

Metropolitan Planning Commission



Staff Reports

February 9, 2017



Metro Planning Commission Meeting of 02/09/2017

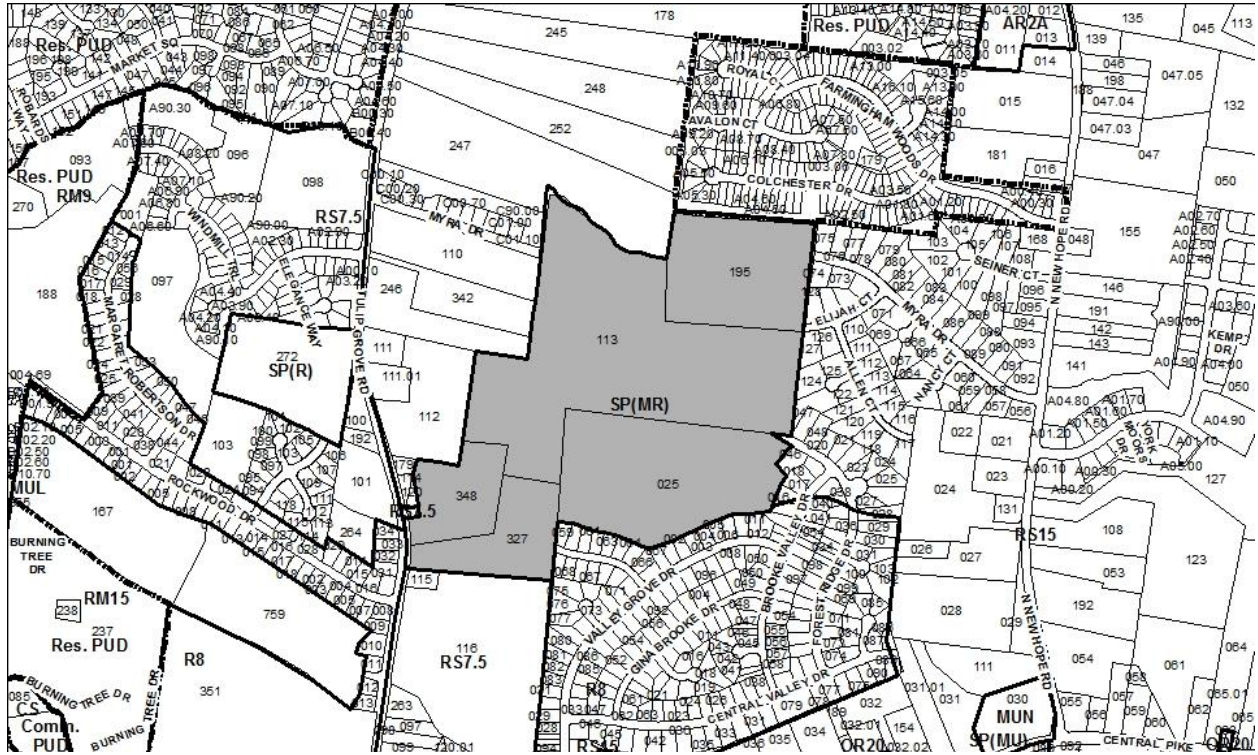
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



2007SP-150-001

EVANS HILL SP (AMENDMENT)

Map 086, Parcel(s) 113, 327, 348

Map 087, Parcel(s) 025, 195

14, Donelson - Hermitage

12 (Steve Glover)



Project No. Specific Plan 2007SP-150-001
Project Name Evans Hill SP (Amendment)
Council District 12 – Glover
School District 04 – Shepherd
Requested by Wamble & Associates, PLLC, applicant; The Wise Group, Inc., owner.

Deferrals This request was deferred from the September 8, 2016, September 22, 2016, October 13, 2016, October 27, 2016, November 10, 2016, November 17, 2016, December 8, 2016, January 12, 2017, and January 26, 2017, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Zone change to permit up to 340 residential units.

Preliminary SP

A request to amend a previously approved Specific Plan (SP) for properties located at 1209 and 1213 Tulip Grove Road, Tulip Grove Road (unnumbered) and Valley Grove Road (unnumbered), approximately 200 feet northeast of Rockwood Drive, (72.01 acres), to permit up to 340 residential units consisting of 164 single-family lots and 176 multi-family units.

Existing 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. *The current SP is approved for 340 residential 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. *The proposed SP allows for 340 residential units.*

CRITICAL PLANNING GOALS

- Creates walkable neighborhoods
- Provides a range of housing choices

A system of interior walking trails and sidewalks will enhance connections to green spaces and promote walkability within the neighborhood. The site plan provides a sidewalk connection to the adjoin Myra Drive to the north. This SP will also serve as the beginning of a sidewalk network that is likely to evolve as other large parcels develop in the future.



Metro Planning Commission Meeting of 02/09/2017



Proposed Site Plan



Metro Planning Commission Meeting of 02/09/2017

This SP will provide a range of housing choice for future residents. The SP proposes single family and two different townhome designs; the smaller of these will contain 1,184 square feet and the larger will contain 1,680 square feet.

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

Consistent with Policy?

Yes. The plan will further the goals of the T3 NE policy by providing immediate connectivity through a sidewalk network and walking trails within the open space. The housing types proposed by this SP are consistent with the structure type identified in the T3 NE policy and provide an appropriate diversity of housing choice for future residents. The SP includes open space that is integrated into the plan. Townhomes either front onto open space or are directly adjacent to open space. The site plan demonstrates both vehicular and pedestrian connectivity that will result in a coordinated development while preserving over a third of the site as open space or in its natural state. The plan achieves consistency with the Conservation policy by placing the majority of the single-family lots and townhomes away from the environmentally sensitive portions of the site, such as steep slopes and floodplain areas. Staff had previously recommended disapproval when more units were located near the floodplain in the northeastern portions of the site; these areas are now open space accessed by walking trails.

PLAN DETAILS

The approximately 72 acre site is east of Tulip Grove Road. The property is vacant, and is densely forested. The site contains some areas with steep slopes in excess of 25 percent. The site plan indicates that all lots and building envelopes will be outside of areas which have slopes in excess of 25 percent. Dry Fork Creek runs along the northern property boundary, and a small tributary stream runs through the middle portion of the site. Adjacent subdivisions include Farmingham Woods to the north, New Hope Estates and Valley Grove to the east and south, and Hermitage Creek to the west.

Site Plan

The plan calls for a maximum of 340 residential units, including single-family and multi-family. Unit types are as follows:

- 164 - Single-Family Lots



Metro Planning Commission Meeting of 02/09/2017

- 86 - 20' wide townhomes (four unit buildings)
- 90 - 16' wide townhomes (four unit buildings)

The minimum single-family lot size is 4,000 square feet. The minimum single-family lot width at the street is 51 feet. The SP limits the height for single-family homes and townhomes to two stories in 35 feet.

Of the overall 72 acres, the plan indicates 27.37 acres will remain as open space. This will include 7.91 acres such as creeks, required stormwater buffers, and steep slopes. The SP includes 11 phases of development with various unit types being constructed in each subsequent phase.

All streets will be public and future potential connections are provided to the east and west. A proposed connection to Woodway Lane, an existing street, is provided to the south. A new street connection is proposed to Tulip Grove Road to the west. A connection to a proposed future street is shown adjacent to a cul-de-sac to the north west of the site. Sidewalks will be constructed along all streets consistent with the local standard, four foot grass strip and eight foot sidewalk.

The plan provides architectural standards pertaining to window orientation, primary entrances, glazing, and building materials. It requires that no less than 50% of single-family units with front loaded garages be recessed at least two feet from the front façade or front porch.

ANALYSIS

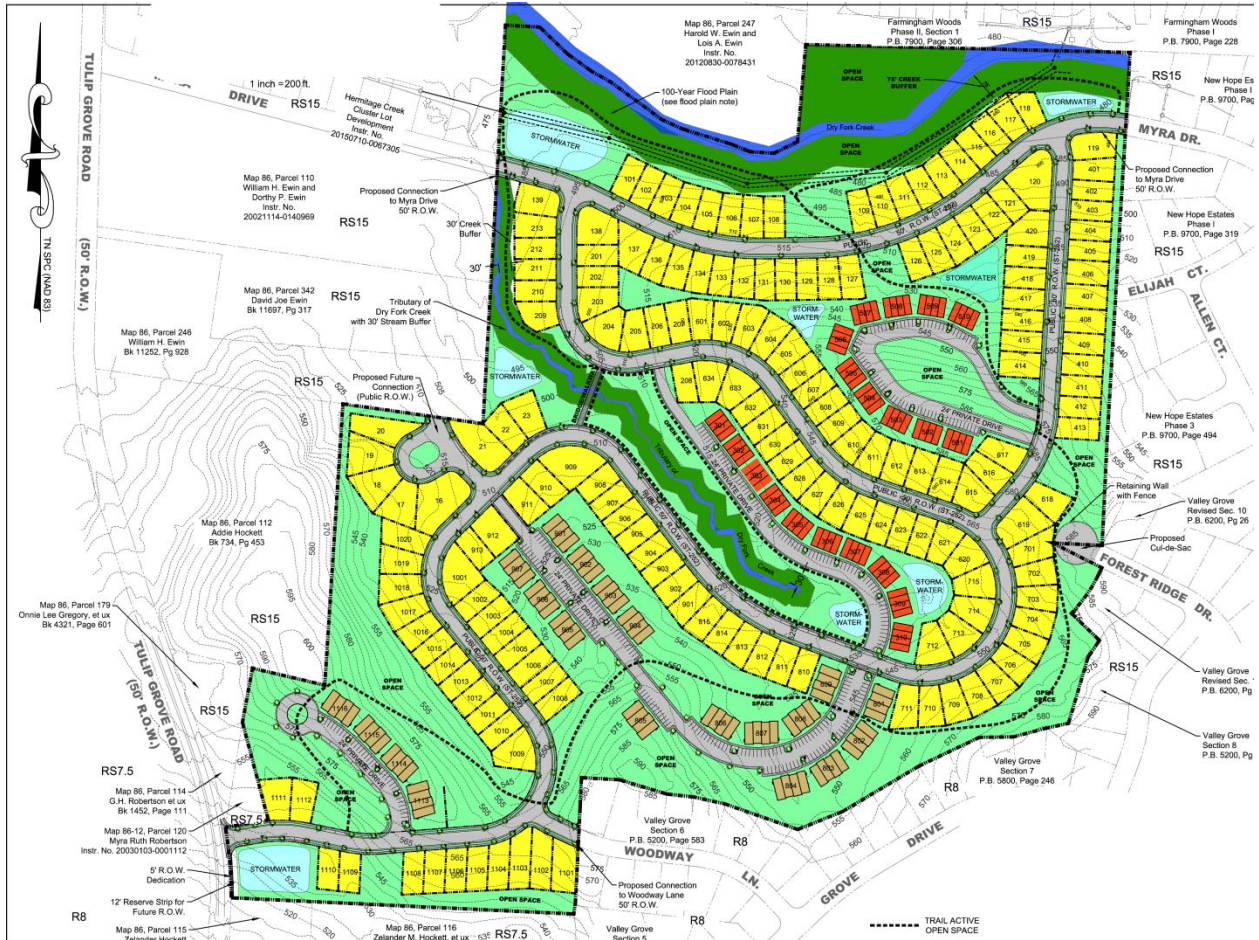
The previously proposed site plan for this SP presented several conflicts with the goals of the T3 NE policy. These issues included: accessibility, walkability, and overall urban design. Staff has reviewed the revised plan and found the proposed changes have addressed the deficiencies shown in the previously proposed site plan.

The proposed plan has retained single family lots in the northwestern portion of the site to provide a meaningful primary entrance to the neighborhood. Single family lots which were originally proposed for the northeastern portion of the site have been removed and replaced with open space accessed by walking paths. Open space is appropriate near environmentally sensitive floodplain buffer areas. The proposed plan calls for all single-family lots to be front loaded with each lot having its own driveway. While this can present a conflict between pedestrians using the sidewalks and automobiles, the site plan provides an extensive network of walking trails as a safe alternative for pedestrian travel. All of the single-family lots have been positioned to respect the natural slopes of the site and the majority will be located adjacent to open space areas.

The access driveways for the multifamily dwelling units, identified in red on the site plan, have been altered to reduce the impact on the adjacent single family homes. The access driveways have been relocated to the rear of the structures which will allow the structures to be reoriented towards open space. This orientation will reduce the overall encroachment of the townhome units into the open space areas. This approach better incorporates the natural setting into the plan. All town home units shown on the site plan will be located adjacent to a significant area of open space. All of the townhomes are located within 150 ft. of a walking trail or sidewalk which will promote walkability within the site. These walking trails will be located in areas of dedicated open space,



Metro Planning Commission Meeting of 02/09/2017



Previously Proposed Site Plan



Metro Planning Commission Meeting of 02/09/2017

The applicant submitted a traffic impact study, which was approved by Metro Public Works. The conditions of the traffic impact study will provide significant roadway improvements, such as new turn lanes for Tulip Grove Road, N. New Hope Road, and Myra Drive.

Staff recommends approval as the SP plan meets the goals of the policy and provides a pedestrian oriented design that appropriately transitions between single family lots and townhome units.

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 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

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

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

- Myra Drive shall provide a continuous east west road connection between Tulip Grove Rd and N. New Hope Rd.
- Developer shall construct a new access on Tulip Grove Rd with a minimum of 2 WB exiting lanes, striped as separate left and right turn lanes, and 1 entering lane. Each turn lane shall provide 75ft of storage.
- A sight distance exhibit with plan and profile based on a Field Run Survey shall be submitted to ensure that adequate sight distance can be provided at the new access drive with the grading plans.
- Developer shall construct A southbound left turn lane and a northbound right turn lane on Tulip Grove Road at the new 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. Construction Plans shall identify other road intersections nearby such as Ellegance Way.
- Developer shall construct a northbound right turn lane on Tulip Grove Road at Myra Drive. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards.
- Developer shall investigate the constructability of a SB left turn lane with 50 -75ft of storage and adequate transition per AASHTO standards on Tulip Grove Rd at Myra Drive with construction of a widened bridge within available ROW on Tulip Grove Road immediately



Metro Planning Commission Meeting of 02/09/2017

north of Myra Drive. Developer shall construct road and bridge improvements if road widening design is approved.

- Developer shall construct a northbound left turn lane and a southbound right turn lane should be constructed on N. New Hope Road at Myra Drive. Each of these turn lanes should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards.
- Developer shall submit pavement marking and signage plans with road construction documents per development phase. Lane tapers shall provide a smooth path of travel.
- Developer may be required to conduct additional traffic analysis based on the phasing construction plan to determine development timing and triggers for construction of roadway improvements.

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

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)	72.01		159 U	1795	137	183

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

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)	72.01		181 U	1088	82	106

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

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)	72.01	-	180 U	1789	136	182

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

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)	72.01	-	160 U	1094	83	106

Traffic changes between maximum: **SP-MR** and **SP-MR**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-3	-	-1



Metro Planning Commission Meeting of 02/09/2017

METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-MR district: 58 Elementary 39 Middle 33 High
Projected student generation proposed SP-MR district: 57 Elementary 39 Middle 33 High**

The proposed SP-MR zoning district would generate five fewer students than what is typically generated under the existing SP-MR zoning district. Although the number of units is not changing between the approved and proposed plans, the allocation of units between single-family and multi-family has changed resulting in a slight decrease in the number of students. Students would attend Dodson Elementary, DuPont Tyler Middle School and McGavock High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated November 2016. The unit count for this SP has been altered from the previously submitted SP, therefore the school calculator has shown less students will be generated as a result.

School Site Dedication

A school site dedication is required when the number of potential students exceeds 100. A condition requiring a school site dedication was placed in BL2007-35, which approved the original SP for this site. 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 elementary schools with a capacity of 500 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 McGavock 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.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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? Minimum of 15% or possibly higher
3. How will you enforce the affordability requirements? Built into SP
4. Have any structures been demolished in the last 12 months? No

While the above Affordable and Workforce Housing Report reflects information provided by the applicant, the proposal does not meet the requirements set forth in BL2016-133. The applicant has included language on the plan reflecting their intentions for unit set aside. However, the set aside appears to be proposed at 90-100% MHI, depending on household size, which is not available in BL2016-133 outside of the Urban Zoning Overlay.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



Metro Planning Commission Meeting of 02/09/2017

CONDITIONS

1. Uses in the SP shall be limited to a maximum of 164 single-family lots and a maximum of 176 multi-family units.
2. 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 elementary schools with a capacity of 500 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 McGavock 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.
3. Comply with all conditions of Public Works in regards to the TIS.
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 RS5 zoning district for single-family lots and RM9 for multi-family units as of the date of the applicable request or application.
5. The final site plan/ building permit 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. 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.
7. 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.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 02/09/2017



2016SP-077-001
TEN 21 ELVIRA
Map 072-06, Parcel(s) 079
05, East Nashville
05 (Scott Davis)



Project No. Specific Plan 2016SP-077-001
Project Name Ten 21 Elvira SP
Council District 05 - Scott
School District 03 – Speering
Requested by Superior Development, LLC, applicant; MMA, LLC, owner.

Deferrals This request was indefinitely deferred from the October 10, 2016, Planning Commission meeting. A public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the February 23, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit six residential units.

Preliminary SP

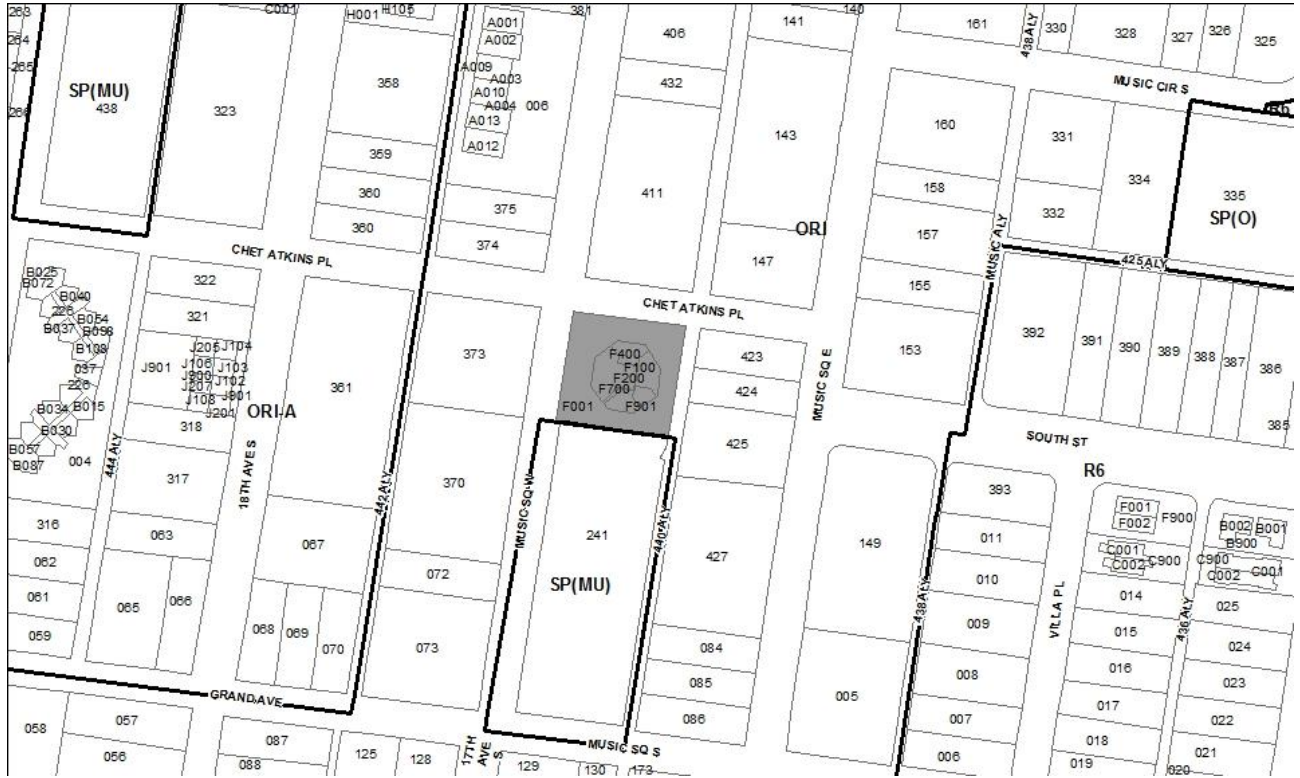
A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning on property located at 1021 Elvira Avenue, approximately 275 feet northwest of Gallatin Pike, (0.49 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 02/09/2017



2016SP-083-001

50 MUSIC SQUARE WEST SP

Map 092-16-0-F, Parcel(s) 001, 100, 200, 300, 400

10, Green Hills - Midtown

19 (Freddie O'Connell)



Project No. Specific Plan 2016SP-083-001
Project Name 50 Music Square West
Council District 19 – O’Connell
School District 05 – Buggs
Requested by Barge Cauthen & Associates, applicant; O.I.C. 50 Music Square West Condominiums, owner.

Deferrals This request was deferred from the December 8, 2016, and January 26, 2017, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit a hotel and restaurant.

Preliminary SP

A request to rezone from Office/Residential Intensive (ORI) to Specific Plan-Commercial (SP-C) zoning on property located at 50 Music Square West, at the southeast corner of Music Square West and Chet Atkins Place, (0.53 acres), to permit a hotel and restaurant.

Existing Zoning

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

Proposed Zoning

Specific Plan-Commercial (SP-C) is a zoning district category that is intended to implement the context-sensitive development and land use compatibility provisions of the General Plan. The district shall be used to promote site specific development in the location, integration, and arrangement of land uses, buildings, structures, utilities, access, transit, parking, and streets, so as to respect the unique character and/or charm of abutting neighborhoods and larger community in which the property is located. This Specific Plan includes hotel and restaurant uses.

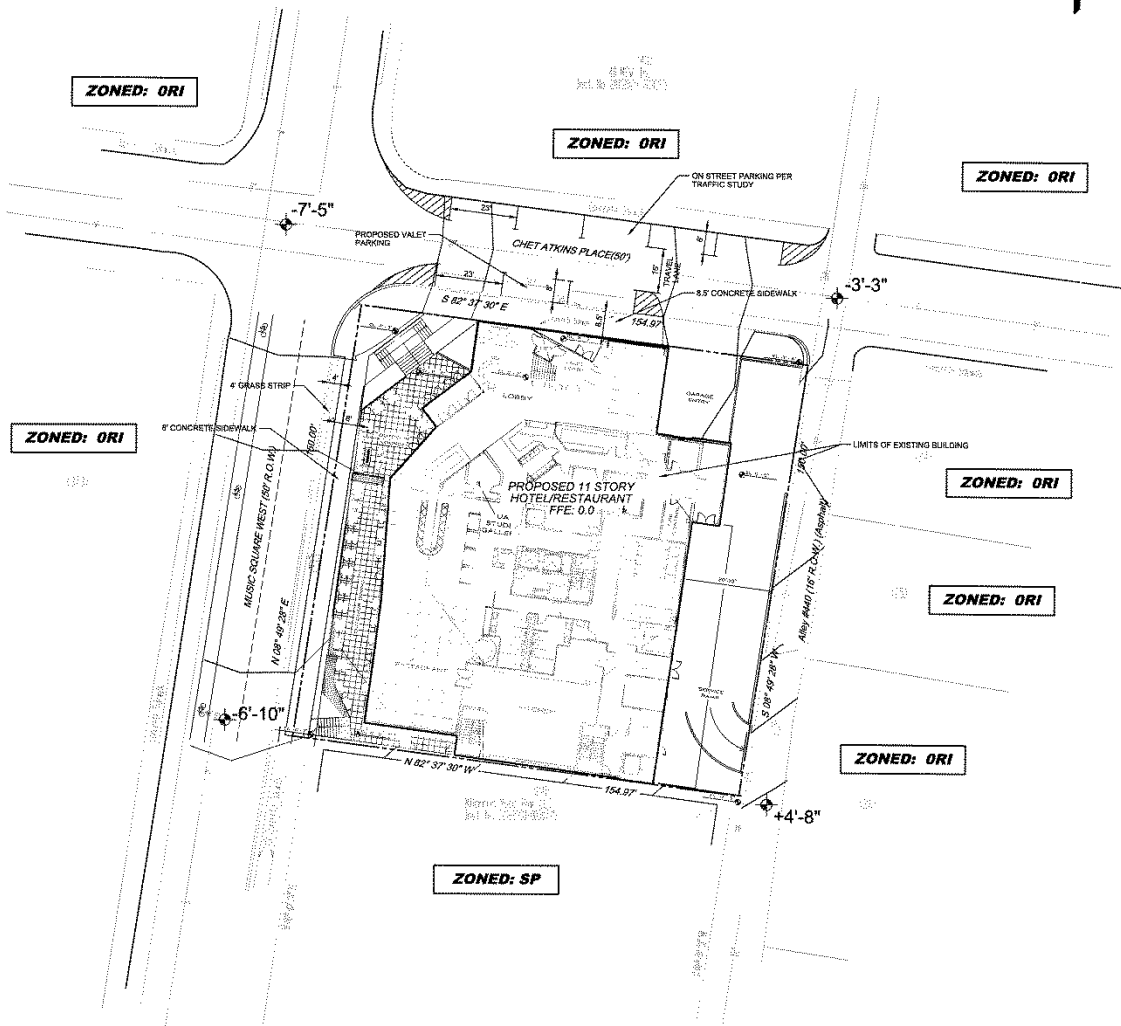
CRITICAL PLANNING GOALS

- Supports Infill Development
- Preserves Historic Resources

This area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of extending and maintaining new infrastructure. Although, previous renovations to the exterior of the building have impacted its historic integrity, the building remains iconic in the Music Square neighborhood for its height and connection to the music industry. The building has been vacant for many years. This proposal represents an opportunity to incorporate the existing building into a new commercial development while preserving the buildings iconic height.



