recommends disapproval as the proposed rezoning to OR20 is not consistent with the T3 Neighborhood Maintenance policy. The limited access provided from Liberty Lane to the site is not consistent with the goals of the District Employment Center policy, for which coordinated access and circulation should be provided.



SEE NEXT PAGE



Metro Planning Commission Meeting of 7/14/2016



2016Z-086PR-001

Map 071-08, Parcel(s) 095
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2016Z-086PR-001
Council District	5 – S. Davis
School District	3 – Speering
Requested by	Dale & Associates, applicant; Samantha Veneziano, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from RS10 to RM40-A.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Multi-Family Residential-Alternative (RM40-A) zoning for property located at 2007 Overby Road, at the terminus of Prince Avenue (0.16 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of one unit.*

Proposed Zoning

Multi-Family Residential-Alternative (RM40-A) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM40-A would permit a maximum of six units.*

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

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. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

No. The proposed RM40-A is not consistent with surrounding single-family zoning (RS5 and RS10). The proposed zoning would permit multi-family development which is not consistent with the character of the area which is predominately single-family. This property is not located at a major intersection that could be more conducive to something other than single-family. RM40-A would permit a maximum height of 45 feet within the 5 to 15 foot build to zone, and up to 60 feet at the 15 foot setback. The existing homes in the area are single story, and the height permitted under RM40-A would not be in character with the area.



Metro Planning Commission Meeting of 7/14/2016

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

- Traffic study may be required at time of development

Maximum Uses in Existing Zoning District: **RS10**

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)	0.16	4.3 D	1 U	-	-	-

Maximum Uses in Proposed Zoning District: **RM40-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)	0.16	40 U	6 U	40	4	4

Traffic changes between maximum: **RS10** and **RM40-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 5 U	+40	+4	+4

METRO SCHOOL BOARD REPORT

Projected student generation existing PUD district: 0 Elementary 0 Middle 0 High

Projected student generation proposed RM40-A district: 2 Elementary 1 Middle 1 High

The proposed RM40-A zoning district would generate four additional students than what is typically generated under the existing RS10 zoning district. Students would attend Tom Joy Elementary, Jere Baxter Middle School and Maplewood High School. There is capacity for



Metro Planning Commission Meeting of 7/14/2016

additional students in all three schools. This information is based upon data from the school board last updated March 2016.

WORKFORCE AND AFFORDABLE HOUSING REPORT

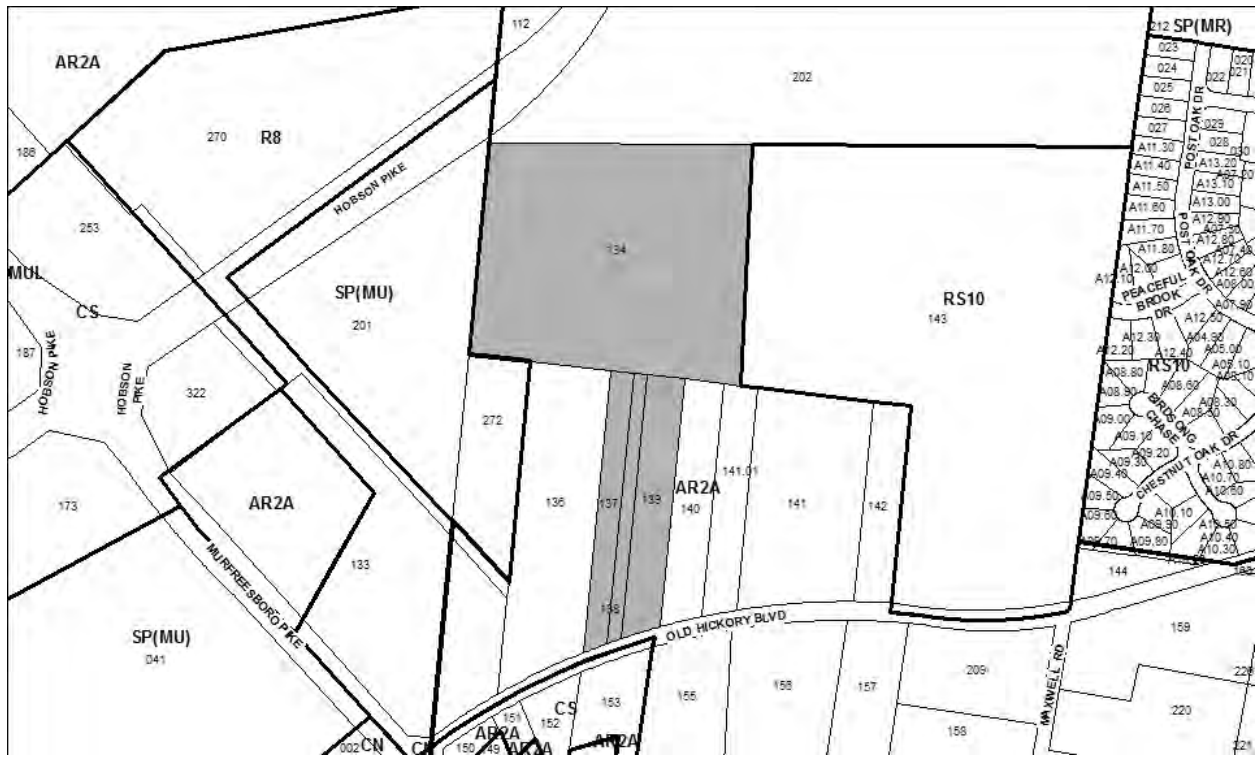
1. Will this project include any affordable or workforce housing units? It is anticipated and attended but not certain at this time as this is just a base zoning.
2. If so, how many and what is the percentage of the entire development? Not currently known but some aspect of affordability is anticipated.
3. How will you enforce the affordability requirements? Do Not Yet Know.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends disapproval as the proposed multi-family zoning is not consistent with the T4 NM land use policy.