Metro Planning Commission Meeting of 02/09/2017



Proposed Site Plan



Metro Planning Commission Meeting of 02/09/2017

GREEN HILLS MIDTOWN COMMUNITY PLAN

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

Music Row Detailed Design Plan

The property is within the area for the Music Row Detailed Design Plan, which was approved by the Planning Commission on December 8, 2016. The Detailed Design Plan provides additional guidance on building heights and step backs, building frontage and streets, parking and access, lighting and landscaping, and proximity to National Register or National Register Eligible properties through the application of Special Policy Areas.

The property is located within proposed Special Policy Area 10-MR-D-OC-1, which is considered the Gateway to Music Row. Within the proposed area, the policy offers the following guidance:

- Maximum height: Eight stories
- Front Build-to zone: 15 – 20 ft.
- Rear Setback: 5 ft. minimum
- Stepback: Along 16th Avenue South (Music Square East) and 17th Avenue South (Music Square West): 3 stories at build-to zone, 15 ft. stepback.

Consistent with Policy?

The proposed Preliminary SP would transform and expand an existing nine-story office building and allow hotel and restaurant uses. The predominant use for Office Concentration Districts is office. Commercial uses such as hotel and restaurant are consistent with the current D-OC policy as complementary uses in locations that allow them to be accessed externally by the general public and internally by employees and visitors to the District.

The special policy for the area calls for new development to be a maximum of eight stories. The existing building, at nine stories, already exceeds the height proposed within the special policy area and is currently inconsistent with the scale of the surrounding buildings. However, this building, formerly known as The United Artists Tower, is considered a landmark to the Music Row area. Built from 1973-1975, the 9-story octagon-shaped building has over the years housed music publishing offices, music recording studios, WRQQ radio broadcast studio, and offices of "Music City News" magazine. The structure is said to have been inspired by the 13-story circular Capitol Records Tower in Hollywood, which includes publishing offices and music recording studios. The United Artists Tower was originally owned by Gordon Stoker & Neal Matthews of the Jordanaires, best known as the backup singers for Elvis Presley. The exterior was renovated in 2005-2006 when the building was in the process of being renovated into condos; a 2011 renovation project was never completed and the building has been left vacant for several years.

The Music Row Community views this building as iconic, not for its architecture, but as the tallest building in the area; according to correspondence received from members of the Music Row Neighborhood Association many stakeholders support adapting the structure to breathe new life into a building that has been dormant for too long. They are aware that the new iteration of this building will not bear any resemblance to its former self, but it represents to them the continuing evolution of the Music Industry and Music Row.



Metro Planning Commission Meeting of 02/09/2017

The proposed SP would increase the height of the building to 11 stories, with an additional level that includes a semi-public rooftop bar, restaurant and event space above the top floor, in an overall height of 138 feet. However, this building was built at a time that floor to floor heights were much lower than they are today. A new office building at only eight stories could easily reach a height of 146 feet, taller than what this expanded building would achieve. Staff finds this renovation to be consistent with the ideals of the policy, and allows the United Artists Tower to continue to hold its recognition as the tallest building on the block.

PLAN DETAILS

The site is located at 50 Music Square West, at the southeast corner of Music Square West and Chet Atkins Place. The site is approximately 0.53 acres in size. The current use of the property is a nine-story, octagonal office building located on a plinth or platform, raising the building approximately seven feet above Music Square West and Chet Atkins Place.

Site Plan

The proposed plan is to expand and transform the existing octagonal building for hotel and restaurant uses. Additions to the building will be constructed around the existing building footprint on top of the existing platform. The existing building is currently set back approximately 30 feet from the edge of the platform where it meets the sidewalk. The proposed additions will bring the building up to the edge of the platform and add an at-grade entry along Chet Atkins Place. The portion of the platform between the proposed additions and the sidewalk along Music Square West will be occupied by outdoor dining and lounge space.

The expansion will increase both the square footage and the height of the existing building. The proposed building will be 145,000 square feet within a proposed FAR of 7.00. The plans depict an 11-story building, in addition to a proposed rooftop bar, restaurant and event space located above the labeled 11th floor rooftop. An additional 15 feet of height between the top of the 11th story and the roof of the “rooftop” space, will constitute a 12th story of the building. The overall height of the building, including the rooftop space, is 138 feet. A mural wall to be filled by rotating local artists is indicated on the building façade along Music Square West.

The building is proposed for a 180-room hotel and 6,270-square-foot restaurant. A total of 137 parking spaces are proposed in an existing below-grade parking garage. Additional on-street and valet parking is indicated, subject to approval by the Traffic and Parking committee. Proposed parking, which is less than that which would be required for these uses under Urban Zoning Overlay standards, is based on an approved traffic study. The applicant has also proposed incorporating several parking conditions into the SP at the request of the neighborhood. Those conditions are intended to ensure parking can be accommodated while minimizing impacts to the neighborhood.

The existing garage access off of Chet Atkins Place will be maintained. Alley access will be maintained to accommodate deliveries and trash service. An existing sidewalk runs along both the Music Square West and Chet Atkins Place frontages of the building. Additional right-of-way will be dedicated along Music Square West to permit widening of the sidewalk to eight feet and the installation of four-foot planting strip. The sidewalk along Chet Atkins Place is currently 8.5 feet in width. There are constraints along Chet Atkins which prevent installation of a planting strip. The final sidewalk and streetscape design for Chet Atkins Place from Alley #440 to the intersection of



Metro Planning Commission Meeting of 02/09/2017

Chet Atkins Place and Music Square W shall be determined by Planning and Public Works prior to final site plan.

The applicant, Councilmember, and neighborhood groups met to discuss neighborhood concerns about the project. The parties have agreed to several additional measures intended to address concerns about parking and traffic generated by the project:

1. Garage parking to be provided by valet 7/24/365. Individuals who prefer to self-park will be permitted to do so.
2. Event, restaurant, and bar parking to be provided by valet. Any needed off-site valet parking shall be on lots managed by valet service and not on public streets.
3. Free parking to be provided to hotel employees either in on-site in garage, off-site in Music Row/Edgehill area leased parking, or off-site provided with shuttle access.
4. In order to help reduce impacts on traffic safety the developers agree to facilitate traffic calming discussions with RPM Traffic Consultants and Edgehill Neighborhood Coalition.

ANALYSIS

The Preliminary SP proposed for property located at 50 Music Square West would expand an existing building for use as a hotel and restaurant. The proposal would increase the height of the building from nine stories to 11 stories.

On December 8, 2016, the Planning Commission approved the Music Row Detailed Design Plan. The plan identifies a future vision for Music Row's community character and provides detailed policy guidance for use in evaluation of zone change and subdivision requests. The special policy areas implemented by the Detailed Design Plan are intended to enhance application of the D-OC policy by providing additional context-sensitive guidance for building heights and stepbacks, among other considerations.

The property at 50 Music Square West falls within a Special Policy Area (SPA) that limits height to eight stories. The boundaries of this SPA, depicted on the map below, are defined by changes in policy, zoning, and lot pattern. The northern and western boundaries of the SPA are marked by the shift between T5 Center Mixed Use Neighborhood (T5 MU) and D-OC policy and the eastern boundary by the shift to T4 Urban Neighborhood Maintenance policy. The southern boundary of this SPA is defined by a change in lot pattern and depth—whereas 50 Music Square West and surrounding properties are a mix of sizes, the lots to the south have retained the small and shallow lot pattern of a residential neighborhood.

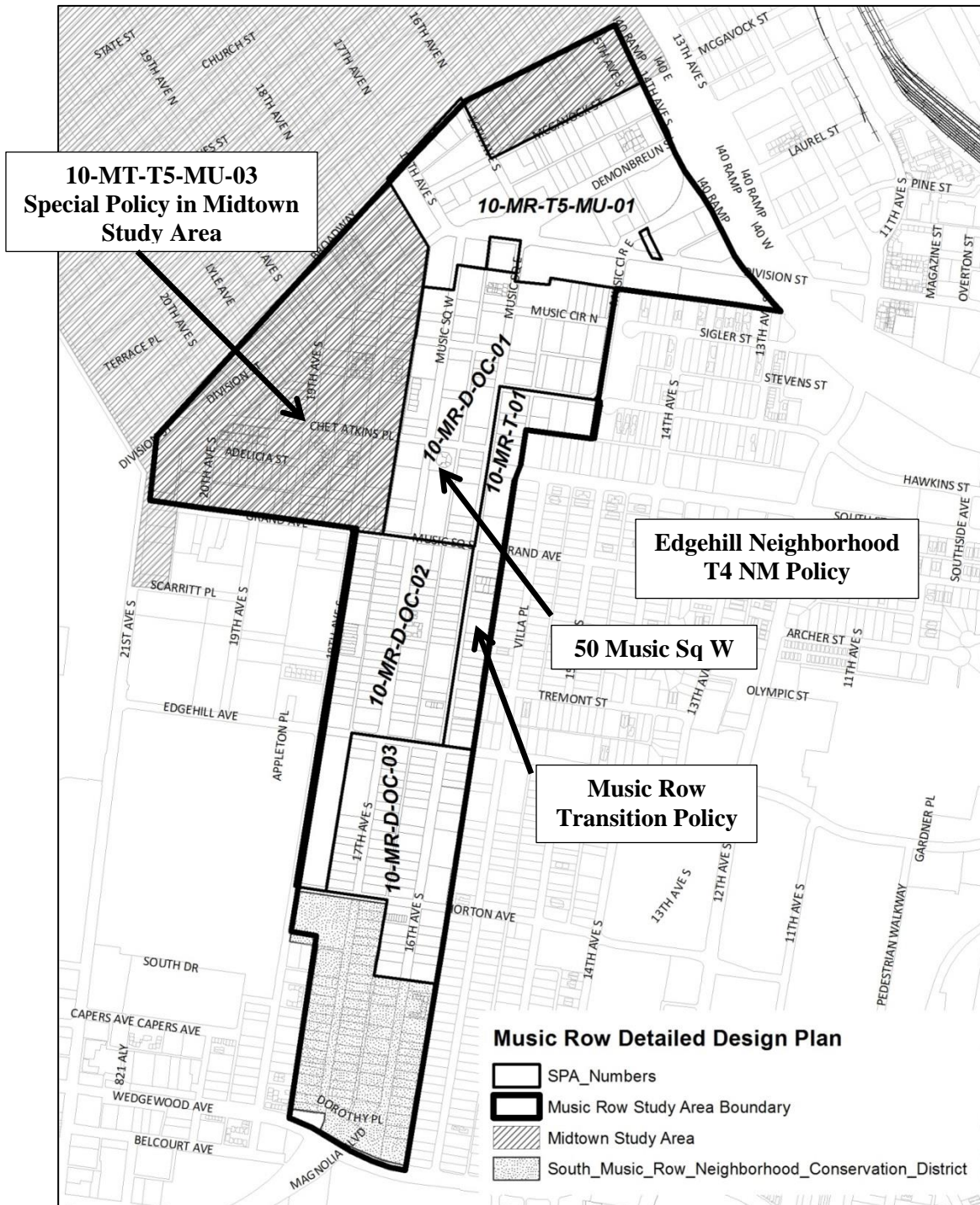
The eight story portion of the Music Row study area is located between special policy area 10-MT-T5-MU-03 from the Midtown Study, which encompasses properties to the west, and 10-MR-T-01, a Music Row special Transition policy which transitions from the mixed use areas of Music Row to the residential areas of Edgehill. The Midtown Study special policy states, "Lower building heights and masses are intended for this area because of the area's numerous residential size lots." The maximum height indicated in any portion of the Music Row Study Area is 20 stories, and that allowance is confined to areas of T5 MU policy adjacent to the roundabout where taller and more intense development has already occurred.

The eight-story portion of the Music Row study area sits at the heart of the neighborhood and serves as a transition from the Midtown area, where lower heights are indicated because of residential lot size, to the Edgehill neighborhood where T4 NM policy and a smaller residential lot pattern



Metro Planning Commission Meeting of 02/09/2017

predominate. As discussed above, this existing structure already contains more floors than the policy dictates, however, it is viewed as being iconic for being the tallest building on the block. The additional height proposed Preliminary SP would be an overall height in feet that will be consistent with newer 8 story office buildings. Staff finds the proposal to increase the height appropriate given uniqueness of the existing structure and its prominence in the existing context and history of the community.





Metro Planning Commission Meeting of 02/09/2017

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

- Approval applies to the Final SP revision stamped-received 12/2/16.
- FYI - Grading Plans must be submitted and approved, prior to Final Site Plan stage.

HISTORIC ZONING COMMISSION STAFF RECOMMENDATION

Approve

- Originally mapped as National Register Eligible, the State Historic Preservation Office (SHPO) has since determined that it is only Worthy of Conservation due to changes that have taken place that significantly alter character defining features.

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.

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.
- Comply with the conditions of the Metro Traffic Engineer
- Prior to Final SP, remove the curb extensions/ landscape islands on Chet Atkins.
- ROW dedications are to be dedicated and recorded prior to building permit sign off.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Developer shall apply to T&P operations group in order to provide a valet stand on the south side of Chet Atkins Place along the property frontage. The designated stand should extend from the UA Tower garage entrance to the Music Square West intersection. This distance will accommodate approximately four vehicles.
- Maintain the service access from the alley to accommodate deliveries and trash service.
- The sight distance looking right from Roy Acuff Place along Music Square West is restricted by landscape vegetation encroaching on the right-of-way. This vegetation should be trimmed to allow at least 335' of sight distance.
- The new signage placed for safety considerations at the intersection of Chet Atkins Place and Music Square West should be augmented with additional arrow pavement markings to reinforce the one-way street configuration. Developer shall coordinate with T&P operations in order to install arrow pavement markings.



Metro Planning Commission Meeting of 02/09/2017

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.53	3 F	69,260 SF	1006	140	157

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
Hotel (310)	0.53	-	200 Rooms	1784	127	123

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
Restaurant (931)	0.53	-	6,270 SF	564	6	47

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,342	-7	+13

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS (if approved)

1. Uses shall be limited to up to a 180-room hotel and a maximum of 6,270 square feet of restaurant use.
2. The proposed mural wall element is not subject to Planning Commission review.
3. The final sidewalk and streetscape design for Chet Atkins Place from Alley #440 to the intersection of Chet Atkins Place and Music Square W shall be determined by Planning and Public Works prior to final site plan.
4. Prior to submittal of a Final SP plan, the Fall Back Zoning note shall be removed and replaced with the standard language contained in Condition 9, below.
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 MUI-A zoning district as of the date of the applicable request or application.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. 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.

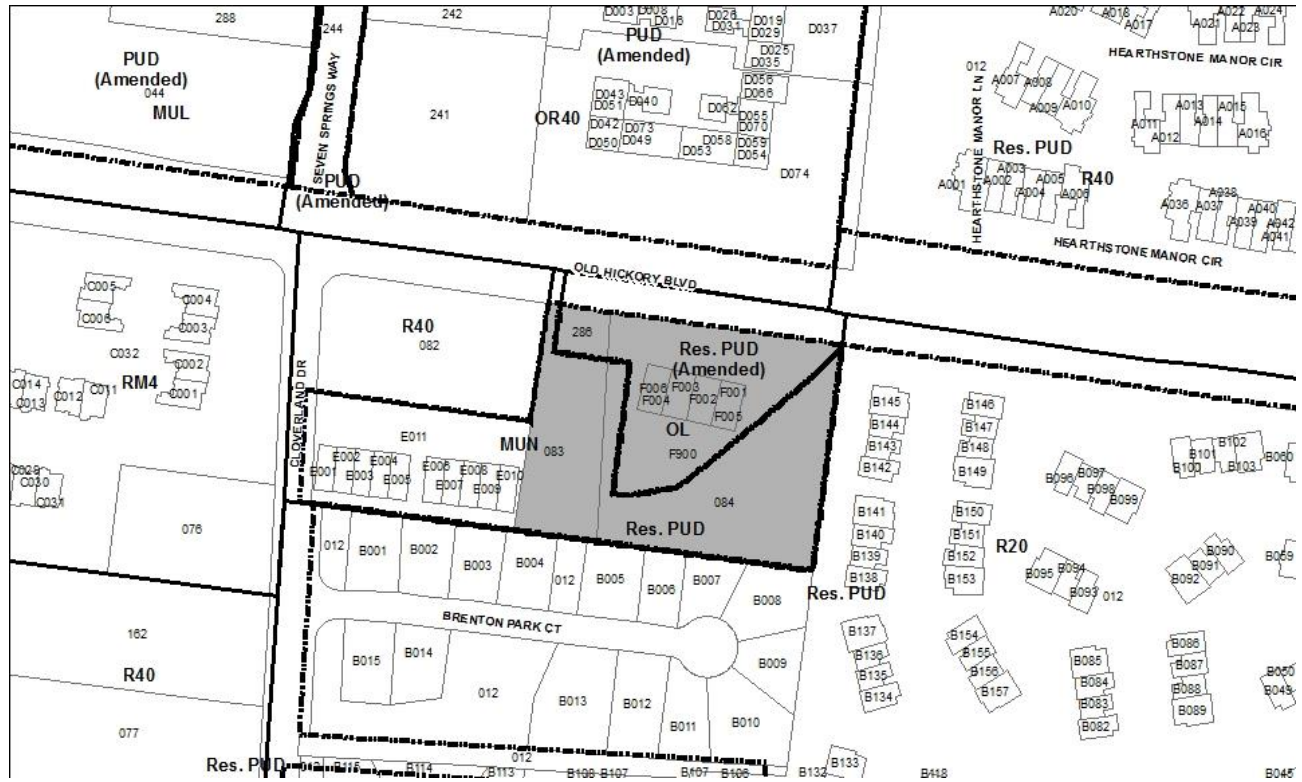


Metro Planning Commission Meeting of 02/09/2017

8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 02/09/2017



2016SP-090-001
PLATINUM STORAGE BRENTWOOD
Map 160, Parcel(s) 083-084, 286
Map 160-15-0-F, Parcel(s) 001-006, 900
12, Southeast
4 (Robert Swope)



Project No. Specific Plan 2016SP-090-001
Project Name Platinum Storage Brentwood SP
Associated Case 2004P-021-003
Council District 04 - Swope
School District 02 - Brannon
Requested by Littlejohn Engineering Associates, applicant; Hampton Falls Storage Partners, LLC and OHB Development Group, Inc., owners.

Deferrals This item was deferred at the December 8, 2016, and January 26, 2017, Metro Planning Commission meetings. No public hearing was held.

Staff Reviewer Milligan
Staff Recommendation *Disapprove*

APPLICANT REQUEST

Rezone to SP to allow a self-service storage facility.

Preliminary SP

A request to rezone from Mixed-Use Neighborhood (MUN) and Office Limited (OL) to Specific Plan-Commercial (SP-C) zoning on properties located at 673, 675, 681 and 683 Old Hickory Boulevard, approximately 300 feet east of Cloverland Drive, partially within a Planned Unit Development Overlay District (2.81 acres), to permit a self-service storage facility with a maximum height of 4 stories.

Existing Zoning

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

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

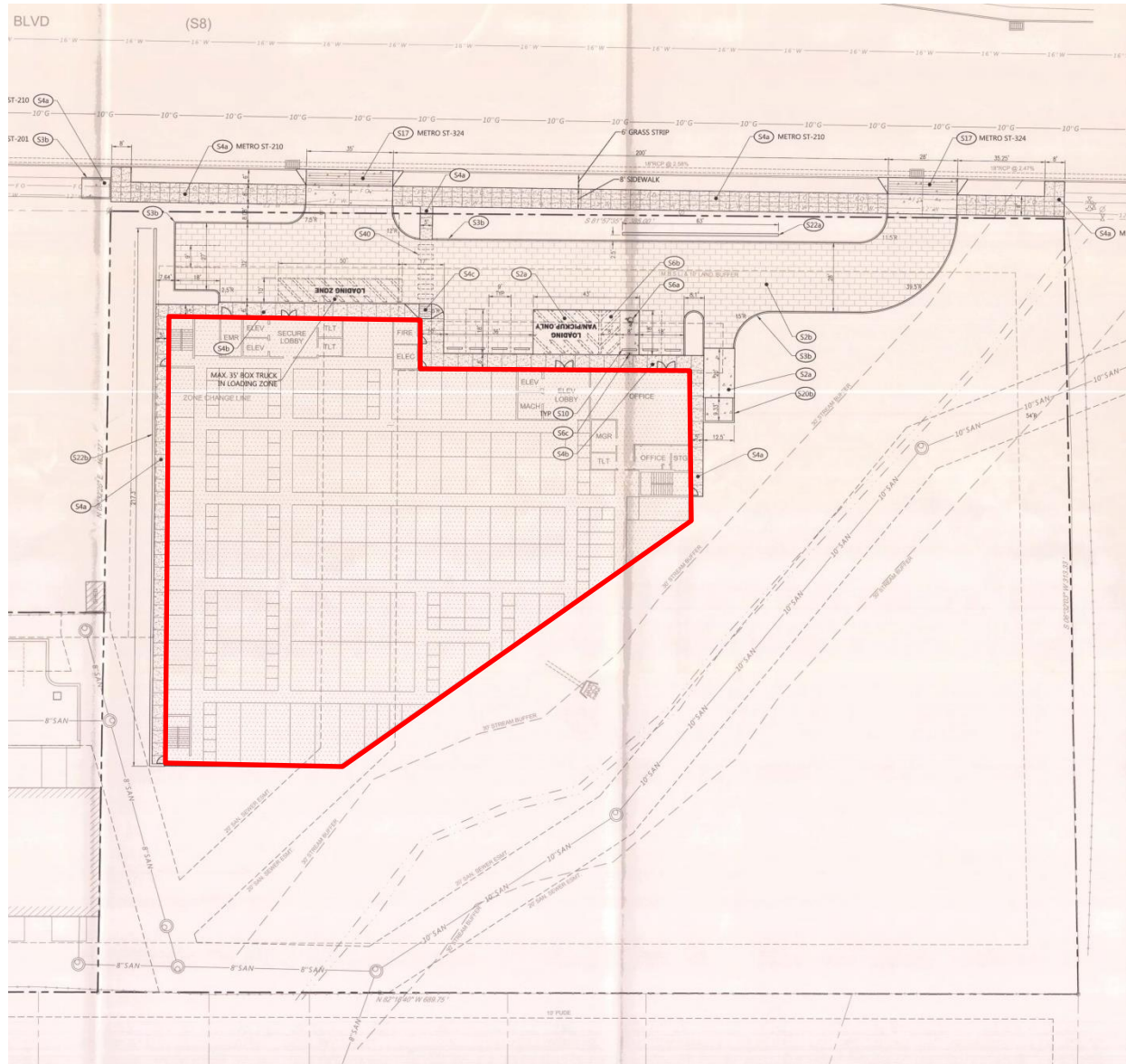
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of Title 17. 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. *The approved PUD allows for medical office, general office, outpatient clinic, and residential uses.*

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.



Metro Planning Commission Meeting of 02/09/2017



Proposed Site Plan (Building footprints outlined in red)



Metro Planning Commission Meeting of 02/09/2017

SOUTHEAST NASHVILLE COMMUNITY PLAN

T3 Suburban Residential Corridor (T3 RC) is intended to preserve, enhance and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

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?

No. The requested rezoning to allow for commercial development is inconsistent with the Residential Corridor policy. Residential Corridor policy is a residential only policy which encourages the development of a mixture of housing types along prominent corridors. The policy does not support commercial uses. The property immediately to the south is within a Neighborhood Maintenance policy and the inclusion of adjacent commercial uses of the height and intensity proposed is incompatible with the existing residential uses.

PLAN DETAILS

The property is 2.81 acres in size and is located south of Old Hickory Boulevard and east of Cloverland Road. The property is currently vacant.

Site Plan

The plan proposes self-service storage uses within one building adjacent to Old Hickory Boulevard. Vehicular access is proposed from two access point along Old Hickory Boulevard. Sidewalks consistent with the requirements of the Major and Collector Street Plan are provided along the frontage of Old Hickory Boulevard. Parking and loading is proposed between the building and Old Hickory Boulevard.

The building is proposed at 116,304 square feet with a maximum height of four stories in 48 feet. Architectural elevations have been provided for all sides of the building.



Front (Old Hickory Boulevard) elevation



Metro Planning Commission Meeting of 02/09/2017

The Old Hickory Boulevard elevation includes limited glazing. All other elevations, including the elevations that are adjacent to existing residential development, are blank walls with no glazing or articulation. The west elevation of the building (below) is set back approximately 25 feet from the property line of existing residential development and R40 property. A B landscape buffer is provided. CS zoning is one of the districts that allows self-service storage. If adjacent to R40, the Zoning Code requires a C landscape buffer. Industrial districts, which also allow the proposed use, adjacent to R40 would require a D landscape buffer.



ANALYSIS

The proposed plan is inconsistent with the Residential Corridor policy, which does not support commercial uses. While the currently allowed office uses may not be supported by the policy, rezoning to allow for a more intense commercial use such as self-service storage is moving further away from the goals and objectives of the residential corridor policy. Surrounding land uses south of Old Hickory Boulevard consist of a mixture of single-family and multi-family residential uses. Closer to the interstate there are some commercial uses, however, the land uses generally decrease in intensity as you move east away from the interstate interchange. Similarly, land uses north of Old Hickory Boulevard are predominantly residential and office except for a pocket of commercial immediately adjacent to the interstate.

Rezoning to allow for a commercial use within a predominantly residential area is inappropriate. The land use policy adopted by NashvilleNext seeks to protect the residential nature of the area while allowing for a mixture of housing. The rezoning is in direct conflict with the recently adopted policy and the goals of NashvilleNext.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- No encroachments/buffer disturbances allowed with the exception of the bottomless culvert stream crossing.

WATER SERVICES

Approved with conditions

- Approved as a Preliminary SP only. Public water construction plans (for the proposed fire hydrant and public water main relocation) must be submitted and approved prior to Final SP



Metro Planning Commission Meeting of 02/09/2017

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.
- Comply with the conditions of the Metro Traffic Engineer

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- An access study is required prior to final SP.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.72	0.6 F	44,953 SF	1961	43	130

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 (710)	1.12	0.75 F	36,590 SF	616	84	120

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
Self-Storage (151)	2.81	-	154,274 SF/ 1043 units	369	24	39

Traffic changes between maximum: **MUN and OL** and **SP-MU**

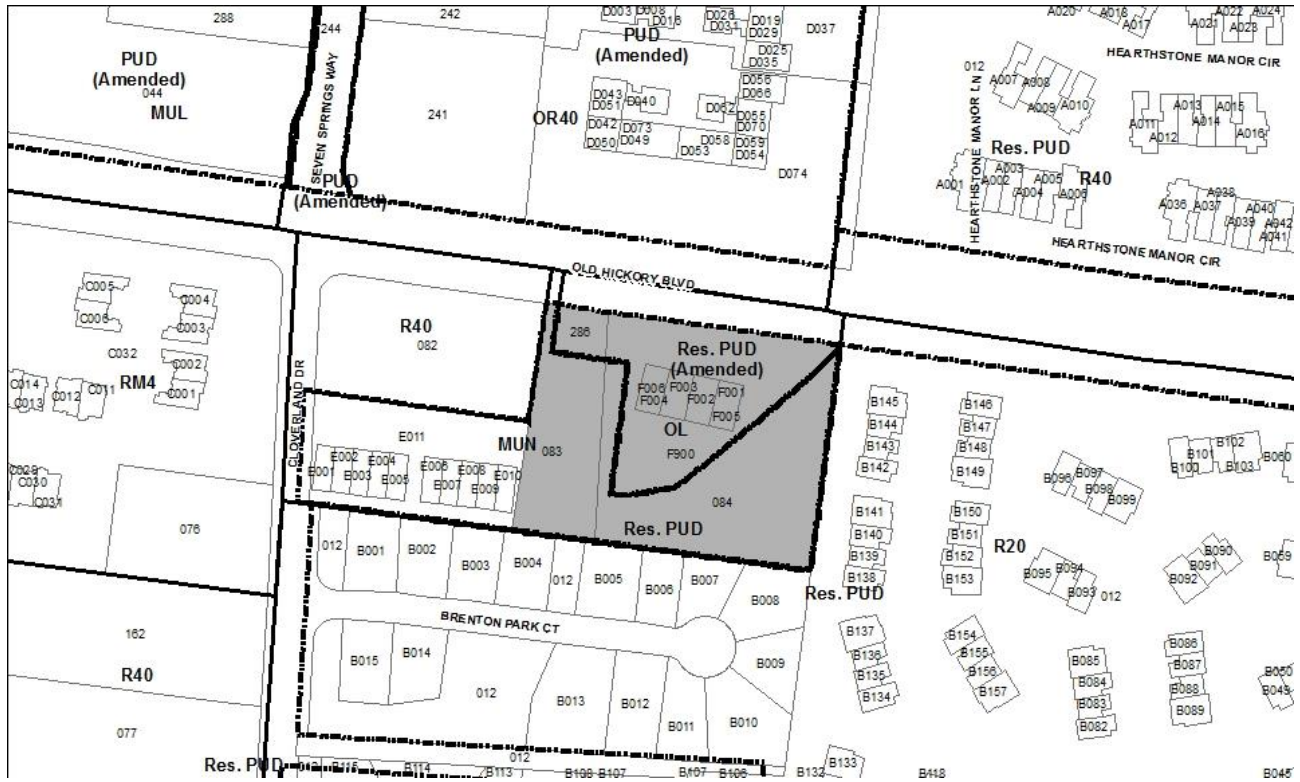
Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2,208	-103	-211

STAFF RECOMMENDATION

Staff recommends disapproval as the request is inconsistent with the land use policy for the area and the use is incompatible with adjacent residential developments.



Metro Planning Commission Meeting of 02/09/2017



2004P-021-003
PRESIDENT'S RESERVE PUD (CANCELLATION)
Map 160, Parcel(s) 083-084, 286
Map 160-15-0-F, Parcel(s) 001-006, 900
12, Southeast
4 (Robert Swope)



Project No. PUD Cancellation 2004P-021-003
Project Name President's Reserve PUD (Cancellation)
Associated Case 2016SP-090-001
Council District 04 - Swope
School District 02 - Brannon
Requested by Littlejohn Engineering Associates, applicant; Hampton Falls Storage Partners, LLC, owner.

Deferrals This item was deferred at the December 8, 2016, and January 26, 2017, Metro Planning Commission meetings. No public hearing was held.

Staff Reviewer Milligan
Staff Recommendation *Disapprove*

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

PUD Cancellation

A request to cancel a portion of a Planned Unit Development Overlay District on property located at 673, 675, 681 and 683 Old Hickory Boulevard, approximately 300 feet east of Cloverland Drive, zoned Mixed-Use Neighborhood (MUN) and Office Limited (OL), (2.81 acres).

Existing Zoning

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

Office Limited (OL) is intended for moderate intensity 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 Title 17. 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. *The approved PUD allows for medical office, general office, outpatient clinic, and residential uses.*

SOUTHEAST NASHVILLE COMMUNITY PLAN

T3 Suburban Residential Corridor (T3 RC) is intended to preserve, enhance and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.



Metro Planning Commission Meeting of 02/09/2017

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?

No. The cancellation of the PUD to allow for the development of the associated Specific Plan (2016SP-090-001) is inconsistent with the land use policy for the area. The approved PUD currently allows for office, medical office, and residential uses. The residential uses are consistent with the T3 Suburban Residential Corridor policy by providing for additional housing along an arterial in line with the goals of the policy. While the office use may not be consistent with the residential only nature of the policy, the limited amount of office allowed by the PUD is closer to the policy than the proposed uses and intensity of the SP.

PLAN DETAILS

The PUD was originally approved in 2004 to permit 16 residential dwelling units and 12,015 square feet of office uses within six buildings. In 2005, MPC approved a revision to the preliminary plan that permitted 16 residential dwelling units and 12,960 square feet of office uses. The underlying base zone at the time of both approvals was Mixed-Use Neighborhood (MUN) which limited individual offices to 2,500 square feet in size. In 2012, a portion of the PUD was rezoned to Office Limited (OL) and a portion of the PUD was amended to change the layout of the office uses.

ANALYSIS

Prior to the adoption of NashvilleNext, the land use policy for the property was Mixed Use, which encouraged an integrated, diverse blend of compatible land uses. Predominant uses included residential, commercial, recreational, cultural and community facilities. Commercial uses appropriate for Mixed Use policy areas include offices and small scale convenience uses. A PUD or site plan was considered appropriate to ensure proper design.

Cancellation of the PUD is requested in order to accommodate the requested Specific Plan rezoning to allow for a self-service storage use. The existing PUD, while inconsistent with the current Residential Corridor policy, is closer to the policy than the requested zoning. If the property is not going to develop in a manner that is consistent with the policy, the PUD should be maintained as the uses allowed by the PUD are compatible and have less impact on surrounding residential uses.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A



Metro Planning Commission Meeting of 02/09/2017

TRAFFIC AND PARKING RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 02/09/2017



2017SP-007-001
6015 AND 6017 O'BRIEN AVENUE SP
Map 091-13, Parcel(s) 274, 290
07, West Nashville
20, (Mary Carolyn Roberts)



Project No. Specific Plan 2017SP-007-001
Project Name 6015 and 6017 Obrien Avenue SP
Council District 20 – Roberts
School District 09 – Frogge
Requested by Dale & Associates, applicant; Lee M. Beckham Jr., Etux, owner.

Deferrals This item was deferred from the January 26, 2017, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit up to nine residential units.

Preliminary SP

A request to rezone from One and Two Family Residential (R8) to Specific Plan – Residential (SP-R) zoning on properties located at 6015 and 6017 Obrien Avenue, approximately 220 feet north of Charlotte Pike, (0.8 acres), to permit up to nine residential units.

Existing Zoning

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 four lots with one duplex lot for a total of five 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
- Provides a Range of Housing Choices

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 neighborhood contains a mix of one, two, and multi-family residential uses, along with institutional and commercial uses. The proposed SP includes nine detached residential dwellings which will provide an additional housing choice for residents of the area.



Metro Planning Commission Meeting of 02/09/2017



Proposed Site Plan



Metro Planning Commission Meeting of 02/09/2017

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.

The site is also located within Special Policy Area 07-T4-MU-01 of the West Nashville Community Plan. The Special Policy provides guidance on appropriate land uses and indicates that uses along Obrien Avenue should remain some type of residential. The Special Policy also calls for increased vehicular connectivity through an expanded network of streets designed to connect multiple developments and create safe multi-modal transportation options.

Consistent with Policy?

The proposed SP is consistent with the policy, which is intended to enhance urban, mixed use neighborhoods with a variety of housing and high levels of connectivity. The proposed SP will permit up to nine detached residential units which promotes a variety of housing types in the neighborhood. The proposal is also consistent with the Special Policy, as it will include residential units along a street specifically designated to maintain residential use. Sidewalks will be provided along Obrien Avenue to improve pedestrian connectivity.

PLAN DETAILS

The site consists of two parcels totaling 0.80 acres located on the south side of Obrien Avenue, approximately 220 feet north of Charlotte Pike and 175 feet south of Interstate 40. The properties are currently vacant. The existing zoning district allows for one and two-family residential uses. The neighborhood contains a mix of one, two, and multi-family residential uses, along with institutional and commercial uses. The south property line abuts commercial uses and zoning.

The proposed plan proposes up to nine detached residential units. Three of the proposed units front Obrien Avenue. The remaining six units are oriented around an interior green space. The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of three stories in 35 feet.

Vehicular access is via a single driveway from Obrien Avenue and the alley located along the southern property line. A total of 23 parking spaces are provided at the rear of the site. Five-foot sidewalks are provided interior to the development connecting the units to the green space, parking area, and the street. A five-foot sidewalk and four-foot planting strip consistent with Metro Public Works standards for a local road are provided along Obrien Avenue.

ANALYSIS

The policy is intended to create and enhance mixed use, urban neighborhoods with a variety of housing. Additionally, the Special Policy calls for uses along Obrien Avenue to be some type of residential. The proposed SP includes nine detached units. Access will be taken from Obrien Avenue, with an additional access point via the alley. There are existing sidewalks along portions of the north side of Obrien Avenue, but none along the south side where this site is located. The



Metro Planning Commission Meeting of 02/09/2017

inclusion of a sidewalk along the property frontage will be a first step toward better pedestrian connectivity along the south side of Obrien Avenue.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- More areas designated for water quality / quantity (see south parking lot area) may be required (can be determined during Final Plan Review)

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.

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.
- If sidewalks are required with this project then they are to be shown on the plans per the MCSP and per MPW standards and specifications. Sidewalks are to be located within dedicated ROW.
- Comply with MPW Traffic Engineer conditions
- Indicate MPW standard drawing numbers of items within the ROW, driveways, sidewalks, curb, etc.
- Dedicate and Widen alley #1520 along the property frontage to ½ MPW standard.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate sight distance at access drive on OBrien Ave. A sight distance exhibit will be required with the Final SP.

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)	0.8	5.4 D	5 U	48	4	6

*Based on two-family lots



Metro Planning Commission Meeting of 02/09/2017

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)	0.8	-	9 U	87	7	10

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
-	-	-	+4 U	+39	+3	+4

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 0 Elementary 0 Middle 0 High

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

The proposed SP zoning is expected to generate two more students than the existing R8 zoning. Students would attend Charlotte Park Elementary School, H.G. Hill Middle School and Hillwood High School. H.G. Hill Middle School has been identified as being over capacity by the Metro School Board, and there is no capacity for middle school students within the cluster.

The fiscal liability for one middle school student is \$26,000. This data is for informational purposes and is not a condition of approval. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

The proposal is consistent with the T4 MU policy and with the Special Policy which calls for residential uses along Obrien Avenue. Therefore, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to a maximum of nine 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 RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. Building elevations consistent with the architectural standards included in the Preliminary SP plan shall be provided with the Final SP.
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.



Metro Planning Commission Meeting of 02/09/2017

5. 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.
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.



Metro Planning Commission Meeting of 02/09/2017

SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



2017SP-015-001
2407 BRASHER AVENUE SP
Map 072-13, Parcel(s) 148
05, East Nashville
05 (Scott Davis)



Project No. Specific Plan 2017SP-015-001
Project Name 2407 Brasher Avenue SP
Council District 05 – Davis
School District 05 – Buggs
Requested by Tune, Entrekin and White, PC, applicant; Elijah Shaw, owner.

Deferrals This request was deferred from the January 26, 2017, Planning Commission meeting. A public hearing was held. The Planning Commission voted to reopen the public hearing.

Staff Reviewer Shepard
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Zone change from R6 to SP-MU.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 2407 Brasher Avenue, approximately 140 feet northeast of Strouse Avenue (0.23 acres), to permit an accessory detached recording studio in addition to all uses permitted by the R6 zoning district.

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 one duplex lot for a total of two units.*

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *The proposed SP-MU District would permit an accessory detached recording studio in addition to all uses permitted by the R6 zoning district.*

HISTORY

The Planning Commission considered this request at the January 26, 2017, Planning Commission meeting. A public hearing was held. Based on discussion at the meeting, Planning staff further evaluated the proposal for consistency with the T4 Urban Neighborhood Maintenance (T4 NM) land use policy applicable to the area. The T4 NM policy supports residential uses and includes some guidance for location and design of institutional uses; however, it does not support commercial uses in residential areas, other than those that meet the standards for a Home Occupation and are accessory to a residential use. Planning staff would be unlikely to support a policy amendment to support commercial uses for one parcel given its location interior to the neighborhood.



Metro Planning Commission Meeting of 02/09/2017

Staff also analyzed the proposal against the standards for Home Occupations, which are permitted as an accessory use in the R6 zoning district subject to the conditions outlined in Section 17.16.250.D of the Metro Zoning Ordinance, which follows:

D. Home Occupation. A home occupation shall be considered an accessory use to a residence subject to the following:

1. The home occupation shall be conducted in a dwelling unit or accessory building by one or more occupants of the dwelling unit. No clients or patrons may be served on the property. No more than one part-time or full-time employee not living within the dwelling may work at the home occupation location.
2. The home occupation shall not occupy more than twenty percent of the total floor area of the principal structure and in no event more than five hundred square feet of floor area.
3. The home occupation shall not be advertised by signs, exterior displays or interior displays of goods visible from the outside, or any exhibit whatsoever that would indicate that the dwelling unit or accessory building is being utilized for any purpose other than a residence.
4. The use of mechanical or electrical equipment shall be permitted in connection with a home occupation provided such equipment:
 - a. Would be used purely for domestic or household purposes;
 - b. Is located entirely within the dwelling unit or accessory building and cannot be seen, heard or smelled from outside the dwelling unit or accessory building and has an aggregate weight of less than five hundred pounds; and
 - c. Does not interfere with radio and television reception on neighboring properties.
5. The storage of materials or goods shall be permitted in connection with a home occupation provided such storage complies with the following standards.
 - a. All materials or goods shall be stored completely within the space designated for home occupation activities.
 - b. Only materials or goods that are utilized or produced in connection with the home occupation may be stored within the dwelling unit or accessory building.
 - c. All materials shall be stored completely within the dwelling unit or accessory building.
 - d. All flammable or combustible compounds, products or materials shall be maintained and utilized in compliance with Fire Code NFPA-30.
6. External structural alterations not customary in residential buildings shall not be permitted.
7. Offensive noise, vibration, smoke, dust or other particulate matter, odorous matter, heat, humidity, glare, or other objectionable effects shall not be permitted.
8. The manufacture or repair of transportation equipment shall not be permitted as a home occupation.
9. Vehicles associated with the home occupation shall be limited to one vehicle with a maximum axle load capacity of one and one-half tons.

Following additional analysis, the existing standards for Home Occupation would not allow the use as described. There are no provisions in the land use policy which support the inclusion of commercial uses throughout residential areas. Therefore, Planning staff's recommendation has not changed.

CRITICAL PLANNING GOALS

N/A



Metro Planning Commission Meeting of 02/09/2017

EAST NASHVILLE COMMUNITY PLAN

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

The proposed SP would permit an accessory commercial use in addition to the uses permitted by the current R6 zoning. The addition of a commercial use at this location is not supported by the T4 NM land use policy, which is a residential-only policy intended to preserve the general character of existing urban residential neighborhoods, even as those areas experience some change over time.

Proposed Regulatory SP Start

2407 Brasher Avenue Specific Plan (SP)

Development Summary		Site Data Table	
SP Name	2407 Brasher Avenue Specific Plan	Site Data	0.23 acres
SP Number	2017SP-015-001	Existing Zoning	R6
Council District	05	Proposed Zoning	SP
		Allowable Land Uses	All uses permitted by the R6 zoning district and an accessory detached recording studio
Map & Parcel	Map 072-13, Parcel 148		

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to all uses permitted by R6 zoning district and a detached accessory recording studio.
2. There shall be no structural alterations to the property for the use.
3. All parking shall be on site.
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 R6 zoning district as of the date of the applicable request or application.
5. 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.
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



Metro Planning Commission Meeting of 02/09/2017

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.

Proposed Regulatory SP end

ANALYSIS

The request is a regulatory SP and does not include a site plan. The subject property is 0.23 acres in size and contains an existing single-family dwelling and detached accessory structure. The neighborhood surrounding the subject property contains a mix of one and two-family residential and institutional uses. The zoning in the area is primarily R6 and Single-Family Residential (RS5).

The Zoning Code permits Home Occupations as an accessory use to a residence in R6 zoning districts subject to the conditions listed in Section 17.16.250 of the Zoning Ordinance. Those conditions include the requirements that the use be conducted by one or more occupants of the dwelling and that no clients or patrons may be served on the property. Though not limited by the proposed regulatory SP, the applicant has indicated that approximately five customers per day would be served by the proposed recording studio. As proposed, the studio could not meet the standards for a Home Occupation; therefore, the applicant has requested the SP.

In 2011, Metro Council considered several bills proposing changes to the Home Occupation standards in the Zoning Ordinance. The changes were generally aimed at allowing for clients, customers or patrons to be served on the property, although each bill took a slightly different approach:

- **BL2010-754:** proposed allowing clients only for cosmetology and barber shop home occupations, with no more than two customers on the premises at one time
- **BL2011-858:** proposed allowing visitors, clients, and customers for home occupations subject to limitations on the maximum number per hour and per day
- **BL2011-924:** proposed the addition of a new use, Home Business, which would permit clients and customers to be served on site, subject to limitations on the maximum number per hour and per day.

All three bills received recommendations of approval from the Metro Planning Commission. The first was withdrawn following the public hearing at Council and several deferrals. The second was introduced at Council but withdrawn prior to public hearing. The third bill, which proposed the new home business use, ultimately failed to be approved by Metro Council in July of 2011.

In November 2012, the Metro Planning Commission considered a proposal to amend the text of the Zoning Code pertaining to recording studios. The proposed amendment introduced a new land use, "home recording studio," included it as a home occupation use, and provided conditions for that use. With conditions limiting the number of clients, requirements for off-street parking and adherence to noise restrictions, Planning staff recommended that the addition of home recording studios as home occupations was appropriate for Metro Nashville as "Music City, USA." The Planning Commission also recommended approval; however, the bill was unable to find support at



Metro Planning Commission Meeting of 02/09/2017

Metro Council. After several deferrals, both before and after the public hearing held at second reading, the ordinance was withdrawn in August 2015.

Home-based businesses, particularly those associated with Nashville’s musical heritage, may help to meet some of the goals of the general plan, but the introduction of these uses and the standards under which they should be reviewed is best considered on a county-wide basis. Given that Metro Council failed to find support for allowing this use on a broader scale, a request for an SP to allow this use on a specific site in an inappropriate use of the SP zoning tool.

Additionally, in reviewing a proposed SP, Planning staff must also consider the definition of the SP zoning district. The Metro Zoning Ordinance defines an SP as a district and as an alternative zoning process that may permit any land uses, mixture of land uses, and alternative development standards, of an individual property or larger area, to achieve consistency with the general plan. The Zoning Ordinance requires SP Districts, including regulatory SPs, to be *“designed such that, at a minimum, the location, integration and arrangement of land uses, buildings, and structure, utilities, access, transit, parking and streets collectively avoid monotony, promote variety, and yield a context sensitive development.”* Given the existing residential character of the area and the T4 NM land use policy, which calls for preserving the existing character, staff does not find that the introduction of a commercial use at this location is consistent with the definition of the SP zoning process nor that it yields a context sensitive development. Therefore, staff recommends disapproval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Returned for corrections

- Awaiting submittal of an availability study by the applicant.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate parking on site for recording studio activity.

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)	0.23	7.26 D	2 U	20	2	3

*Based on two-family lots



Metro Planning Commission Meeting of 02/09/2017

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
Two-Family Residential* (210)	0.23	-	2 U	20	2	3

*Based on two-family lots

Traffic changes between maximum: **R15** and **SP-MU**

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

STAFF RECOMMENDATION

Staff recommends disapproval, as the proposed SP-MU is inconsistent with the T4 NM land use policy and does not yield a context-sensitive development.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



2017SP-016-001
3233 KNOBVIEW DRIVE SP
Map 084-16, Parcel(s) 187
14, Donelson - Hermitage
15 (Jeff Syracuse)



Project No. Specific Plan 2017SP-016-001
Project Name 3233 Knobview Drive SP
Council District 15 – Syracuse
School District 04 – Shepherd
Requested by Tune, Entrekin and White, PC, applicant; Harold and Patricia Raynor, owners.

Deferrals This request was deferred from the January 26, 2017, Planning Commission meeting. A public hearing was held. The Planning Commission voted to reopen the public hearing.

Staff Reviewer Shepard
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Zone change from R6 to SP-MU.

Zone Change

A request to rezone from Single-Family Residential (RS20) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 3233 Knobview Drive, at the northwest corner of Capella Court and Knobview Drive (0.57 acres), to permit an accessory hair salon in addition to all uses permitted by the RS20 zoning district.

Existing Zoning

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

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *The proposed SP-MU District would permit an accessory hair salon in addition to all uses permitted by the RS20 zoning district.*

HISTORY

The Planning Commission considered this request at the January 26, 2017, Planning Commission meeting. A public hearing was held. Based on discussion at the meeting, Planning staff further evaluated the proposal for consistency with the T3 Suburban Neighborhood Maintenance land use policy applicable to the area. The T3 NM policy supports residential uses and includes some guidance for location and design of institutional uses; however, it does not support commercial uses in residential areas, other than those that meet the standards for a Home Occupation and are accessory to a residential use. Planning staff would be unlikely to support a policy amendment to support commercial uses for one parcel given its location interior to the neighborhood.