Metro Planning Commission Meeting of 7/14/2016



2016Z-087PR-001

Map 164, Parcel(s) 134, 137-139

13, Antioch - Priest Lake

33 (Sam Coleman)



Project No.
Council District
School District
Requested by

Zone Change 2016Z-087PR-001
33 - Coleman
6 - Hunter
Dale & Associates, Inc., applicant; OHB Land Investment Trust and Victor Hazelwood, Trustee, owners.

Staff Reviewer
Staff Recommendation

Milligan
Approve.

APPLICANT REQUEST

Zone change from AR2A to RS10.

Zone Change

A request to rezone from Agricultural/Residential (AR2A) to Single-Family Residential (RS10) zoning for properties located at 12474 and 12478 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 610 feet northeast of Murfreesboro Pike (21.36 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 11 lots with 2 duplex lots for a total of 13 units.*

Proposed Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 79 units with a cluster lot development.*

CRITICAL PLANNING GOALS

- Supports Infill Development

This request creates an opportunity for infill development in an area that is 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.

ANTIOCH-PRIEST LAKE 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.

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing



Metro Planning Commission Meeting of 7/14/2016

between buildings. T3 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, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

Consistent with Policy?

Yes. The requested rezoning is consistent with the T3 Suburban Neighborhood Evolving policy. The Neighborhood Evolving policy supports additional housing choice and moderate intensity development which is appropriate given the property’s location adjacent to an area of Community Center policy and its proximity to Mixed-Use Corridor policy.

ANALYSIS

The request is consistent with the policy for the area and is appropriate given the surrounding existing zoning and policy areas. The property immediately adjacent to the east is zoned RS10 and the property to the west is zoned SP and approved for townhomes, retail and office. Surrounding policy areas include Community Center and Mixed-Use Corridor. The proposed rezoning provides for housing to support uses encouraged within the more intense policy areas. Prior to development, a subdivision plan would be reviewed to ensure appropriate connectivity and minimal disturbance to sensitive features and conservation areas.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	21.36	0.5 D	10 U	96	8	11

Maximum Uses in Proposed Zoning District: **RS10**

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)	21.36	4.3 D	93 U	973	75	101

Traffic changes between maximum: **AR2a** and **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 83 U	+877	+67	+90



Metro Planning Commission Meeting of 7/14/2016

METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 10 Elementary 8 Middle 7 High
Projected student generation proposed RS10 district: 18 Elementary 15 Middle 13 High**

The proposed RS10 is expected to generate 21 additional students over what would be generated by the existing zoning. Students would attend Mt. View Elementary School, J.F. Kennedy Middle School and Antioch High School. Antioch High School is identified as over capacity. There is capacity for additional high school students within adjacent clusters. This information is based upon data from the school board last updated March 2016.

WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? Affordable housing has not been looked at.
2. If so, how many and what is the percentage of the entire development? Not applicable.
3. How will you enforce the affordability requirements? Not applicable.
4. Have any structures been demolished in the last 12 months? No structures have been demolished.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 7/14/2016



2016Z-089PR-001

Map 072-05, Parcel(s) 061-068, 164

Map 072-06, Parcel(s) 046, 104-105

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2016Z-089PR-001
Council District	5 – S. Davis
School District	3 – Speering
Requested by	Councilmember Scott Davis, applicant; various property owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from R6 to RM40-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential-Alternative (RM40-A) zoning for various properties along Elvira Avenue, approximately 600 feet west of Anderson Place, (5.82 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 including 25 percent duplex lots. *R6 would permit a maximum of 42 lots with ten duplex lots for a total of 52 units.*

Proposed Zoning

Multi-Family Residential-Alternative (RM40-A) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM40-A would permit a maximum of 233 units.*

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban neighborhoods that fit in with the general character of existing urban neighborhoods, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban 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.

Consistent with Policy?

No. The properties requested to be rezoned are embedded within a single-family neighborhood. Gallatin Road is to the east and Trinity Lane is to the south of the area proposed to be rezoned. These are major mixed use corridors, and additional density is important to support these corridors; however, higher density should be placed closer to the corridors. Multi-family zoning should work its way from the corridors, and not start further away from the corridors. The RM40-A district would permit up to 233 units. This intensity and type of development permitted by RM40-A which



Metro Planning Commission Meeting of 7/14/2016

includes a maximum height of 60 feet is completely out of character with the surrounding area which consist mostly of one story single-family homes.

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

- Traffic study may be required at time of development

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)	5.82	7.26 D	52 U	550	45	58

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM40-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)	5.82	40 U	233 U	1530	118	146

Traffic changes between maximum: **R6** and **RM40-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+182 U	+980	+73	+88



Metro Planning Commission Meeting of 7/14/2016

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 8 Elementary 4 Middle 4 High

Projected student generation proposed RM40-A district: 34 Elementary 20 Middle 17 High

The proposed RM40-A zoning district would generate 55 additional students than what is typically generated under the existing R6 zoning district. Students would attend Hattie-Cotton Elementary, Gra-Mar Middle School and Maplewood 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.

WORKFORCE AND AFFORDABLE HOUSING REPORT

Not applicable. This request includes properties owned by various property owners, which may develop at different times.

STAFF RECOMMENDATION

Staff recommends disapproval as the proposed multi-family zoning is not appropriate given the sites location, and therefore is not consistent with the T4 NE land use policy.



Metro Planning Commission Meeting of 7/14/2016



2016Z-090PR-001

Map 072-05, Parcel(s) 103, 166
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2016Z-090PR-001
Council District	5 – S. Davis
School District	3 - Speering
Requested by	Fulmer Engineering, LLC, applicant; Paro South, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from CL to MUL-A.

Zone Change

A request to rezone from Commercial Limited (CL) to Mixed Use General-Alternative (MUL-A) zoning for properties located at 1027 and 1029 East Trinity Lane, approximately 95 feet southeast of Keeling Avenue, (0.59 acres).

Existing Zoning

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

Proposed Zoning

Mixed Use General-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 Infill Development
- Supports Transportation Choices

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 Dickerson Pike and Fern Avenue, providing an access framework for residents and visitors to new destinations on these properties.

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Consistent with Policy?

Yes. The rezoning to MUL-A is consistent with the T4 Urban Community Center (T4 CC) policy and is appropriate given the site’s location in an urban area. The rezoning would encourage the mix



Metro Planning Commission Meeting of 7/14/2016

of uses promoted under this policy, and apply design standards appropriate for a pedestrian-oriented streetscape. Permitted uses under MUL-A zoning include commercial, residential, and office uses. The proposed mixed use zoning would complement the variety of uses present and encouraged under the T4 Urban Mixed Use Corridor policy.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

No agency review required

STORMWATER RECOMMENDATION

No agency review required

TRAFFIC AND PARKING RECOMMENDATION

Conditions of Approval

- Traffic study may be required at time of development.

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)	0.59	0.6 F	15,420 SF	698	20	59

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)	0.59	1.0 F	25,700 SF	1138	28	84

Traffic changes between maximum: CL and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+10, 280 SF	+440	+8	+25



Metro Planning Commission Meeting of 7/14/2016

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUL-A district: 4 Elementary 2 Middle 2 High

The proposed zone change could generate 8 more students than what is typically generated under the existing CL zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School. This information is based upon data from the school board last updated March 2016.

WORKFORCE AND AFFORDABLE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? Affordable housing has been considered, but no commitment can be made at this time.
2. If so, how many and what is the percentage of the entire development? Not applicable.
3. How will you enforce the affordability requirements? Not applicable.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval as the proposed rezoning is consistent with policy.