Metro Planning Commission Meeting of 02/09/2017

Staff also analyzed the proposal against the standards for Home Occupations, which are permitted as an accessory use in the R6 zoning district subject to the conditions outlined in Section 17.16.250.D of the Metro Zoning Ordinance, which follows:

D. Home Occupation. A home occupation shall be considered an accessory use to a residence subject to the following:

1. The home occupation shall be conducted in a dwelling unit or accessory building by one or more occupants of the dwelling unit. No clients or patrons may be served on the property. No more than one part-time or full-time employee not living within the dwelling may work at the home occupation location.
2. The home occupation shall not occupy more than twenty percent of the total floor area of the principal structure and in no event more than five hundred square feet of floor area.
3. The home occupation shall not be advertised by signs, exterior displays or interior displays of goods visible from the outside, or any exhibit whatsoever that would indicate that the dwelling unit or accessory building is being utilized for any purpose other than a residence.
4. The use of mechanical or electrical equipment shall be permitted in connection with a home occupation provided such equipment:
 - a. Would be used purely for domestic or household purposes;
 - b. Is located entirely within the dwelling unit or accessory building and cannot be seen, heard or smelled from outside the dwelling unit or accessory building and has an aggregate weight of less than five hundred pounds; and
 - c. Does not interfere with radio and television reception on neighboring properties.
5. The storage of materials or goods shall be permitted in connection with a home occupation provided such storage complies with the following standards.
 - a. All materials or goods shall be stored completely within the space designated for home occupation activities.
 - b. Only materials or goods that are utilized or produced in connection with the home occupation may be stored within the dwelling unit or accessory building.
 - c. All materials shall be stored completely within the dwelling unit or accessory building.
 - d. All flammable or combustible compounds, products or materials shall be maintained and utilized in compliance with Fire Code NFPA-30.
6. External structural alterations not customary in residential buildings shall not be permitted.
7. Offensive noise, vibration, smoke, dust or other particulate matter, odorous matter, heat, humidity, glare, or other objectionable effects shall not be permitted.
8. The manufacture or repair of transportation equipment shall not be permitted as a home occupation.
9. Vehicles associated with the home occupation shall be limited to one vehicle with a maximum axle load capacity of one and one-half tons.

Following additional analysis, the existing standards for Home Occupation would not allow the use as described. There are no provisions in the land use policy which support the inclusion of commercial uses throughout residential areas. Therefore, Planning staff's recommendation has not changed.

CRITICAL PLANNING GOALS

N/A



Metro Planning Commission Meeting of 02/09/2017

DONELSON – HERMITAGE 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?

The proposed SP would permit an accessory commercial use in addition to the uses permitted by the current RS20 zoning. The addition of a commercial use at this location is not supported by the T3 NM land use policy, which is a residential-only policy, intended to preserve the general character of existing suburban residential neighborhoods, even as those areas experience some change over time.

Proposed Regulatory SP Start

3233 Knobview Drive Specific Plan (SP)

Development Summary	
SP Name	3233 Knobview Drive Specific Plan
SP Number	2017SP-016-001
Council District	15
Map & Parcel	Map 084-16, Parcel 187

Site Data Table	
Site Data	0.57 acres
Existing Zoning	RS20
Proposed Zoning	SP
Allowable Land Uses	All uses permitted by the RS20 zoning district and an accessory hair salon

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to all uses permitted by RS20 zoning district and one accessory hair salon.
2. No signage except for one directional sign not to exceed 2 square feet in size.
3. There shall be no structural alterations to the home for the use.
4. All parking shall be on site.
5. No more than 20% of the square footage of the home shall be devoted to the home occupation.
6. No more than two cars will be parked on site at any one time.
7. The operator must live in the home and must be licensed by the state Board of Cosmetology.
8. The premises will be inspected and approved by the state Board of Cosmetology.



Metro Planning Commission Meeting of 02/09/2017

9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS20 zoning district as of the date of the applicable request or application.
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.

Proposed Regulatory SP end

ANALYSIS

The request is a regulatory SP and does not include a site plan. The subject property is 0.57 acres in size and contains an existing single-family dwelling. The neighborhood surrounding the subject property contains primarily single-family residential land use, with scattered two-family residential and institutional uses. The zoning in the area is primarily RS20.

The RS20 zoning district permits Home Occupations as an accessory use to a residence subject to the conditions listed in Section 17.16.250 of the Zoning Ordinance. Those conditions include the requirements that the use be conducted by one or more occupants of the dwelling and that no clients or patrons may be served on the property. Though not limited by the proposed regulatory SP, the applicant has indicated that approximately six to eight customers per day would be served by the proposed hair salon. As proposed, the salon use could not meet the standards for a Home Occupation; therefore, the applicant has requested the SP.

In 2011, Metro Council considered several bills proposing changes to the Home Occupation standards in the Zoning Ordinance. The changes were generally aimed at allowing for clients, customers or patrons to be served on the property, although each bill took a slightly different approach:

- **BL2010-754:** proposed allowing cosmetology and barber shop home occupations to serve customers on site, while maintaining the prohibition on serving clients or patrons on the property for all other home occupation uses. Specifically, this bill proposed allowing cosmetology and barber shops to have one chair available to service customers, and no more than two customers on the premises at any one time. As proposed, the bill also required that only a resident titleholder of the property be permitted to work on the premises.
- **BL2011-858:** proposed allowing visitors, clients, and customers for home occupations subject to limitations on the maximum number per hour and per day
- **BL2011-924:** proposed the addition of a new use, Home Business, which would permit clients and customers to be served on site, subject to limitations on the maximum number per hour and per day.



Metro Planning Commission Meeting of 02/09/2017

All three bills received recommendations of approval from the Metro Planning Commission. The first was introduced at Council and a public hearing was held. Following several deferrals, the proposal was withdrawn. The second was withdrawn prior to public hearing. The third bill, which proposed the new home business use, ultimately failed to be approved by Metro Council in July of 2011.

Home-based businesses may help to meet some of the goals of the general plan, but the introduction of these uses and the standards under which they should be reviewed is best considered on a county-wide basis. Given that Metro Council failed to find support for allowing cosmetology and barber shop home occupations to serve customers on site, and failed to find support for home occupations serving customers on site more generally, the request for an SP to allow this use on a specific site and in a residentially zoned area is an inappropriate use of the SP zoning tool.

Additionally, in reviewing a proposed SP, Planning staff must also consider the definition of the SP zoning district. The Metro Zoning Ordinance defines an SP as a district and as an alternative zoning process that may permit any land uses, mixture of land uses, and alternative development standards, of an individual property or larger area, to achieve consistency with the general plan. The Zoning Ordinance requires SP Districts, including regulatory SPs, to be *“designed such that, at a minimum, the location, integration and arrangement of land uses, buildings, and structure, utilities, access, transit, parking and streets collectively avoid monotony, promote variety, and yield a context sensitive development.”* Given the existing single-family residential character of the area and the T3 NM land use policy, which calls for preserving the existing character, staff does not find that the introduction of a commercial use at this location is consistent with the definition of the SP zoning process nor that it yields a context sensitive development. Therefore, staff recommends disapproval.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Returned for corrections

- Awaiting submittal of an availability study by the applicant.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate parking on site for hair salon activity.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.57	2.17 D	1 U	10	1	2



Metro Planning Commission Meeting of 02/09/2017

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
Single-Family Residential (210)	0.57	-	1 U	10	1	2

Traffic changes between maximum: **RS20** and **SP-MU**

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

STAFF RECOMMENDATION

Staff recommends disapproval, as the proposed SP-MU is inconsistent with the T3 NM land use policy and does not yield a context-sensitive development.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



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; James M. Halloran, owner.

Deferral This request was deferred from the July 14, 2016, the August 11, 2016, the August 25, 2016, the September 22, 2016, and the October 13, 2016 Planning Commission meetings. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Disapprove*

APPLICANT REQUEST

Create two lots.

Concept Plan

A request for concept plan approval to create two 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).

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 7 lots with 1 duplex lot for a total of 8 units.*

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. *The R20 zoning covers only a small area of the southernmost lot.*

CRITICAL PLANNING GOALS

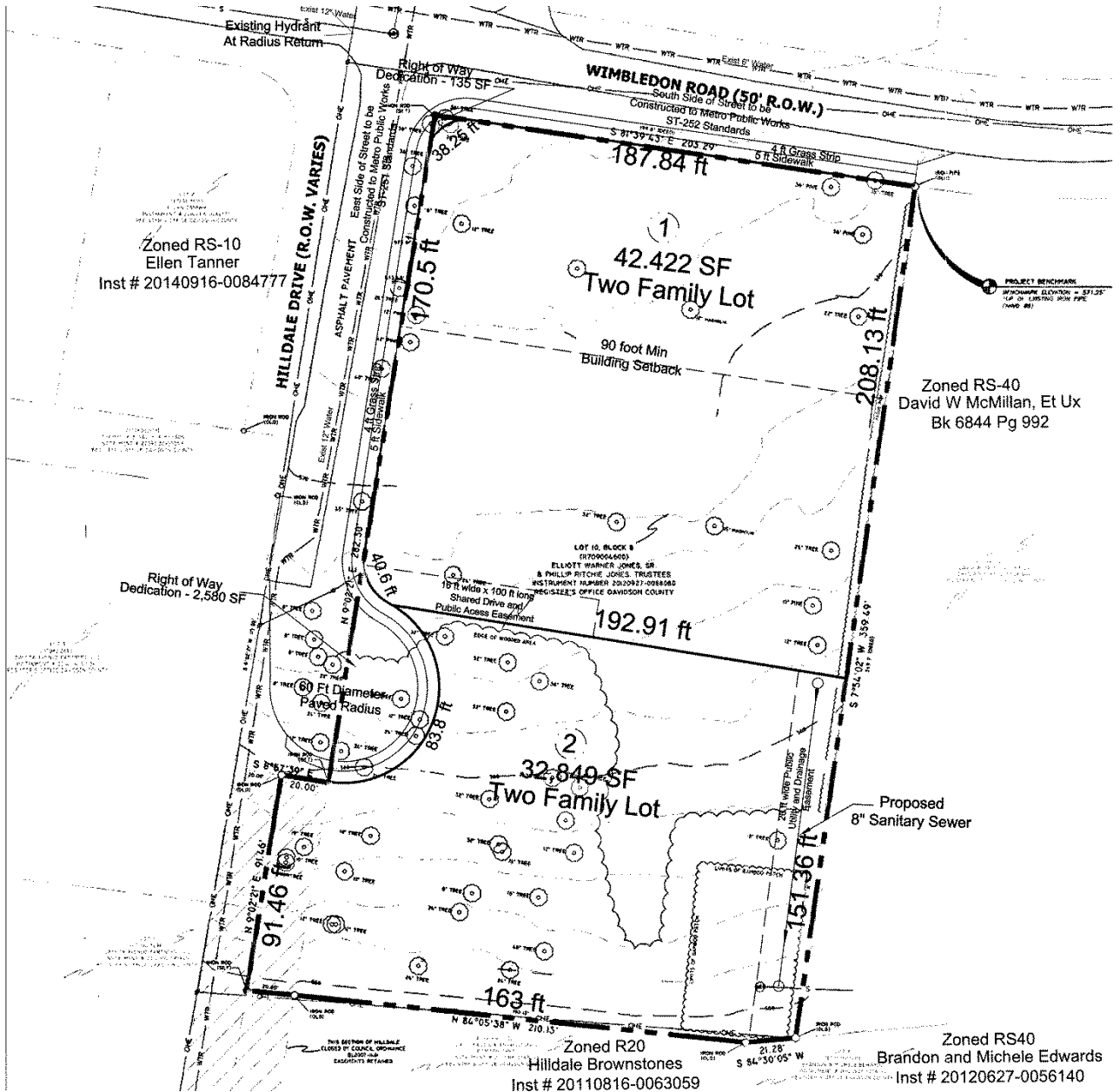
N/A

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.



Metro Planning Commission Meeting of 02/09/2017



Proposed Subdivision



Metro Planning Commission Meeting of 02/09/2017

PLAN DETAILS

This request is for concept plan approval to create two lots on property located at 2811 Wimbledon Road, at the southeast corner of Wimbledon Road and Hilldale Drive. Section 3-5.2 of the Subdivision Regulations requires that newly created lots in areas that are previously subdivided and predominately developed must be comparable to the surrounding lots in regards to frontage and area. The proposed Lot 1 fronts Wimbledon Road and meets compatibility. However, proposed Lot 2 does not have surrounding parcels to be compared with as it fronts Hilldale Drive and the block face ends both to the north and the south directly on either side of the existing lot.

The applicant requests approval under Section 3-5.2 of the Subdivision Regulations, which states that where the surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility.

The existing lot is 77,986 square feet (1.78 acres). 2,695 square feet are proposed to be dedicated as right-of-way.

The two proposed lots are as follows:

- Lot 1: 42,422 sq. ft. and 187.84 feet of frontage on Wimbledon Road
- Lot 2: 32,849 sq. ft. and 175 feet of frontage on Hilldale Drive

Although both lots are identified on the plan as two-family lots, that determination is made by the Metro Codes Department.

An existing home is located on the property; if the concept plan is approved, the home would be removed prior to final plat recordation. Both lots would take access from Hilldale Drive, which is to be improved to meet Metro Public Works standards. Lots 1 and 2 would have a shared access drive. There are no sidewalks along either Wimbledon Road or Hilldale Drive. If approved, the applicant has chosen to construct sidewalks along the property on Wimbledon Road and Hilldale Drive and have them accepted by Public Works.

ANALYSIS

Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outline the criteria for reviewing infill subdivisions located within a Neighborhood Maintenance policy area. The intent of these regulations is to consider the established development pattern when reviewing infill subdivisions. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

Zoning Code

Both lots meet the minimum standards of the R10 zoning district. Lot 2, which is partially in the R20 zoning district, meets the minimum standards of the R20 zoning district.

Street Frontage

Both lots would have frontage on a public street.

Density

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



Metro Planning Commission Meeting of 02/09/2017

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. For corner lots, such as 2811 Wimbledon Road, only the blockface to which the proposed lots are to be oriented shall be used. Lot 2 is oriented toward Hilldale Drive and does not have surrounding parcels with which to compare lot frontage. Lot 1 fronts Wimbledon Road and meets compatibility. Along Wimbledon Road, lots created must have frontage at least equal to 164 feet. Lot 1 meets the lot frontage requirements:

Lot 1 Frontage	
Proposed Frontage	187.84 ft
Minimum Frontage	164 ft.
70% Average	154.7 ft.

Lot 2 Frontage	
Proposed Frontage	175 ft.
Minimum Frontage	Not available
70% Average	Not available

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 the smallest surrounding lot, whichever is greater. For corner lots, such as 2811 Wimbledon Road, only the block face to which the proposed lots are to be oriented shall be used. Lot 2 is oriented toward Hilldale Drive and does not have surrounding parcels with which to compare lot area. Lot 1 fronts Wimbledon Road and meets compatibility. Along Wimbledon Road, lots created must have at least 34,549 square feet. Lot 1 meets the lot area requirements:

Lot 1 Size	
Proposed Size	42,422 SF
Minimum Size	21, 926 SF
70% Average	34,549 SF

Lot 2 Size	
Proposed Size	32,849 SF
Minimum Size	Not available
70% Average	Not available

3. Street setback: Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback. For a corner lot, both block faces shall be used. It is important to note that while the compatibility of lot frontage and lot size is determined based on one block face (the block face to which the lots are oriented), both block faces are evaluated in regards to street setbacks. The minimum required street setback in the R10 zoning district along local streets) is 20 feet. Both Wimbledon Road and Hilldale Drive are local streets. There are no other lots along Hilldale Drive that can be evaluated. However, the two eastern parcels abutting Lot 1 along Wimbledon Road have an average street setback of 90 feet. Therefore, the minimum 20-foot required street setback for Lot 1 is less than the average of the street setback of two abutting parcels to the east on Wimbledon Road. A minimum building setback line of 90 feet (the average street setback) is therefore required along Wimbledon Road. This required setback is shown on the proposed plat.
4. Lot orientation: Orientation of the proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces are evaluated. It is important to note that while the compatibility of lot frontage and lot size is determined based on one block face (the block face to which the lots are oriented), both block faces are evaluated in regards to lot orientation. Lot 2 does not have surrounding parcels to be compared with. Lot 1 is oriented toward Wimbledon Road and is consistent with the surrounding parcels.



Metro Planning Commission Meeting of 02/09/2017

Analysis

Based on the Subdivision Regulation's definition of surrounding lots, Lot 2 of the proposed subdivision does not have surrounding lots with which to be compared. However, the Planning Commission may grant approval if it determines that the subdivision is generally compatible with the larger area and provides for the harmonious development of the community. Staff does not find that the proposed subdivision is generally in character with the surrounding development pattern east of Hilldale Drive and south of Wimbledon Road. The existing lot continues the development pattern of the properties along the same block-face to the east along Wimbledon Road. Hilldale Drive separates the existing lot from properties to the west where subdivisions with smaller lots are more typical. The Commission may consider a larger area, if they find it to be appropriate.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

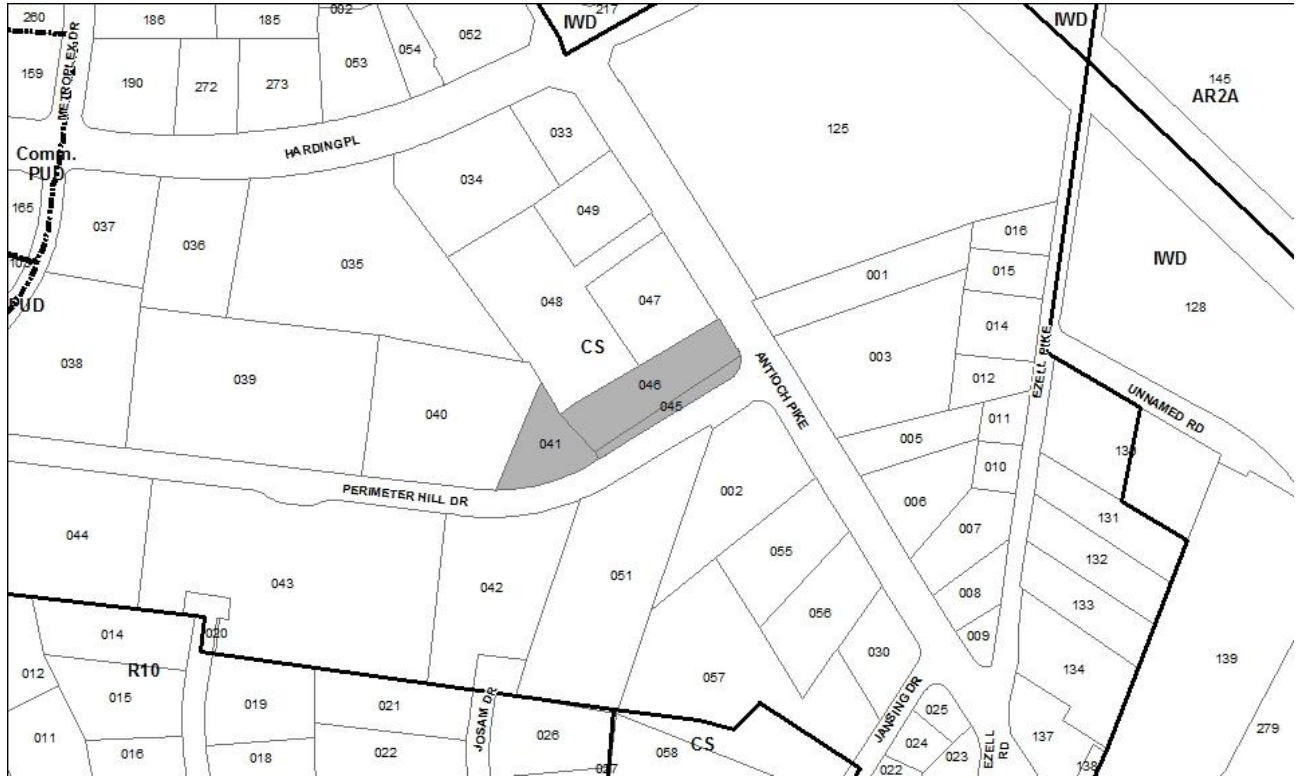
- Approved as a Concept Plan only. Public sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. These approved construction plans must match the Final Site/Development Plans. The required capacity fees must also be paid prior to Final Site/Development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

STAFF RECOMMENDATION

Staff recommends disapproval as the proposed subdivision does not provide for harmonious development within the community.



Metro Planning Commission Meeting of 02/09/2017



2017S-009-001

SOUTH PERIMETER PARK SECTION 4A RESERVE PARCELS 262, 263 AND PASCHALL PROPERTY

Map 134-14 Parcel(s) 041, 045-046

13, Antioch-Priest Lake

28, (Tanaka Vercher)



Project No. Final Plat 2017S-009-001
Project Name South Perimeter Park Section 4A Reserve
Parcels 262, 263 and Paschall Property
Council District 28-Vercher
School District 06-Hunter
Requested by Crawford and Cummings, PC, applicant; Sherry and
Michiel Paschall and Cameron Sorenson, owners.

Staff Reviewer Milligan
Staff Recommendation *Defer to the February 23, 2017, Metro Planning
Commission meeting unless a recommendation of
approval is received from all Metro Agencies. If a
recommendation of approval is received from all Metro
Agencies, staff recommends approval with conditions.*

APPLICANT REQUEST

Remove reserve status and shift lot lines.

Final Plat

A request for final plat approval to shift lot lines and remove a reserve status on properties located at Perimeter Hill Drive (unnumbered), 1311 Antioch Pike and Antioch Pike (unnumbered), at the northwest corner of Antioch Pike and Perimeter Hill Drive, zoned Commercial Service (CS) (1.72 acres).

Existing Zoning

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

CRITICAL PLANNING GOALS

N/A

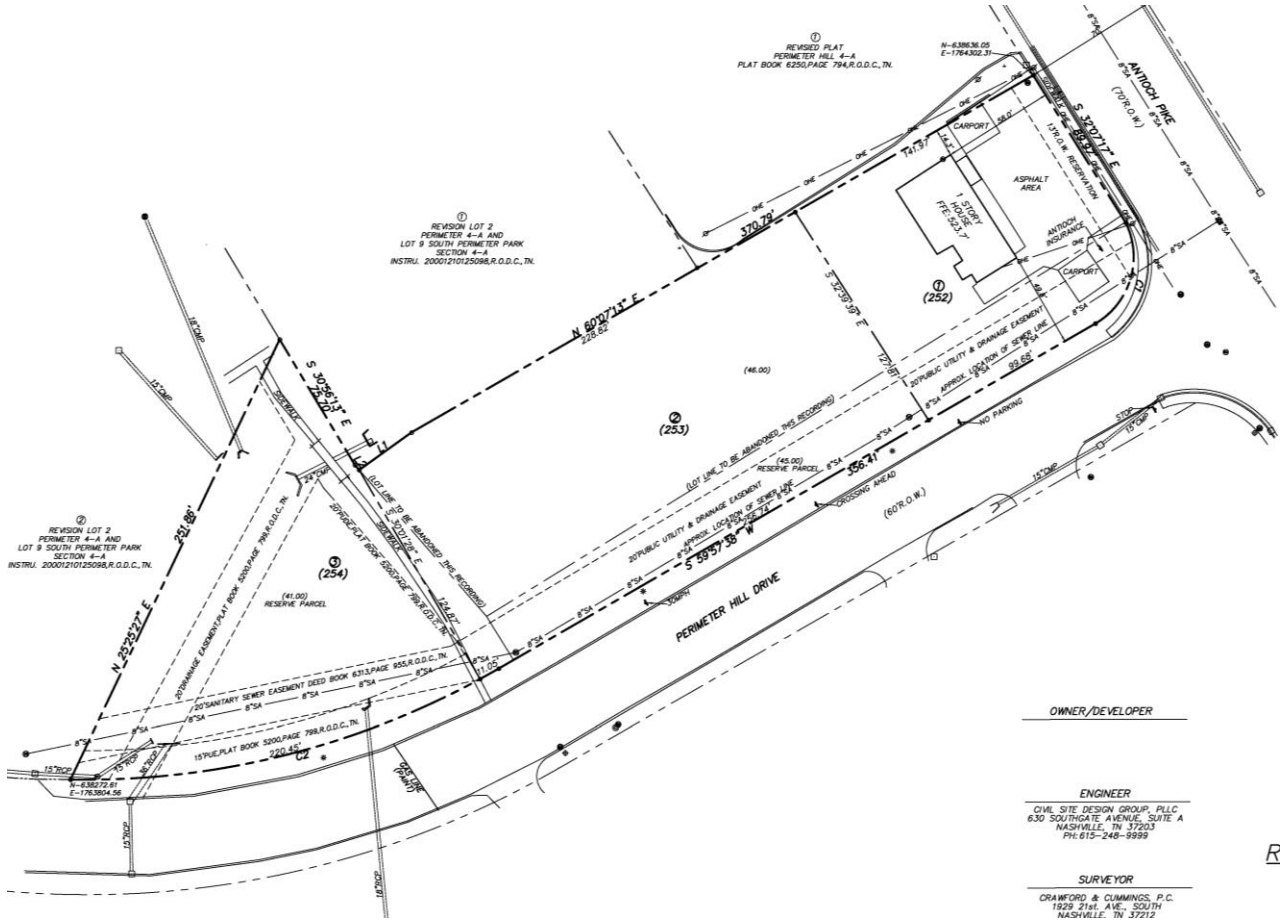
ANTIOCH PRIEST LAKE COMMUNITY PLAN

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.

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.



Metro Planning Commission Meeting of 02/09/2017



Proposed Subdivision

OWNER/DEVELOPER

ENGINEER
 CIVIL SITE DESIGN GROUP, PLLC
 630 SOUTHGATE AVENUE, SUITE A
 NASHVILLE, TN 37203
 PH: 615-248-9999

SURVEYOR
 CRAWFORD & CUMMINGS, P.C.
 1829 31st. AVE., SOUTH
 NASHVILLE, TN 37212

R



Metro Planning Commission Meeting of 02/09/2017

PLAN DETAILS

This request is for final plat approval to shift lot lines between three existing lots and remove reserve status from two existing lots. The property is located at the corner of Antioch Pike and Perimeter Hill Drive.

ANALYSIS

This application was evaluated against the Criteria for Removing Reserve status noted in the Subdivision Regulations.

Reserve Status

There are two parcels that have Reserve Status: Parcel 262 and 263. The original plat indicated that Parcel 262 is a reserve parcel because it is a detention pond. Staff has included a condition that Parcel 262 shall not be a buildable lot. The plat does not indicate why Parcel 263 is indicated as a reserve parcel. Removal of the reserve status requires Planning Commission approval. Section 2.8-1 of the Subdivision Regulations establishes criteria for determining whether to remove the reserve status:

- (1) The parcel fits into the character of the area and is consistent with the general plan.
Staff Comment: Parcel 263, which is a narrow lot running along Perimeter Hill Drive is currently inconsistent with the character of the area. By removing the reserve status and shifting lot lines, the resulting parcels better fit the current context.
- (2) That all minimum standards of the Zoning Code are met.
Staff Comment: The proposed lots meet the minimum standards of the CS zoning district.
- (3) That the parcel has street frontage or meets the requirements of Section 3-4.2.b or meets the requirements of Sections 3-4.2.b, 3-4.3.c, 4-6.3, or 5-3.1.
Staff comment: All lots have street frontage.
- (4) The current standards of all reviewing agencies are met.
Staff Comment: At this time, there are outstanding agency comments.

Staff finds the proposed removal of reserve status from Parcel 263 is appropriate.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Returned for corrections

- Verify that the graphical scale is correct. It appears that it should be a 90 rather than the 120 shown.
- Change note 20 to state 'Lot 3 in it's entirety is a Public Uilty and Drainage Easement'.
- Add note 21 and state "This property will contain stormwater encumbrances that are not currently shown on the plat. Easements for stormwater facilities and water quality will be added to this property through a separate deed at a later date. Restrictive Covenants for Maintenance of Stormwater Facilities will also be added to this property through a separate recording at a later date.



Metro Planning Commission Meeting of 02/09/2017

- Change easement description on lots 1 and 2 to indicate 'Public Utility and Drainage Easement'.

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends deferring to the February 23, 2017, Planning Commission meeting unless recommendations of approval are received from all Metro Agencies. If recommendations of approval from all Metro Agencies are received, staff recommends approval with conditions.

CONDITIONS (if approved)

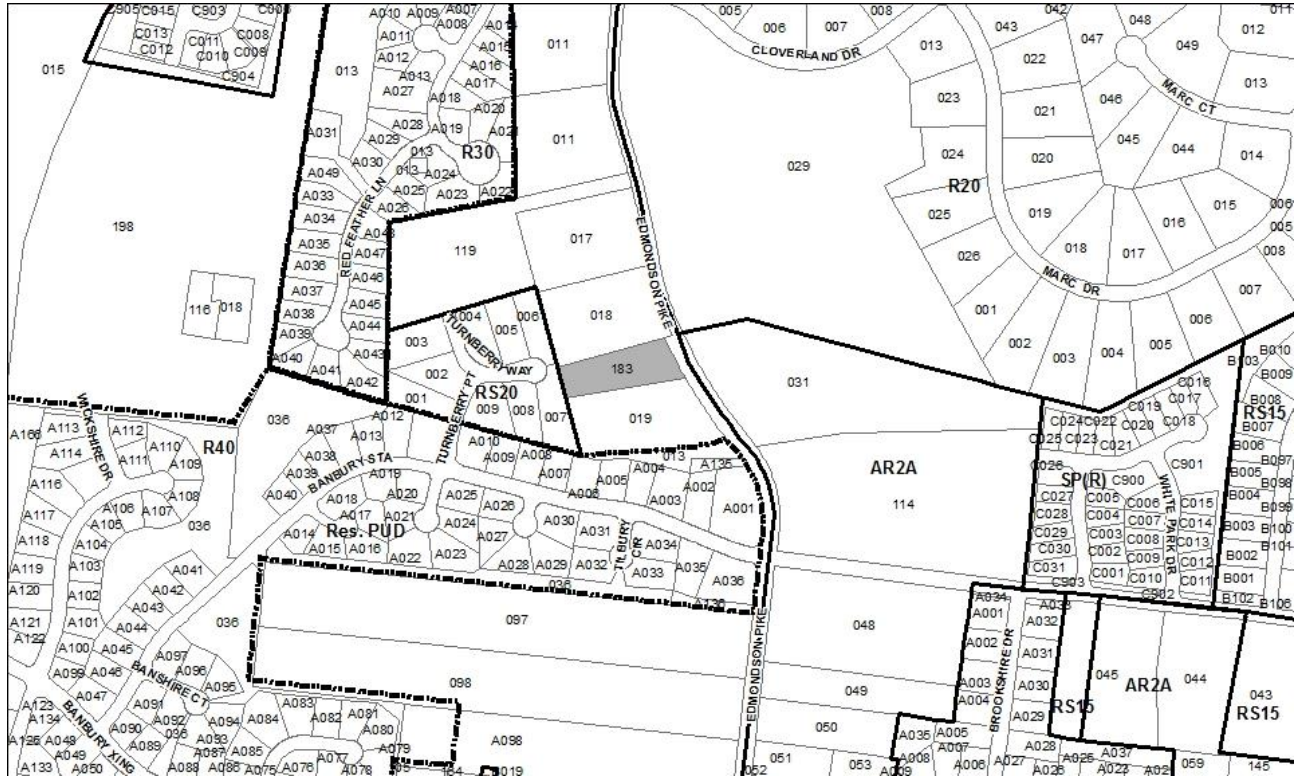
1. Add the following note: Lot 3 is not a buildable lot and no building permits shall be issued for Lot 3.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



2017S-010-001
DEDMAN PROPERTY SUBDIVISION AMENDMENT
Map 172 Parcel(s) 183
12, Southeast
04, (Robert Swope)



Project No.	Plat Amendment 2017S-010-001
Project Name	Dedman Property Subdivision Amendment
Council District	04 - Swope
School District	02 - Brannon
Requested by	Elite Homes, LLC, applicant and owner

Deferrals This request was deferred from the January 12, 2017, and January 26, 2017, Planning Commission meeting. A public hearing was not held.

Staff Reviewer Napier
Staff Recommendation *Defer to the February 23, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Subdivision Amendment to permit a duplex.

Subdivision Amendment

A request for subdivision amendment approval to amend subdivision notes 7 and 8 on property located at 5959 Edmondson Pike, approximately 640 feet northwest of Mt. Pisgah Road, zoned One and Two-Family Residential (R40) (3.17 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 02/09/2017



2017S-012-001

BINKLEY PROPERTY SUBDIVISION REPLAT OF LOT 1

Map 041-08, Parcel(s) 068

02, Parkwood-Union Hill

03, (Brenda Haywood)



Project No. Final Plat 2017S-012-001
Project Name Binkley Property Subdivision Replat of Lot 1
Council District 03 - Haywood
School District 01 - Gentry
Requested by Clint T. Elliott Surveying, applicant; Connerth Construction, LLC, owner.

Deferrals This item was deferred at the January 26, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the February 23, 2017, Metro Planning Commission meeting unless a recommendation of approval is received from all Metro Agencies. If a recommendation of approval is received from all Metro Agencies, staff recommends approval with conditions.*

APPLICANT REQUEST

Create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 1227 Old Hickory Boulevard, approximately 360 feet northwest of Marydale Drive, zoned Single-Family Residential (RS20) (2.65 acres).

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 5 units*

CRITICAL PLANNING GOALS

N/A

PARKWOOD-UNION HILL COMMUNITY PLAN

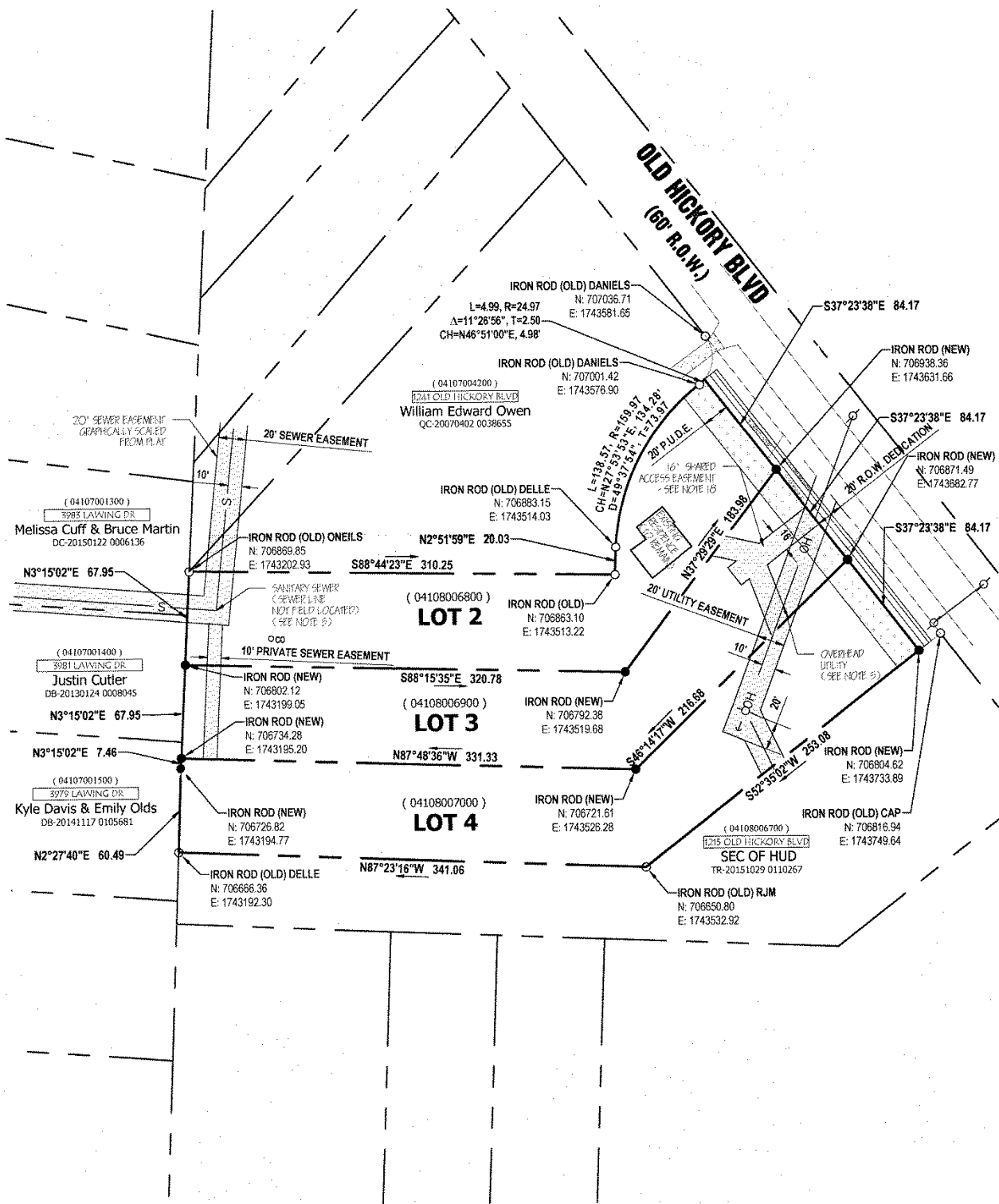
T3 Suburban Neighborhood Maintenance (T3 NM) policy is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the 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 1227 Old Hickory Boulevard, where one lot currently exists. Vehicular access would be limited to a shared access easement on Lot 3. There are no sidewalks present along Old Hickory Boulevard.



Metro Planning Commission Meeting of 02/09/2017



Proposed Subdivision



Metro Planning Commission Meeting of 02/09/2017

The existing lot is 115,419 square feet (2.65 acres) and is proposed to be subdivided into three lots with the following square footage/ acreage:

- Lot 2: 33,349 SF (0.766 acres)
- Lot 3: 36,363 SF (0.835 acres)
- Lot 4: 40,534 SF (0.930 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 RS20 zoning district.

Street Frontage

Lots would front on Old Hickory Boulevard which is a public street.

Density

The T3 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. Calculations for the lot frontage analysis were performed on Old Hickory Boulevard.

In this instance, the lots created must be equal to or greater than 80.5 feet. The proposed lots meet lot frontage requirements.

Lot 2 – 4 Frontage	
Proposed Frontage	84.17 ft.
Minimum Frontage	60 ft.
70% Average	80.5ft.

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 33,025 SF. The proposed lots meet lot size requirement.

Lot 2 Size	
Proposed Size	34,225 SF
Minimum Size	16,572 SF
70% Average	33,025 SF

Lot 3 Size	
Proposed Size	36,074 SF
Minimum Size	16,572 SF
70% Average	33,025SF



Metro Planning Commission Meeting of 02/09/2017

Lot 4 Size	
Proposed Size	39,947 SF
Minimum Size	16,572 SF
70% Average	33,025 SF

- Street setbacks; future structures would have to comply with appropriate street setbacks per the Metro Zoning Code.
- Lot orientation; proposed lots would orient Hartford Drive

Agency Review

All agencies have recommended approval.

Harmony of Development

Staff finds that this proposal would provide for harmonious development along Old Hickory Boulevard. 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 of all three lots (this would eliminate parking pads in the street setbacks) and enhance the public realm.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER 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. Due to the speed limit of this section of OHB, TDOT requires a 4 foot shoulder prior to curb and gutter. From the back of the curb and gutter an 8 foot planting strip and 6 foot sidewalk are required by the MCSP. Engineering construction plans for the sidewalk will need to be submitted due to the site characteristics. The relocation of utilities, grading, and drainage will need to be shown on the engineering construction plans.

TRAFFIC & PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Returned for corrections

- For the latest re-plat (stamped-received 1/9/17), our original comments still apply: Awaiting submittal and approval of public sewer construction plans (see MWS letter dated 8/2/16). Once these plans have been approved, the plat can be accurately reviewed. The required capacity fees have been paid.



Metro Planning Commission Meeting of 02/09/2017

STAFF RECOMMENDATION

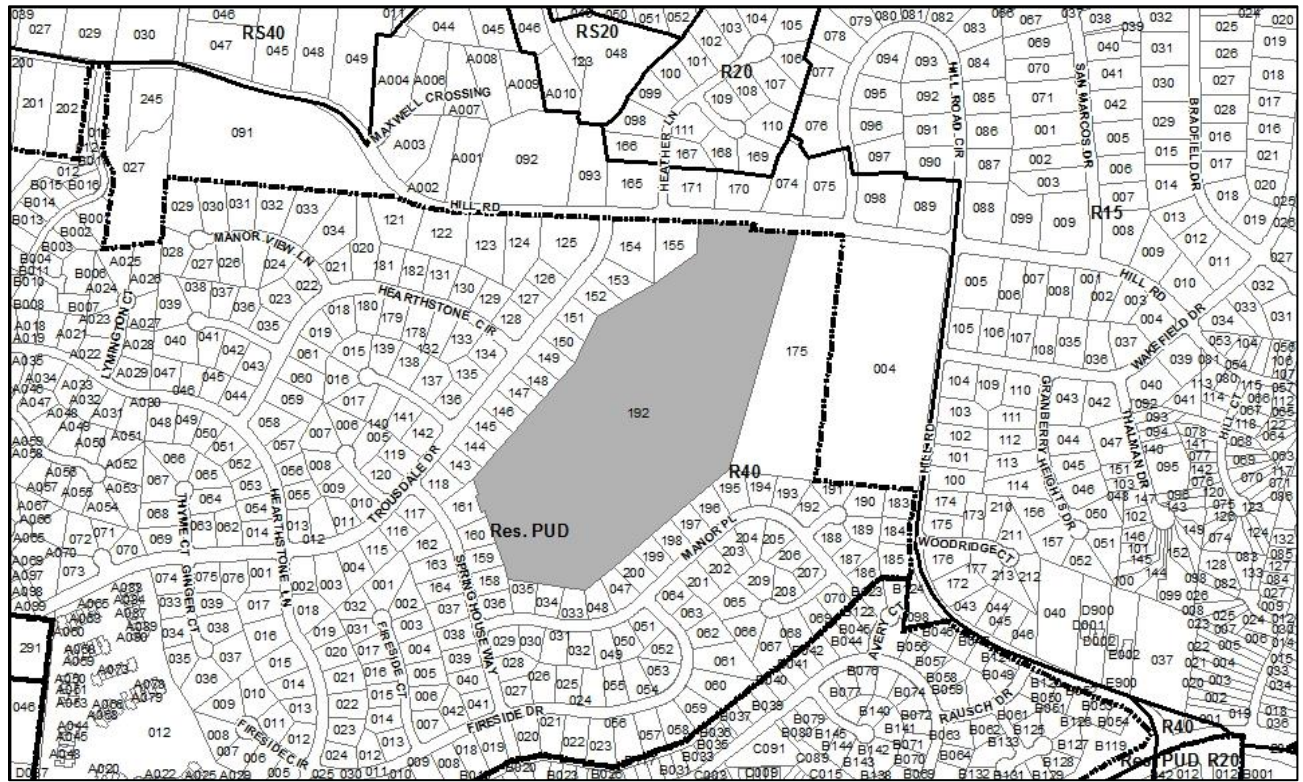
Staff recommends deferring to the February 23, 2017, Planning Commission meeting unless recommendations of approval are received from all Metro Agencies. If recommendations of approval from all Metro Agencies are received, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Sidewalks are required along Old Hickory Boulevard. 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 \$24,240.96 (252.51 feet x \$96) contribution to Pedestrian Benefit Zone 1-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.
2. Add "See Notes 13-18" on Lots 2-4.



Metro Planning Commission Meeting of 02/09/2017



2016SP-093-001
GRANBERY PROPERTY
Map 160, Parcel(s) 192
12, Southeast
04, (Robert Swope)



Project No. Specific Plan 2016SP-093-001
Project Name Granbery Property SP
Associated Cases 14-79P-001 and 2017HL-003-001
Council District 04 – Swope
School District 02 – Brannon
Requested by Ragan-Smith and Associates, applicant; Cornelius-Granbery Properties, LP and Trustees, owners.

Deferrals This case was deferred from the January 12, 2017, Planning Commission meeting. The public hearing was not held.

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

APPLICANT REQUEST

Zone change to permit a 31-unit residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R40) to Specific Plan-Residential (SP-R) zoning on property located at 621 A Hill Road, approximately 360 feet east of Trousdale Drive, within a Planned Unit Development Overlay District (26.6 acres), to permit up to 31 residential units.

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for low intensity one- and two-family development at a density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 28 lots with 7 duplex lots for a total of 35 units.*

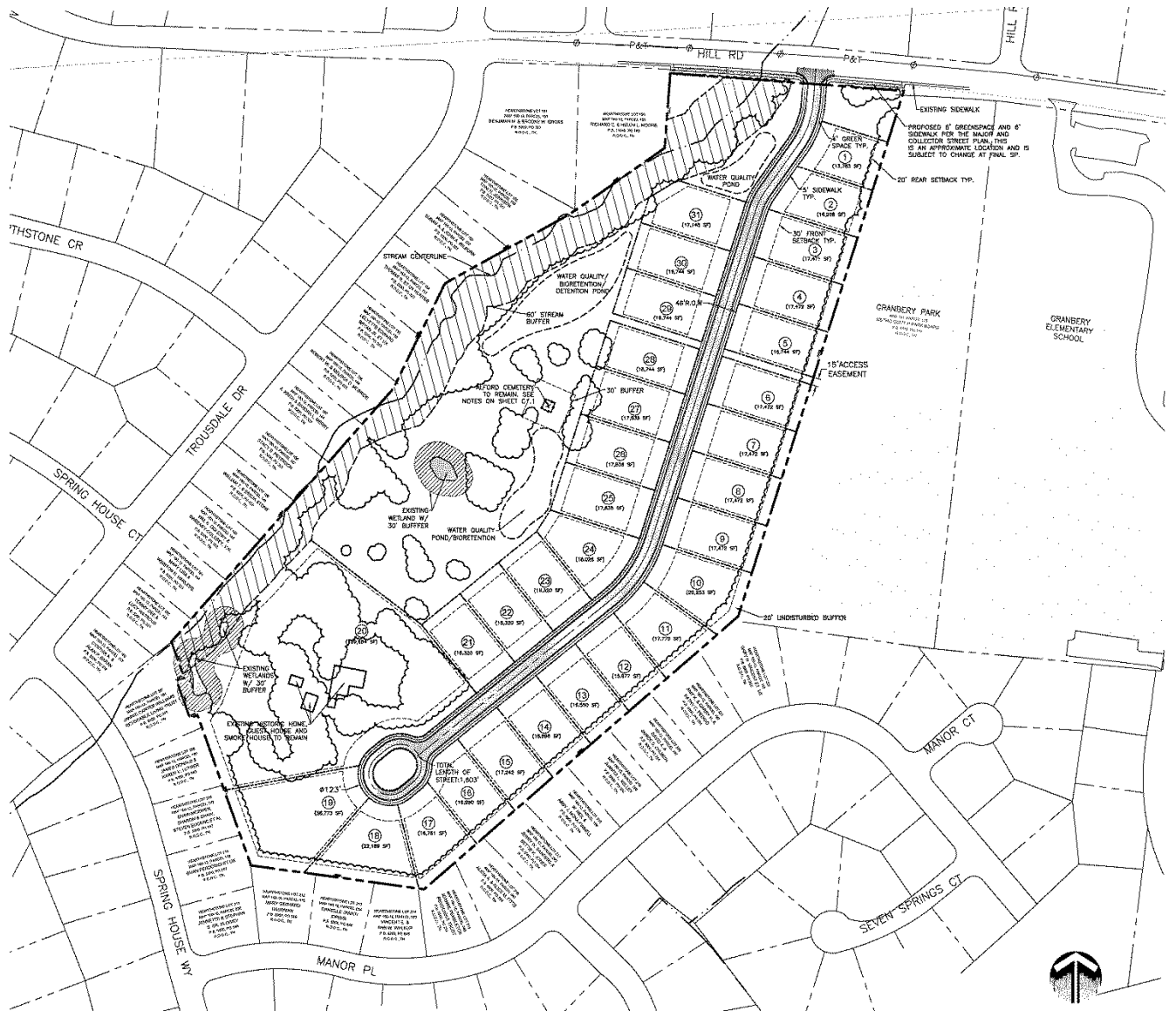
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of Title 17. 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. *The approved PUD allows for 13 residential lots.*

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.



Metro Planning Commission Meeting of 02/09/2017



Proposed Site Plan



Metro Planning Commission Meeting of 02/09/2017

CRITICAL PLANNING GOALS

- Supports Infill Development
- Preserves Historic Resources

This area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of extending and maintaining new infrastructure. The request preserves historic resources by incorporating a National Register Eligible historic home and cemetery into the development on an open space lot that largely preserves the historic context.

SOUTHEAST NASHVILLE 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?

The plan is consistent with the policy. The plan proposes redevelopment of a large parcel surrounded by an established low to moderate density suburban residential development pattern. With the exception of larger lots designed to preserve the historic context of the historic home and cemetery, the proposed lots range from approximately 14,000 to 28,000 square feet in size. The average size of the lots surrounding the parcel subject to this rezoning request is approximately 19,000 square feet, or roughly consistent with R20 zoning. The proposed SP requests 31 units, including the historic home, or four units fewer than the 35 that could be achieved under the R40 base zoning. The proposed size and density of the lots in the SP is consistent with the surrounding development pattern and the configuration of the development preserves the character of the existing neighborhood.

PLAN DETAILS

The site is located at 621 A Hill Road and is approximately 26.6 acres in size. The property contains several existing structures. The main residence, located toward the rear of the property, and some of its associated outbuildings are identified as eligible for listing in the National Historic Register. An existing barn associated with the main residence, and a newer residence located in the center of the property, are not historic and are planned to be demolished as part of this proposal. The property also contains a historic cemetery, also eligible for listing in the National Historic Register.

Site Plan

The plan calls for a total of 31 single-family residential lots, one of which will contain the existing historic home. An open space lot, accessible to all residents of the development, is proposed to contain the historic cemetery. The applicants have submitted an application for a Historic Landmark District to be applied to the lots containing the home and cemetery. The Metro Historic Zoning Commission recommended approval of the Historic Landmark on January 18, 2017. The Planning Commission will consider the Historic Landmark application on February 9, 2017. The proposed plan largely preserves the physical relationship between the historic home and grounds. The SP



Metro Planning Commission Meeting of 02/09/2017

includes design standards for glazing, materials, porches, and raised foundations. Height is limited to three stories.

All of the units are oriented along a single cul-de-sac accessed from Hill Road. The access road is approximately 1,600 feet in length and roughly follows the alignment of an existing driveway serving the historic home. Five-foot sidewalks with a four-foot planting strip are provided throughout the interior of the development. A 15-foot pedestrian access easement is provided between Lots 5 and 6 connecting to an existing walking trail and open space associated with Granbery Elementary School to the east. Pedestrian access is also provided between Lots 29 and 30 to the proposed open space lot which will contain the historic cemetery. Staff recommends that a pedestrian connection be constructed within each pedestrian access easement to ensure that the pedestrian connections through those easements are established.

The Major and Collector Street Plan (MCSP) identifies Hill Road as a rural collector avenue with two lanes, a 6-foot sidewalk and a 6-foot planting strip in 51 feet of right-of-way. Sidewalks consistent with the requirements of the MCSP are provided along the Hill Road frontage.

ANALYSIS

The SP is consistent with the site's land use policies. Although it will increase the number of units beyond the 13 permitted by the existing PUD, the proposed lot size and density is consistent with the surrounding development pattern and the character of the neighborhood. The proposal also meets two critical planning goals, by allowing for infill development and by incorporating a historic home and cemetery in a manner that largely preserves the historic context. Sidewalks and pedestrian connections will be provided interior to the development and between the development and the adjacent elementary school.

Per Metro Subdivision Regulations, the maximum length of a dead-end street is 750 feet. The original PUD plan for this parcel depicted a cul-de-sac road that exceeds this maximum length. The access road in the proposed SP also exceeds the maximum length, however, the proposed SP better preserves a rural context for the historic home by maintaining the relationship between the home and the open space surrounding the cemetery. Staff recommends approval of a variance to the maximum length of a dead-end street standard in the Subdivision Regulations as a condition of approval of the SP. If the variance is approved as a condition of the Preliminary SP, the Final SP and Final Plat would be reviewed administratively, provided the Final SP and Final Plat are consistent with the approved Preliminary SP.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues will be addressed in the permit phase.
- Verify the cul-de-sacs to be 100' in diameter.

HISTORIC COMMISSION STAFF RECOMMENDATION

Approved with conditions

- Recommend that the historic house with outbuildings and the cemetery be designated as local historic landmarks, since they are eligible for listing in the National Register of Historic Places.
- Recommend that construction fence be located 30' around the cemetery during construction to protect it during construction.



Metro Planning Commission Meeting of 02/09/2017

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

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Prior to beginning construction, remove or trim vegetation as necessary per the Traffic Access Study to provide adequate intersection sight distance.

Maximum Uses in Existing Zoning District: **R40**

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)	26.6	1.08 D	35 U	335	27	36

*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 (210)	26.6	-	31 U	297	24	32

Traffic changes between maximum: **R40** 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 with existing PUD overlay: 2 Elementary 1 Middle 1 High

Projected student generation existing R40 district (no PUD): 3 Elementary 2 Middle 1 High

Projected student generation proposed SP-R district: 4 Elementary 2 Middle 2 High

The proposed SP zoning is expected to generate 4 more students than the existing PUD plan or 3 more students than the existing R40 zoning without the PUD overlay. Students would attend Granbery Elementary School, Oliver Middle School and Overton High School. Overton High



Metro Planning Commission Meeting of 02/09/2017

School is identified as being over capacity, but there is capacity within an adjacent cluster for high school students. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

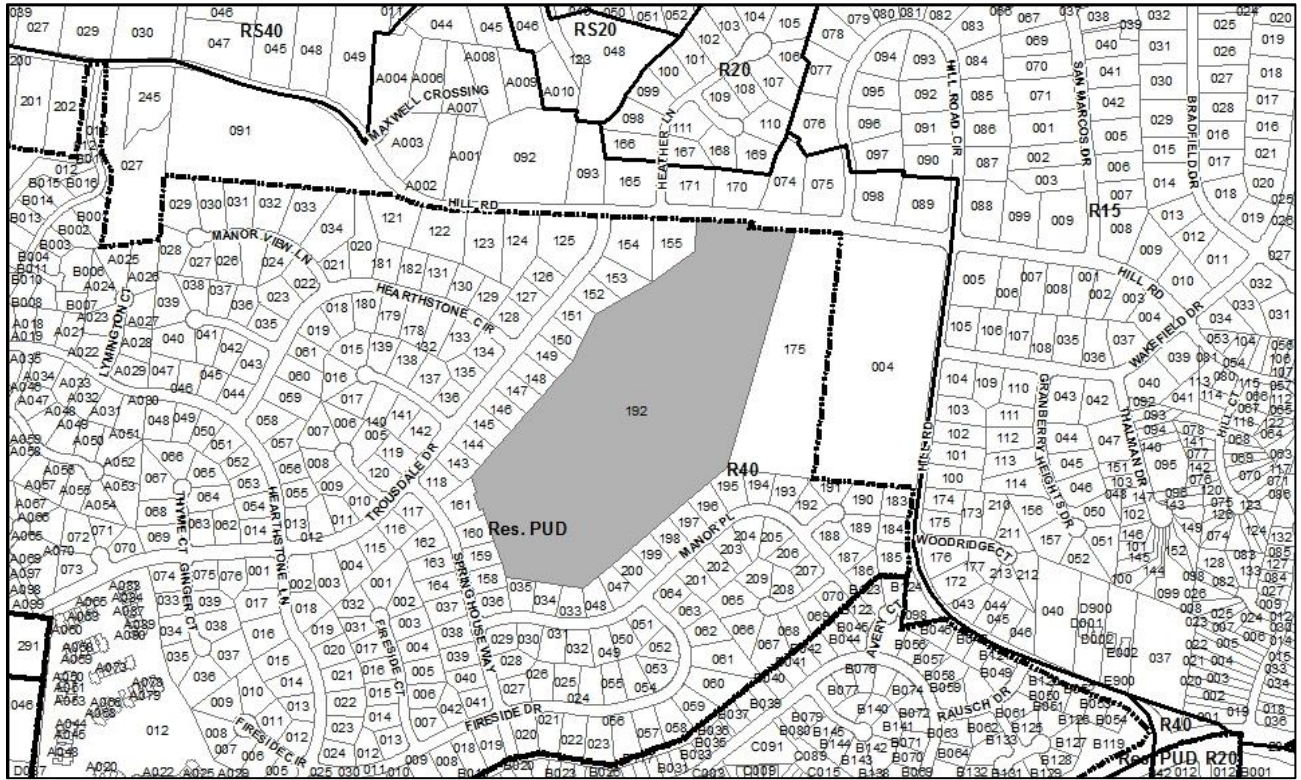
1. A pedestrian connection shall be constructed within each of the 15-foot pedestrian access easements shown on the plan. The connection in the easement between Lots 5 and 6 shall be a paved sidewalk or trail a minimum of five feet in width and shall extend from the proposed sidewalk along the internal access road to the eastern property line. The connection in the easement between Lots 28 and 29 shall be a mulched trail a minimum of five feet in width and shall extend from the proposed sidewalk along the internal access road to a point even with the proposed western lot lines of Lots 28 and 29. The connections shall be depicted on the Final Site Plan with a note that both connections are to be maintained by the Homeowners Association.
2. A variance to the Metro Subdivision Regulations standard for the maximum length of a dead-end street is approved as part of this Preliminary SP.
3. Uses shall be limited to a maximum of 31 single family lots.
4. Height shall be limited to a maximum of 2 ½ stories in 35 feet.
5. Building elevations consistent with the architectural standards shall be submitted with the submission of the final site plan.
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 RS40 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. 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. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



14-79P-001
HEARTHSTONE RESIDENTIAL PUD (CANCELLATION)
Map 160, Parcel(s) 192
12, Southeast
04, (Robert Swope)



Project No.	PUD Cancellation 14-79P-001
Project Name	Hearthstone Residential PUD (Cancellation)
Associated Cases	2016SP-093-001 and 2017HL-003-001
Council District	04 – Swope
School District	02 – Brannon
Requested by	Ragan-Smith and Associates, applicant; Cornelius-Granbery Properties, LP and Trustees, owners.
Deferrals	This case was deferred from the January 12, 2017, Planning Commission meeting. The public hearing was not held.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve subject to the approval of the associated zone change, and disapprove if the associated zone change is not approved.</i>

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

PUD Cancellation

A request to cancel a portion of a Planned Unit Development Overlay District on property located at 621 A Hill Road, approximately 370 feet east of Trousdale Drive, zoned One and Two-Family Residential (R40), (26.6 acres).

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for low intensity one- and two-family development at a density of 1.08 dwelling units per acre. *RS40 would permit a maximum of 28 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 Title 17. 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. *The approved PUD allows for 13 residential lots.*

SOUTHEAST NASHVILLE 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



Metro Planning Commission Meeting of 02/09/2017

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?

The cancellation of a portion of the Hearthstone Residential PUD to allow for the development of the associated Specific Plan (2016SP-083-001) is consistent with the land use policy for the area. The approved PUD currently allows for 13 residential lots. The associated SP would increase the number of residential units from 13 to 31, but the resulting lot size and density are consistent with the established suburban development pattern and the character of the surrounding neighborhoods. The associated SP would also enhance pedestrian connectivity by providing an improved sidewalk along Hill Road to improve access to Granbery Elementary School and by providing additional pedestrian connections to the existing trail network on open space adjacent to the school.

PLAN DETAILS

The Hearthstone Residential PUD was originally approved in 1979 to permit 393 residential dwelling units on approximately 271 acres. The approximately 26 acres included in this application were identified on the preliminary PUD plan as “reserved by seller but included in recording.” The 26 acre parcel is shown divided into 13 lots served by a single dead-end access road. The underlying base zone at the time of the preliminary approvals was R40. Final PUD plans were approved for the remainder of the development approved in the Hearthstone PUD in several phases between 1979 and 1986, but the 26 acres subject to this application were never incorporated into a final site plan or plat.

ANALYSIS

Cancellation of the PUD is required to accommodate the requested Specific Plan rezoning to allow for 31 residential units. The existing PUD is consistent with the T3 NM policy, which is a residential-only land use policy. However, with an allowance for 13 residential units on 26 acres (0.5 units per acre), the density under the existing PUD for the 26 acre-parcel subject to this request is much lower than the density of the surrounding neighborhood in the remainder of the PUD (approximately 1.5 units per acre). The associated SP will result in a lot size and density consistent with the established development pattern and character of the surrounding neighborhood, while also improving pedestrian connectivity and largely preserving the historic context of a historic home and cemetery by placing each on a larger lot. The associated SP is also consistent with the policy and is an appropriate replacement for the existing PUD. Should the associated SP not be approved, staff recommends the existing PUD remain in place.

FIRE DEPARTMENT RECOMMENDATION

N/A

HISTORIC RECOMMENDATION

Approve with conditions

- Recommend that the PUD not be cancelled unless the associated SP (2016SP-093-001) is approved with the condition that the home and cemetery are designated as Historic Landmarks.

STORMWATER RECOMMENDATION

N/A



Metro Planning Commission Meeting of 02/09/2017

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

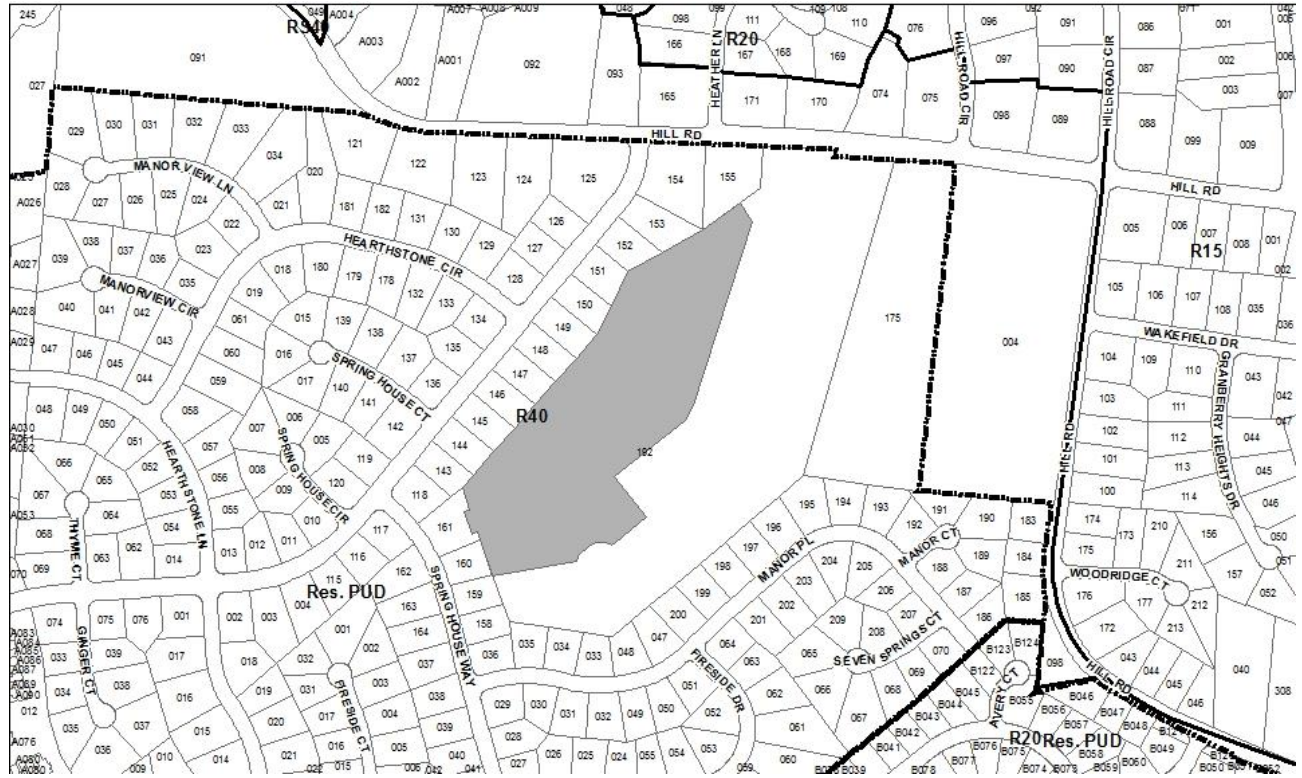
N/A

STAFF RECOMMENDATION

Staff recommends approval subject to the approval of the associated zone change, and disapproval if the associated zone change is not approved.



Metro Planning Commission Meeting of 02/09/2017



2017HL-003-001

THE MAY GRANBERRY HOUSE AND ALFORD CEMETERY

Map 160, Parcel(s) 192

12, Southeast

04, (Robert Swope)



Project No.	Historic Landmark Overlay 2017HL-003-001
Project Name	The May-Granbery House and Alford Cemetery
Associated Cases	2016SP-093-001 and 14-79P-001
Council District	04 – Swope
School District	02 – Brannon
Requested by	Ragan-Smith and Associates, applicant; Cornelius-Granberry Properties, LP, ET AL Trustees, owner.
Deferrals	This case was deferred from the January 26, 2017, Planning Commission meeting. The public hearing was not held.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve subject to the approval of the associated zone change and PUD cancellation, and disapprove if the associated zone change and PUD cancellation are not approved.</i>

APPLICANT REQUEST

Apply Historic Landmark Overlay District.

Historic Landmark Overlay

A request for a Historical Landmark Overlay District on a portion of property located at 621 A Hill Road, approximately 360 feet east of Trousdale Drive, zoned One and Two-Family Residential (R40) and within a Planned Unit Development Overlay District (10.66 acres).

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for low intensity one- and two-family development at a density of 1.16 dwelling units per acre including 25 percent duplex lots.

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 Title 17. 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. *The approved PUD allows for 13 residential lots on the entirety of the parcel subject to this request.*

Proposed Zoning

Historic Landmark Overlay District (HL) A Historic Landmark is a building, structure, site or object, its appurtenances and the property it is located on, of high historical, cultural, architectural



Metro Planning Commission Meeting of 02/09/2017

or archaeological importance; whose demolition or destruction would constitute an irreplaceable loss to the quality and character of Nashville and Davidson County.

CRITICAL PLANNING GOALS

- Preserves Historic Resources

The proposed Historic Landmark Overlay District is intended to preserve the historic structures and cemetery on the property through the implementation of development guidelines by the Metro Historic Zoning Commission and Staff.

SOUTHEAST NASHVILLE 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. The policies encourage the protection and preservation of historic features.

REQUEST DETAILS

Historic Zoning Commission staff recommended approval. On January 18, 2017, the Metro Historic Zoning Commission (MHZC) recommended approval of a Historic Landmark as proposed. Metro Historic Commission staff provided the following background information:

The May-Granbery Home and Alford Cemetery

The property includes the principal home, multiple outbuildings, and the Alford Cemetery. It is unknown if the principal home was constructed by John Alford or James May. John Alford likely lived at Travellers Rest, his stepfather's plantation, until 1841 when his stepbrother took over management. His 5th child was born on the property just after his death.

Alternatively, it could have been constructed by James F. May shortly after his purchase of the property in 1837. James Francis May was a member of one of Tennessee's most prominent families. His grandfather, James White, founded Knoxville, his father was a doctor and friend of Andrew Jackson, and his stepfather was Judge John Overton. He married into another affluent family with his marriage to Eliza Perkins. The property remained in the May family until 1888.

William Granbery purchased the home in 1909 and it remained in the Granbery family for more than 70 years. The log structures were moved to the site in the 1920s.

John Alford, Elizabeth Alford, and Nancy Alford are three of the burials at this small cemetery from the early 1800s.



Metro Planning Commission Meeting of 02/09/2017

The property is an outstanding example of an early Middle Tennessee rural estate that developed into an increasingly suburban neighborhood. The property also has an association with several prominent Tennesseans that influenced the social, economic, and built environments of Nashville, including John Alford and James May.

To be considered as an historic landmark, a building, structure, site or object must meet one or more of the following criteria:

1. The historic landmark is associated with an event that has made a significant contribution to local, state or national history;
2. It is associated with the lives of persons significant in local, state or national history; or
3. It embodies the distinctive characteristics of a type, period or method of construction, or that represents the work of a master, or that possesses high artistic value; or
4. It has yielded or may be likely to yield archaeological information important in history or prehistory; or
5. It is listed or is eligible for listing in the National Register of Historic Places.

ANALYSIS

The Historic Landmark Overlay District proposed in this application would apply to a portion of a 26.6-acre parcel. There are two associated cases under review by the Planning Department that would affect the entire 26.6-acre parcel. The first is a request to rezone from One and Two-Family Residential (R40) to Specific Plan-Residential (SP-R) to permit up to 31 residential units. The second is an associated case requesting cancellation of a portion of the existing PUD overlay district. The Historic Landmark requested in this proposal is an overlay district, which would serve to ensure protection and preservation of the historic context associated with the May-Granbery Home and Alford Cemetery by regulating and limiting new development within the landmark area. The associated Preliminary SP is configured in a manner that places the historic home and outbuildings on a large lot with no other development, and that places the cemetery on a large lot that will serve as open space. The proposed landmark enhances the proposed SP. However, the existing PUD on this property, which would remain in place if the SP is not approved, permits 13 residential lots. The landmark could conflict with the entitlements allowed by the existing PUD. Therefore, staff recommends approval of the landmark subject to approval of the associated zone change and PUD cancellation. Should the associated zone change and PUD cancellation be disapproved, and the existing PUD remain in place, staff recommends disapproval.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

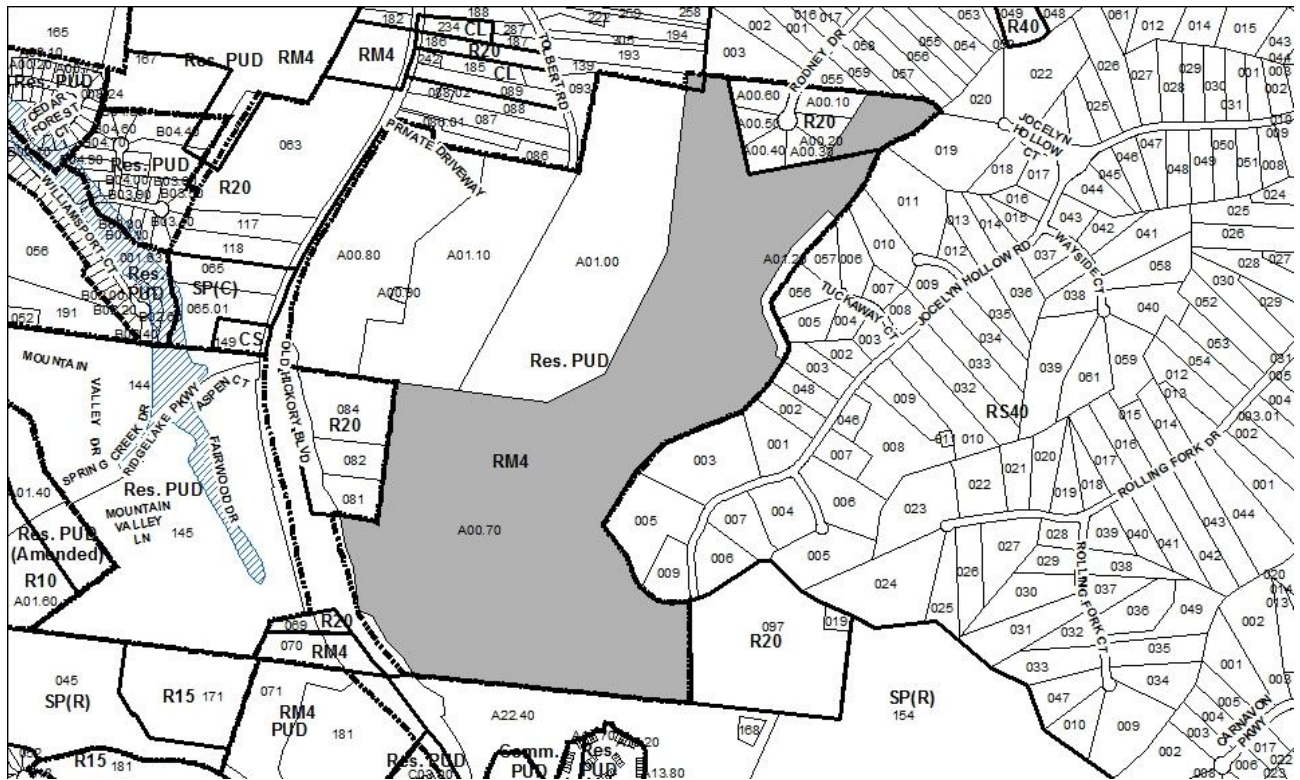
On January 18, 2017, the MHZC approved this Historic Landmark overlay.

STAFF RECOMMENDATION

Staff recommends approval subject to the approval of the associated zone change and PUD cancellation, and disapproval if the associated zone change and PUD cancellation are not approved.



Metro Planning Commission Meeting of 02/09/2017



66-84P-002

LEXINGTON RESIDENTIAL PUD (CANCELLATION)

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

6, Bellevue

22 (Sheri Weiner) 23 (Mina Johnson)



Project No. **Planned Unit Development 66-84P-002**
Project Name **Lexington Residential PUD (Cancellation)**
Associated Case 2016SP-017-001
Council District 22 – Weiner, 23- M. Johnson
School District 09 – Frogge
Requested by Councilmember Mina Johnson, applicant; Nandi Hill Associates, owner.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the March 9, 2017, Metro Planning Commission meeting.*

APPLICANT REQUEST
PUD cancellation

PUD cancellation

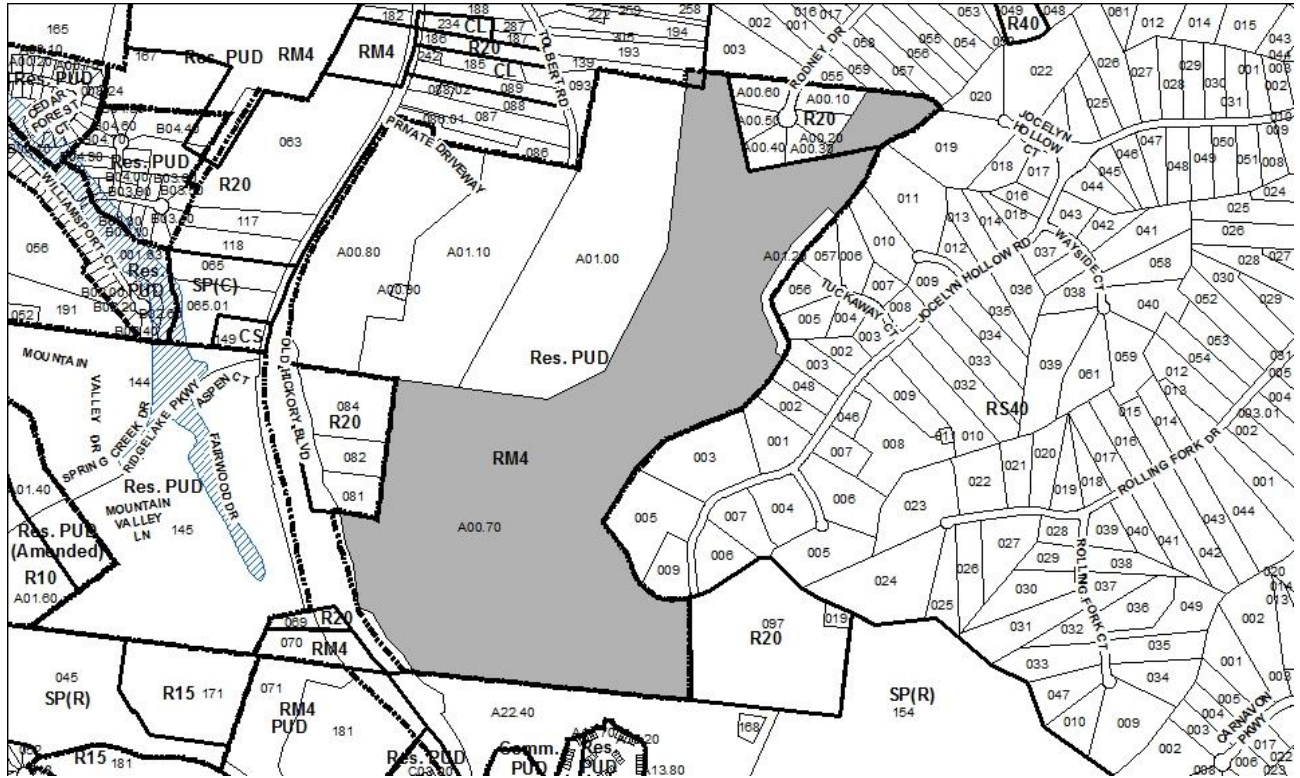
A request to cancel a portion of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), approximately 1,045 feet south of Ridgelake Parkway, zoned Multi-Family Residential (RM4) and One and Two-Family Residential (R20) (123.01 acres).

STAFF RECOMMENDATION

Defer to the March 9, 2017, Metro Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 02/09/2017



2017SP-017-001

NANDI HILLS SP

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

6, Bellevue

22 (Sheri Weiner) 23 (Mina Johnson)



Project No.	Specific Plan 2017P-017-001
Project Name	Nandi Hills SP
Associated Case	66-84P-002
Council District	22 – Weiner, 23- M. Johnson
School District	09– Frogge
Requested by	Councilmember Mina Johnson, applicant; Nandi Hill Associates, owner. (See associated case # 66-84P-002)
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the March 9, 2017, Metro Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from R20 and RM4 to SP.

Zone Change

A request to rezone from One and Two-Family Residential (R20) and Multi-Family Residential (RM4) to Specific Plan (SP-R) zoning on property located at Old Hickory Boulevard (unnumbered), approximately 1,045 feet south of Ridgelake Parkway (123.01 acres), to permit residential uses and include environmentally sensitive design standards within the SP.

STAFF RECOMMENDATION

Defer to the March 9, 2017, Metro Planning Commission meeting at the request of the applicant.



Project No. Major Plan Amendment 2016CP-005-005
Project Name East Nashville Community Plan Amendment
Council District 05 – S. Davis
 08 – VanReece
School District 03 – Speering
Requested by Dale and Associates, applicant; various property owners.

Deferrals This item was deferred at the January 26, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer McCaig
Staff Recommendation Approve

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the East Nashville Community Plan by adding a Special Policy area allowing Trail Oriented Development and by changing the T3 Suburban Neighborhood Evolving policy at key nodes to T3 Suburban Neighborhood Center policy on various properties located along Broadmoor Drive, Ben Allen Road, and Hart Lane, west of Ellington Parkway, zoned One and Two-Family Residential (R10), Single-Family Residential (RS10), Single-Family Residential (RS7.5), and Specific Plan-Mixed Use (SP-MU), and partially within a Planned Unit Development Overlay District (269.76 acres).

EAST NASHVILLE COMMUNITY PLAN

Current Policy

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public. *In the Special Policy request area, CI policy applies to two properties, the Maplewood/Gra-Mar Schools campus and the Jere Baxter School campus.*

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. *In the Special Policy request area, OS policy applies to Oakwood Park.*

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



Metro Planning Commission Meeting of 02/09/2017

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

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.

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.

Proposed Policy

If the plan amendment is approved, the majority of the policies in the amendment area will remain in place along with adding a Special Policy allowing for Trail Oriented Development.

In key nodes along major streets and at the top of a hill with panoramic views, the policy is proposed to change from T3 Suburban Neighborhood Evolving to T3 Suburban Neighborhood Center.

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods that are generally within a 5-minute drive. T3 NC areas 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.



Metro Planning Commission Meeting of 02/09/2017

BACKGROUND

Property owners in this area have been working together on the concept of Trail Oriented Development. Trail Oriented Development is a design concept that takes advantage of and leverages infrastructure that supports active ways of getting around. As such, the property owners have requested that a Special Policy be applied to this area. As the area redevelops, property owners/developers would include a primary trail network (a greenway or multi-use path) that connects properties, encourages walking and biking, and provides an important public connection in an area that lacks street connectivity.

COMMUNITY PARTICIPATION

In addition to a notice mailing (1,300 feet buffer) and posting information on the Planning Department's website, a community meeting was held on Saturday, January 7, 2017, with property owners, the area Councilmember, and approximately 45 people in attendance. Many attendees expressed support for the Trail Oriented Development concept and enthusiasm for the trail system. Two attendees were concerned about how developing these properties would affect surrounding established neighborhoods. Another attendee thought that commercial uses should be contained to Dickerson Pike due to a fear about problem businesses. Another attendee asked to see more details about proposed development since this plan amendment request is not accompanied with a rezoning request showing specific project details. Property owners have expressed a desire to work on their area project pieces and to implement the special policy through rezoning when they are ready with a development proposal.

Prior to the plan amendment request, one property owner has held two community meetings that included walks around the property and idea boards for redevelopment. Councilmember VanReece has also shared information with her district via email and her webpage.

ANALYSIS

Our society is becoming more aware of the importance of active living and of having the option to walk and bike rather than always drive. The property owners in the requested plan amendment area envision development with a focus on a primary, public trail system that would connect area schools and Oakwood Park with surrounding neighborhoods and the larger area. Currently, north-south street and sidewalk connections in the area are extremely limited, mainly due to steep topography, making it difficult for students to walk or bike to school or for the public to access Oakwood Park and other destinations. The plan amendment request area includes the three schools and park property to make clear that connection to these civic elements is the main goal of the trail system.

Metro Parks is currently planning \$969,000 in improvements to Oakwood Park and is working with Councilmember VanReece and the community on ideas and programming to take advantage of Oakwood Park's convenient location and view of downtown.

Staff has been working with the property owners and their representatives on creating a Special Policy that encourages creative development approaches but also ensures that a public primary trail system can be built and connected across these properties with the challenges of such steep terrain and individual property owners.

Originally, the property owners requested a certain percentage of their properties to be allowed a mixture of uses to support the trail system by offering destinations, services, and offices. While staff



Metro Planning Commission Meeting of 02/09/2017

agrees with the mixed use concept to support the trail system, staff feels that a more straightforward and understandable approach is to map nodes of T3 Suburban Neighborhood Center policy.

Following is the proposed Special Policy:

East Nashville Community Plan – Special Policy Area 05-T3-NE-01

Active Transportation

This special policy encourages active transportation in an area that has been underserved with connections and circulation options, such as trails, bike paths and sidewalks. Trail Oriented Development is a design concept that takes advantage of and leverages infrastructure that supports active ways of getting around. The development community is becoming more responsive to communities' desires to have the option to walk and bike rather than always drive.

The acreage identified within the special policy area includes two major Metro School properties (Maplewood High School and Jere Baxter Middle School) and one Metro park, Oakwood Park. Two additional Metro schools (Tom Joy Elementary and Gra-Mar Middle School) are just outside of the bounds of the special policy area. Pedestrian and bicycle connections would also provide connections from Broadmoor Drive south to Trinity Lane in an area that lacks street connectivity.

The special policy anticipates that active transportation and Trail Oriented Development can improve access to residences, employment/mixed use centers, area schools, and recreation opportunities. This access can encourage walking, biking, and healthier lifestyles with the incorporation of fitness into daily life.

This special policy area requires that all property owners/developers pursuing rezoning construct a primary trail (to the standards of a greenway or multi-use path) across their properties to connect with neighboring properties and provide appropriate access points to a community-wide primary trail network. Owners/developers may also build a private or public primitive trail (non-paved, smaller width trails) network, complementing the primary trail and creating a more comprehensive trail loop system within the area. The overall intent of the special policy is to provide a continuous trail system which reaches from the northernmost portion of the special policy area through properties to the southernmost parcel and encourages walking and biking.

A trail system within the special policy area would also provide opportunities for connection to the eastern and western bounds of the special policy area and beyond the special policy boundary as other properties in the larger area redevelop.

Site Design

The special policy allows flexibility with design configuration and building placement of residential development, and mixed use development in Neighborhood Center policy, with commitment of permanently preserved open space areas, preservation of sensitive natural features, and construction of well-designed trails, including a primary public trail, that will eventually form a network of pedestrian and bicycle infrastructure in the area. Design elements within the special policy are:

- The special policy encourages creative design solutions that preserve sensitive environmental features while creating a network of primary and primitive trails.



Metro Planning Commission Meeting of 02/09/2017

- Parcels which pursue rezoning should be developed using design-based zoning (such as a PUD, SP or UDO) to ensure that the trail system and access to the trail system are provided and the development meets the goals of this special policy.
- The rezoning application should include a site plan that shows the site's proposed trail system and types of trails, including the public primary trail; access points; additional primitive, public or private trails; relation to other development being proposed; relation to adjacent redevelopment that may have occurred; provisions for addressing design challenges (steep slopes/waterways/crossing major roadways); site circulation; trail signage; trailheads; connection to adjacent trail systems; and integration with the larger trail system.
- See the accompanying Trails Network Concept map below for possible route corridors of the public primary trail network. However, the specific route may change depending on site design and engineering. (See map below.)
- Upon a request to rezone, each property owner/developer should work collaboratively with surrounding parcels and Metro Planning Department staff to ensure that true pedestrian connectivity is provided. Additional design details of each project or parcel should be coordinated with the Planning staff at the time of the rezoning request and finalized with final plans and plats.
- The primary trail system (greenway or multi-use path) should be constructed to meet the Outdoor American Disabilities Act Accessibility Guidelines (ADAAG) and be provided at a minimum width of 12 feet for the primary trail network through the special policy area. Smaller, primitive loop trails which extend from the primary trail to other portions of the development, if provided, may be narrower than 12 feet in width and may be built with alternative non-paved materials. Trail lighting will be provided where appropriate. The primary trail system should also be coordinated with Metro Parks so that it meets Metro standards and complements the Greenways Master Plan.
- Clustering of development is allowed in order to reduce the development footprint and to avoid disturbing areas with sensitive natural features.
- Street and private driveway networks are designed to minimize impacts to environmental resources and to follow existing terrain as much as possible to minimize earthmoving and disturbance of existing topography. Wherever possible, streets and private driveways are encouraged to follow existing fence lines and existing gravel or dirt roads. Local streets and private drive profiles should utilize a non-curb and gutter cross section to complement the natural surroundings and trail system.
- Access and connectivity to those identified Metro schools and park within, and just outside of, the boundary of the special policy area have the highest consideration for the primary trail network.
- In select locations, a multi-use path may be appropriate instead of sidewalks adjacent to streets.
- The use of Low Impact Development stormwater strategies should meet or exceed the current Stormwater Volume 5 LID Manual standards.
- Lighting for streets, public primary trails (greenways or multi-use paths), or for public areas within the development, should be projected downward to meet the criteria for Dark Sky compliance and should utilize low intensity techniques.
- Additional amenities within the development and preferably on the primary trail network which support active transportation, such as fitness equipment station(s), bike share or bike repair stations, water fountains which provide for people and pets, and pet waste dispensers, may be required.



Metro Planning Commission Meeting of 02/09/2017

- Care should be taken to reduce the disturbance or removal of recommended mature canopy trees on the Urban Forestry Recommended and Prohibited Tree and Shrub List that are 12 inches or greater in diameter. Development within this special policy area will voluntarily exceed the Metro Zoning Code 17.24.100 tree density requirements by at least 20 percent.
- In select locations designated Neighborhood Center policy, such as along Hart Lane, Broadmoor Drive and Ben Allen Road, a mixture of uses at a neighborhood center scale is appropriate. A small area at the top of a high hill with panoramic views is also mapped as a small Neighborhood Center policy area. Providing uses, such as retail, restaurants, services or office uses would provide destinations and help anchor the trail. The Neighborhood Center policy boundary areas may change slightly based on site design and land uses as rezoning occurs.

Primary Trail Network Concept Map



The preliminary and/or final site plan and/or final plat should include:

- Location of trail amenities.
- Provisions by which major pedestrian, including public primary trails, and bicycle infrastructure will be built along with streets and other infrastructure prior to the construction of residences, mixed use, and other structures.
- Location and provisions of constructing additional trails, such as secondary trails and primitive trails, whether public or private, with each phase of construction.
- Dedication of easements and bonding with the final plat, if required.



Metro Planning Commission Meeting of 02/09/2017

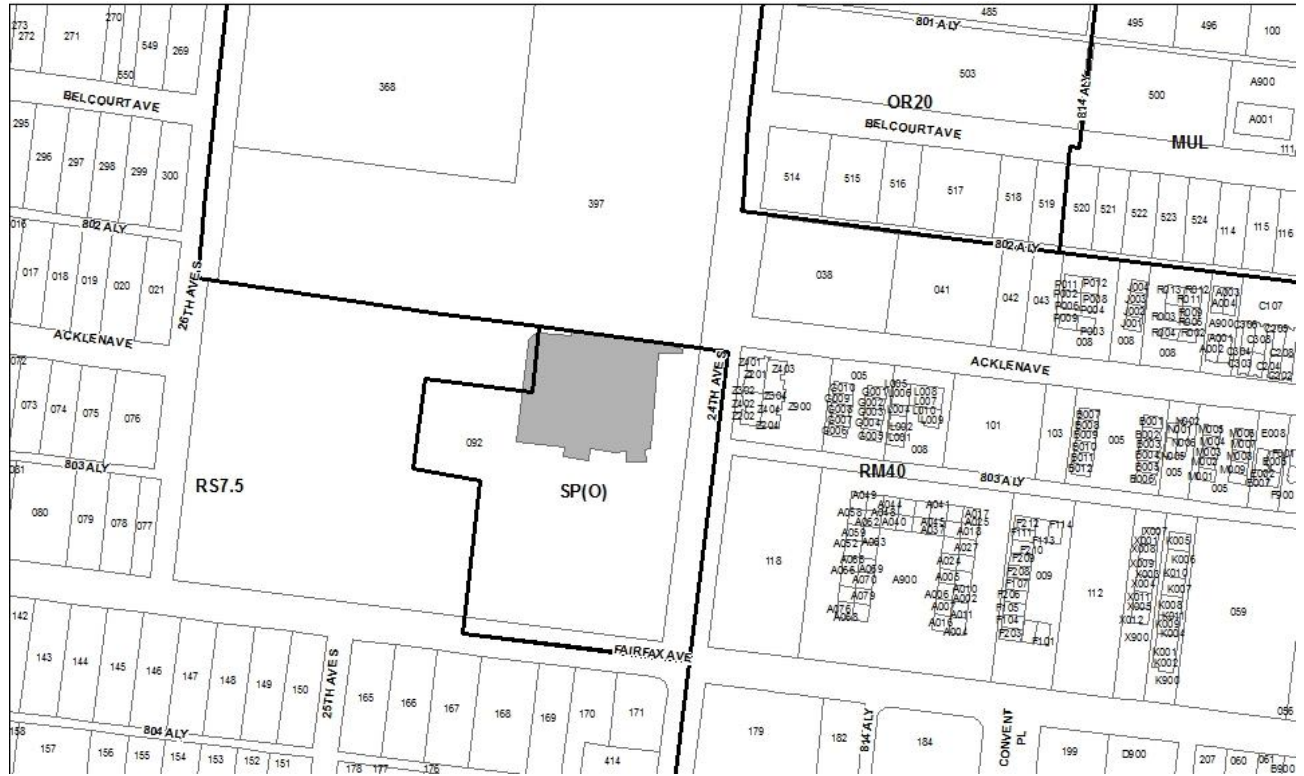
- Provisions for primary trail dedication or maintenance after construction.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 02/09/2017



2008SP-015-002

MARTIN PROFESSIONAL CENTER (AMENDMENT)

Map 104-11, Parcel(s) 092

10, Green Hills - Midtown

18 (Burkley Allen)



Project No.	Specific Plan 2008SP-015-002
Project Name	Martin Professional Center (Amendment)
Council District	18 - Allen
School District	08 – Pierce
Requested by	Councilmember Burkley Allen, applicant; Metro Government, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer indefinitely</i>

APPLICANT REQUEST

SP Amendment to permit parking and improvements.

SP Amendment

A request to amend Specific Plan zoning on property located at 2400 Fairfax Avenue, at the northwest corner of Fairfax Avenue and 24th Avenue South (0.82 acres), to permit overflow parking and improve the existing athletic field.

STAFF RECOMMENDATION

Staff recommends indefinite deferral of this application at the request of the applicant.



Metro Planning Commission Meeting of 02/09/2017



2017SP-005-001

THE LIVERY AT 5TH AND MONROE

Map 082-09, Parcel(s) 292

8, North Nashville

19 (Freddie O'Connell)



Project No.	Specific Plan 2017SP-005-001
Project Name	The Livery at 5th and Monroe SP
Council District	19 – O’Connell
School District	01 - Gentry
Requested by	Civil-Site Design, applicant; The Livery at 5th & Monroe, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the March 9, 2017, Metro Planning Commission meeting.</i>

APPLICANT REQUEST

Rezone to SP to permit a mixed-use development.

Preliminary SP

A request to rezone from Mixed Use Neighborhood (MUN) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 1235 5th Avenue North, located within the Germantown Historic Preservation Overlay District and the Phillips-Jackson Street Redevelopment District, approximately 530 feet north of Madison Street (0.19 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Defer to the March 9, 2017, Metro Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 02/09/2017



2017SP-006-001
SCOVEL STREET ROW HOMES SP
Map 81-16, Parcel(s) 230-231, 233-238
08, North Nashville
19 (Freddie O'Connell)



Project No.	Specific Plan 2017SP-006-001
Project Name	Scovel Street Row Homes SP
Council District	19 – O’Connell
School District	01 – Gentry
Requested by	Civil-Site Design Group, applicant; Fifteenth Avenue Baptist Church, Inc., owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit 26 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) on properties located at 1000, 1002, 1006, 1008, 1010, 1012, 1014 and 1018 Scovel Street, at the northwest corner of Scovel Street and 10th Avenue North, within the Phillips-Jackson Street Redevelopment District (1.04 acres), to permit 26 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 7 lots with 1 duplex lots for a total of 8 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.

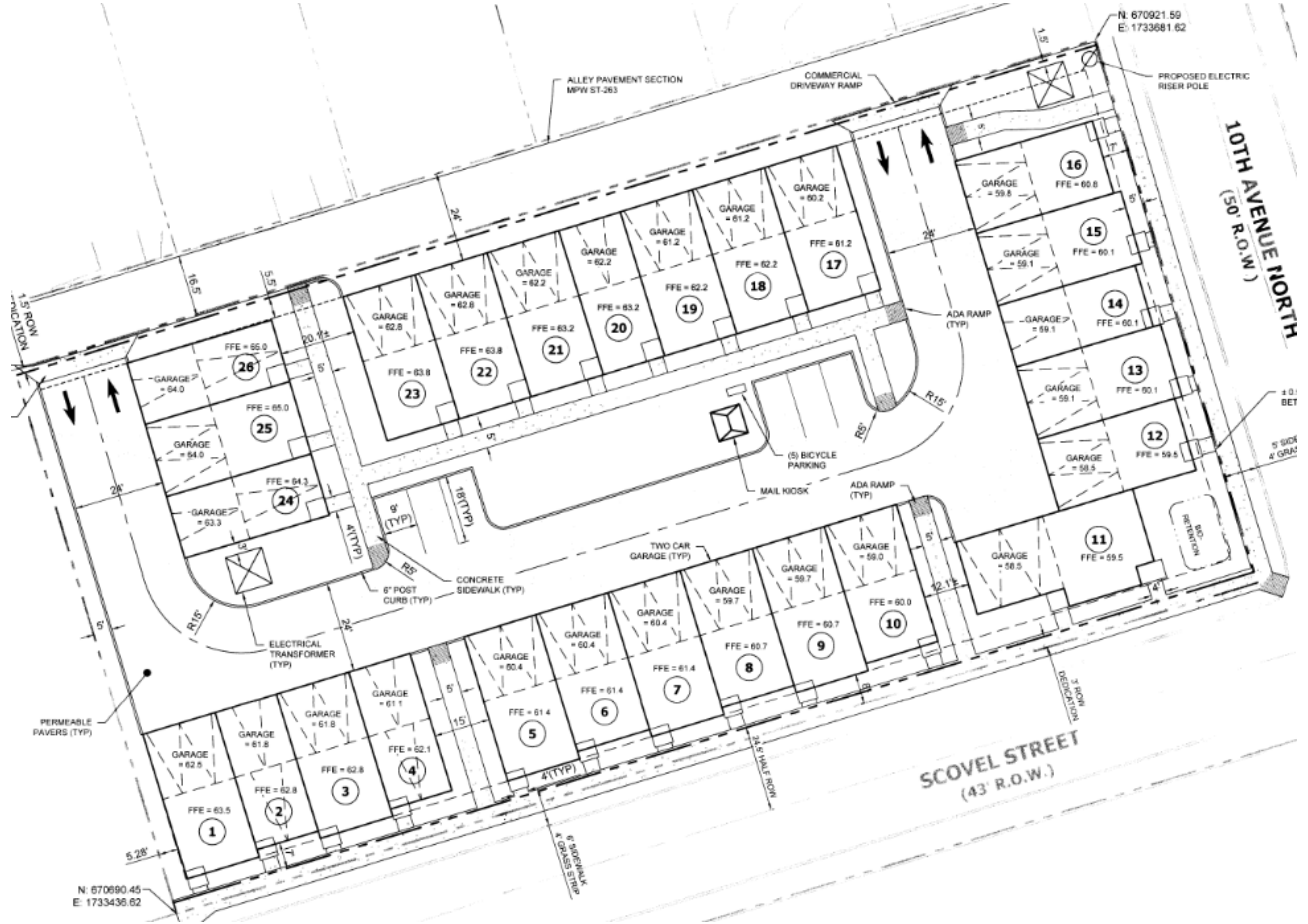
CRITICAL PLANNING GOALS

- 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. This site is located in an area that is served by adequate infrastructure. This SP will provide sidewalks which meet the requirements of the Major and Collector Street Plan giving future residents a safe means of pedestrian travel. The improved sidewalks will also provide a connection to public transportation. An MTA bus route is located on Monroe Street approximately 180 feet to the north which provides an alternative method of transportation for future residents.



Metro Planning Commission Meeting of 02/09/2017



Proposed Site Plan



Metro Planning Commission Meeting of 02/09/2017

NORTH 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 is consistent with the T4 Urban Neighborhood Evolving Policy and is appropriate given the site’s location in an urban area. The rezoning would meet the goals of the policy by placing increased density in proximity to alternative methods of transportation. This request further achieves consistency with the policy by placing the access to the rear of the proposed structures and placing the units in a location which addresses the street and the surrounding public realm in a meaningful way.

PLAN DETAILS

The site is located 1000, 1002, 1006, 1008, 1010, 1012, 1014 and 1018 Scovel Street, at the northwest corner of Scovel Street and 10th Avenue North, within the Phillips-Jackson Street Redevelopment District. The site contains a total 1.04 acres. There is currently a single structure on the property which is used as a daycare for children.

Site Plan

A total of 26 residential units are proposed by this SP. Units 1-10 front on Scovel Street and Units 11-16 front on 10th Avenue North. The remaining units are located within the interior of the site.

The plan shows a 1.5 foot right-of-way dedication along the existing alley to the rear of the site. The existing alley will also provide two vehicular access points to the proposed dwelling units. All units are self-parked and will contain two car garages and will have access to shared parking located in the interior of the site. On site stormwater mitigation will also be provided through a bio-retention area located at the exterior corner of 10th Avenue North and Scovel Street. This Specific Plan includes approximately six on-street parking spaces along 6th Avenue North.

All dwelling units will have pedestrian connections to the internal sidewalk network as shown on the plan. The internal sidewalks will be five feet wide and provide a pedestrian connection from interior of the site to the alley and sidewalks along 10th Avenue North and Scovel Street. The site plan indicates the sidewalks along Scovel Street will be constructed according to the standards of the Major and Collector Street Plan. The MCSP requires a 4 foot wide grass strip and a 6 foot wide sidewalk along the Scovel Street frontage. The local road standards require a 4 foot wide grass strip and a 5 foot wide sidewalk along the 10th Avenue North street frontage.

Architectural standards are included on the plan and elevations will be provided with the final site plan. The standards include standard façade requirements. The proposed units shall have a maximum height limitation of 43 feet measured to the parapet. The habitable space of the proposed



Metro Planning Commission Meeting of 02/09/2017

structures will have a maximum height of 35 feet 11 inches as indicated by elevations provided with the site plan. Unit 16 will be limited to a maximum height of 26.5 feet to provide a context sensitive design to reduce the impact on the historic public library located to the north of the site. The structures proposed by this SP will be 100 feet away from the historic public library structure. The site plan notes that the owner or developer will maintain trash and recycling through a private service for as long as the development remains in place. The responsibility shall be transferred to the homeowner association for the development upon its establishment.

ANALYSIS

The SP is consistent with the current T4 Urban Neighborhood Evolving policy and meets several critical planning goals. The 26 multifamily units will provide a well-designed development in close proximity to the urban core of Nashville. As the proposed SP is consistent with the land use policies and meets several critical planning goals, staff recommends approval with conditions

M.D.H.A RECOMMENDATION

Approved with conditions

- Unit 11 moved close to a 5ft setback
 - A second principle entrance should be added along Scovel Street with a stoop
- Units 24-26 shall be moved to accommodate electrical transformers
- The final landscaping plan and elevations should be presented to M.D.H.A.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- Additional areas of water quality may be required (to be determined during final 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.
- All ROW dedications are to be recorded and copy remitted to MPW prior to building permit sign off
- Indicate on the plans the location of the dumpster and recycling container on-site.



Metro Planning Commission Meeting of 02/09/2017

- On sheet C1.00 indicate location of existing utilities. Confirm no vertical obstructions within the proposed sidewalks.
- Indicate installation of an ADA complaint ramp at the intersection of Scovel and 10th.
- Indicate the installation of a ST-325 ramp at the alley connection to 10th.

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* (210)	1.04	7.26 D	8 U	77	6	9

*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)	1.04	-	26 U	200	18	20

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
-	-	-	+18 U	+123	+12	+11

METRO SCHOOL BOARD REPORT

Projected student generation existing **R6** district: 1 Elementary 1 Middle 1 High

Projected student generation proposed **SP-R** district: 1 Elementary 1 Middle 1 High

The proposed SP zoning district would generate no more students than what is typically generated under the existing R6 zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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? 2
3. How will you enforce the affordability requirements? TBD - Open to direction from Metro
4. Have any structures been demolished in the last 12 months? Not to my knowledge

While the above Affordable and Workforce Housing Report reflects information provided by the applicant, the proposal does not meet the minimum percentage requirements for number of



Metro Planning Commission Meeting of 02/09/2017

affordable units set forth in BL2016-133, nor is there any language included in the SP regarding Affordable or Workforce Housing.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as this request is consistent with policy and achieves several critical planning goals.

CONDITIONS

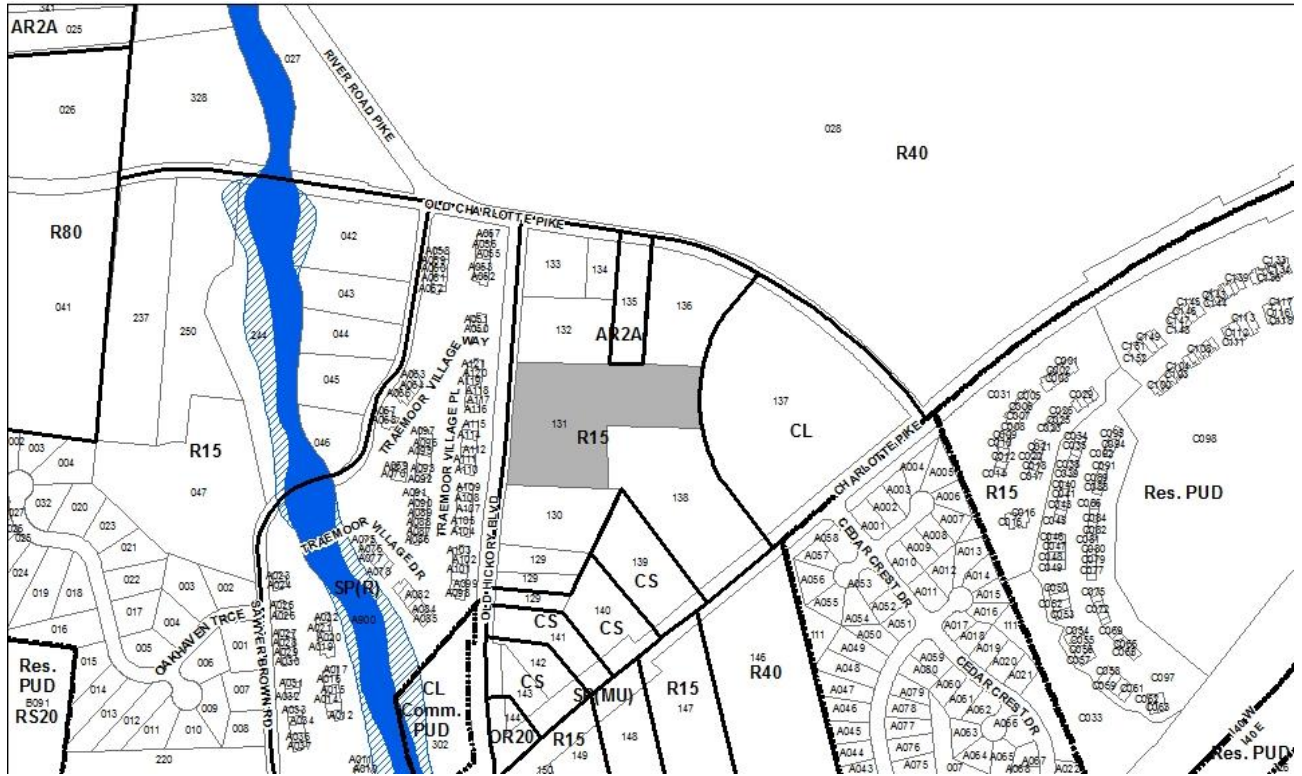
1. Uses in the SP shall be limited to a maximum of 26 multi-family units.
2. Final elevations consistent with conceptual elevations shall be submitted for review and approval with the final site plan submittal.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.
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. 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.
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 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.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



2017SP-012-001

730 OLD HICKORY BOULEVARD SP

Map 114, Parcel 131

6, Bellevue

22 (Sheri Weiner)



Project No.	Specific Plan 2017SP-012-001
Project Name	730 Old Hickory Boulevard SP
Council District	22 – Weiner
School District	09– Frogge
Requested by	Dale & Associates, Inc., applicant; Corinne Knight, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the February 23, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change to permit up to 56 residential units.

Preliminary SP

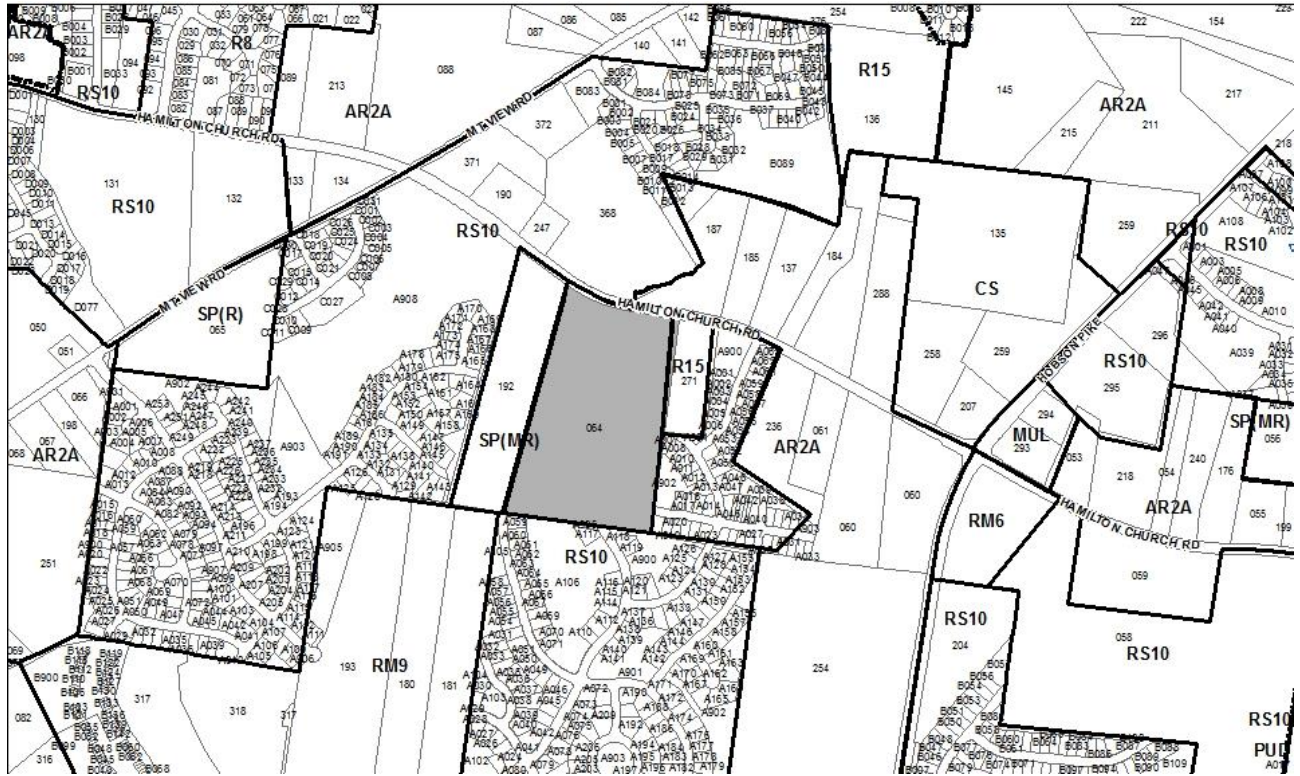
A request to rezone from One and Two-Family Residential (R15) to Specific Plan-Residential (SP-R) zoning on property located at 730 Old Hickory Boulevard, approximately 500 feet northwest of Charlotte Pike, (4.07 acres), to permit up to 56 residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 02/09/2017



2017SP-019-001
HAMILTON CHURCH MANOR SP
Map 164, Parcel(s) 064
13, Antioch – Priest Lake
33, (Sam Coleman)



Project No. Specific Plan 2017SP-019-001
Project Name Hamilton Church Manor SP
Council District 33 – Coleman
School District 06 – Hunter
Requested by Dale and Associates, applicant; Dean Allen, owner.

Staff Reviewer Shepard
Staff Recommendation *Defer to the February 23, 2017, Metropolitan Planning Meeting unless a recommendation of approval is received from all Metro Agencies. If a recommendation of approval is received from all Metro Agencies, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit a residential development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Residential (SP-R) zoning on property located at 3461 Hamilton Church Road, approximately 1000 feet southeast of Mount View Road (20.9 acres), to permit 158 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 District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 10 lots with two duplex lots for a total of 12 units.*

Proposed Zoning

Specific Plan-R (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.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Provides a Range of Housing Choices

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 SP proposes a mix of single-family dwellings and townhomes, which provides a range of housing choices within the development. By including more than one residential type, the proposed SP also contributes to an increase in the diversity of housing in an area with an existing development pattern consisting of mostly detached single-family residential units.



Metro Planning Commission Meeting of 02/09/2017

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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-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?

The T3 NE policy is a residential policy intended to create and enhance suburban neighborhoods with more housing choices and improved pedestrian, bicycle, and vehicular connectivity. The SP includes two residential dwelling types which will contribute to the diversity of housing choices in the area. The SP includes sidewalks per the Major and Collector Street Plan along Hamilton Church Road with interior sidewalks connecting the development to Hamilton Church, as well as vehicular and pedestrian connections to existing and planned developments to the south, east, and west. These improvements will increase overall connectivity in the area.

PLAN DETAILS

The property included in this SP is located along Hamilton Church Road, east of Mt. View Road and west of Hobson Pike. The property is currently zoned AR2a, which allows for single-family, two-family, and mobile home residential uses.

Site Plan

The SP proposes 60 single-family residential lots and 98 townhomes for a total of 158 residential units. The townhomes are arranged, court-yard style, around a central open space in the interior of the development. A majority of the townhomes are oriented toward Sparrowgap Trail and a proposed road. A smaller number are oriented toward the open space. All of the townhomes have two-car garages and are alley-loaded. The single family lots are arranged around the exterior of the development and in an alley-loaded block toward the rear of the development, to help provide a transition to the developments on either side, which primarily consist of single-family residential unit types.

Parking for the townhomes is provided in alley-loaded, two-car garages. The single-family dwellings will be required to demonstrate adequate parking at building permit. Front-loaded garages are permitted only for those single-family lots along an external development property line. All other units are to be rear or side loaded from an alley. The SP incorporates architectural standards such as minimum glazing, prohibited materials, raised foundations and minimum porch depths. Additional architectural standards have been incorporated to enhance the quality and design of the development.

A primary vehicular access is provided from Hamilton Church Road. Additional vehicular connections are provided to Postings Point and Brookshine Port to the east, to Hamlet Hill Drive and Sparrowgap Trail to the west, and to Rockdale Run and Grovedale Trace to the south. A 6-foot



Metro Planning Commission Meeting of 02/09/2017

sidewalk and 6-foot planting strip are proposed along Hamilton Church Road, consistent with the requirements of the Major and Collector Street Plan. The 6-foot sidewalk and 6-foot planting strip are also provided along all interior streets. Additional sidewalks provide pedestrian connections to the central open space and through the front open space area to Hamilton Church.

Analysis

The policy supports a range of housing choices. The surrounding area consists of existing and planned residential development composed primarily of single-family dwellings with limited townhome or cottage unit types. The proposed SP will incorporate both single-family lots and townhomes to increase the diversity of housing options in the area. The single-family lots have been arranged around the exterior of the development to provide an appropriate transition to adjacent single-family developments.

The applicant has proposed a number of architectural standards aimed at improving the quality of design of the units within the SP. Those include typical standards such as minimum glazing, prohibited materials, raised foundations, and minimum porch depths. Additional standards beyond those typically included in SPs such as prohibiting front-loaded garages closer to the right-of-way than the principal dwelling unit and a requirement for corner units fronting public streets on two sides to have a wrapped porch or other alternative front façade that addresses the streets have also been incorporated.

The plan will improve vehicular connectivity by incorporating connections to adjacent developments and existing or planned streets on three sides. Sidewalks are provided along Hamilton Church Road per the Major and Collector Street Plan. Six-foot sidewalks and a 6-foot planting strip are provided on all roads interior to the development, which exceeds the local street requirements.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- On C1.0, under Standard SP note, item 3 references the old maps. Please update to new maps.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Returned for corrections

- A TIS is required prior to SP approval.



Metro Planning Commission Meeting of 02/09/2017

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)	20.9	0.40 F	10 U	96	8	11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (230)	20.9		158 U	958	75	88

*Based on two-family lots

Traffic changes between maximum: **AR2a and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+862	+67	+77

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 9 Elementary 7 Middle 6 High

Projected student generation proposed SP-R district: 28 Elementary 24 Middle 20 High

The proposed SP zoning is expected to generate 50 more students than the existing AR2a zoning. Students would attend Edison Elementary School, J.F. Kennedy Middle School and Antioch High School. Edison Elementary and Antioch High School have been identified as over capacity. There is capacity within the cluster for elementary students and in the adjacent cluster for high school students. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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? N/A
3. How will you enforce the affordability requirements? No
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends deferral to the February 23, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS (if approved)

1. Sidewalk connections from the townhome units to the public sidewalk shall be provided on the Final SP plan.



Metro Planning Commission Meeting of 02/09/2017

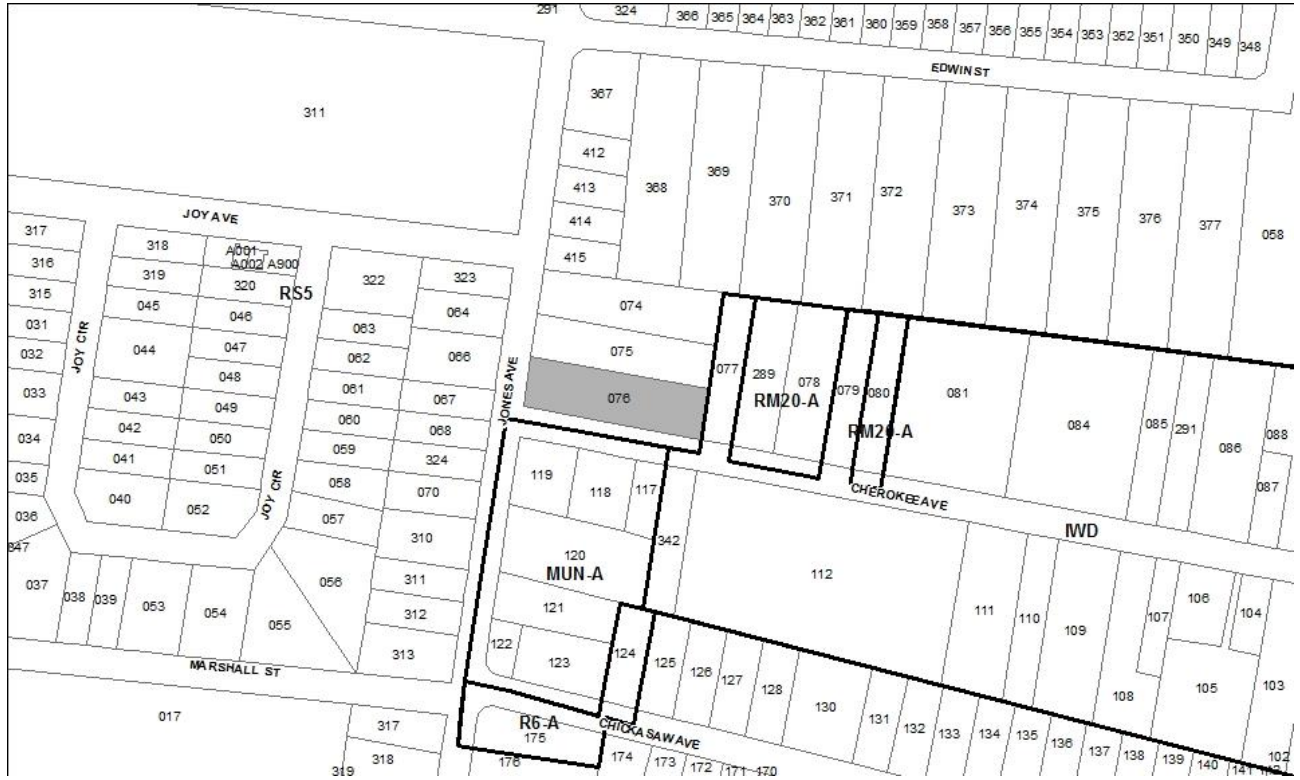
2. Uses shall be limited to a maximum of 158 residential units.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
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. 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. 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



2016S-253-001
1601 JONES AVENUE RESUB
Map 071-12 Parcel(s) 076
05, East Nashville
05, Scott Davis



Project No.	Final Plat 2016S-253-001
Project Name	1601 Jones Avenue Resub
Council District	05 - Davis
School District	05 - Buggs
Requested by	Rocky Montoya, RLS, applicant; David and Rachel Peiffer, owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the February 23, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST
Final Plat to create two lots.

Final Plat

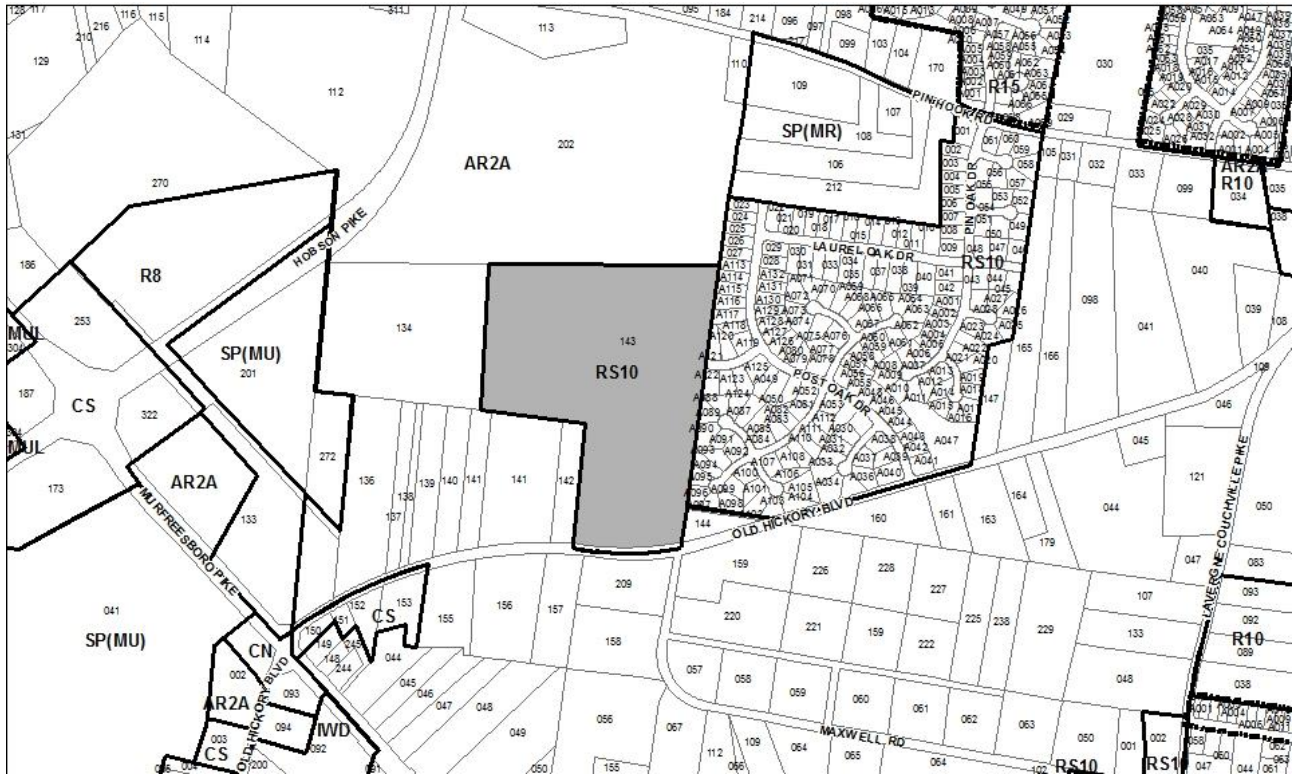
A request for final plat approval to create two lots on property located at 1601 Jones Avenue, at the northeast corner of Jones Avenue and Cherokee Avenue, zoned Single-Family Residential (RS5) (0.53 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 02/09/2017



2017S-038-001
12444 OLD HICKORY BOULEVARD
Map 164, Parcel(s) 143
13, Antioch-Priest Lake
33 (Sam Coleman)



Project No. Concept Plan 2017S-038-001
Project Name 12444 Old Hickory Boulevard
Council District 33 – Coleman
School District 06 – Hunter
Requested by Dale & Associates, Inc., applicant; Old Hickory Lake Partners, LLC, owner.

Deferral This item was deferred from the January 26, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation *Defer to the February 23, 2017, Metro Planning Commission meeting unless a recommendation of approval is reached from all Metro Agencies. If a recommendation of approval is received from all Metro Agencies, staff recommends approval without conditions.*

APPLICANT REQUEST

Create up to 120 residential cluster lots.

Concept Plan

A request for concept plan approval to create up to 120 clustered lots on property located at 12444 Old Hickory Boulevard, approximately 1,615 feet northeast of Murfreesboro Pike, zoned Single-Family Residential (RS10) (32.5 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 units per acre. *RS10 would permit a maximum of 120 units.*

CRITICAL PLANNING GOALS

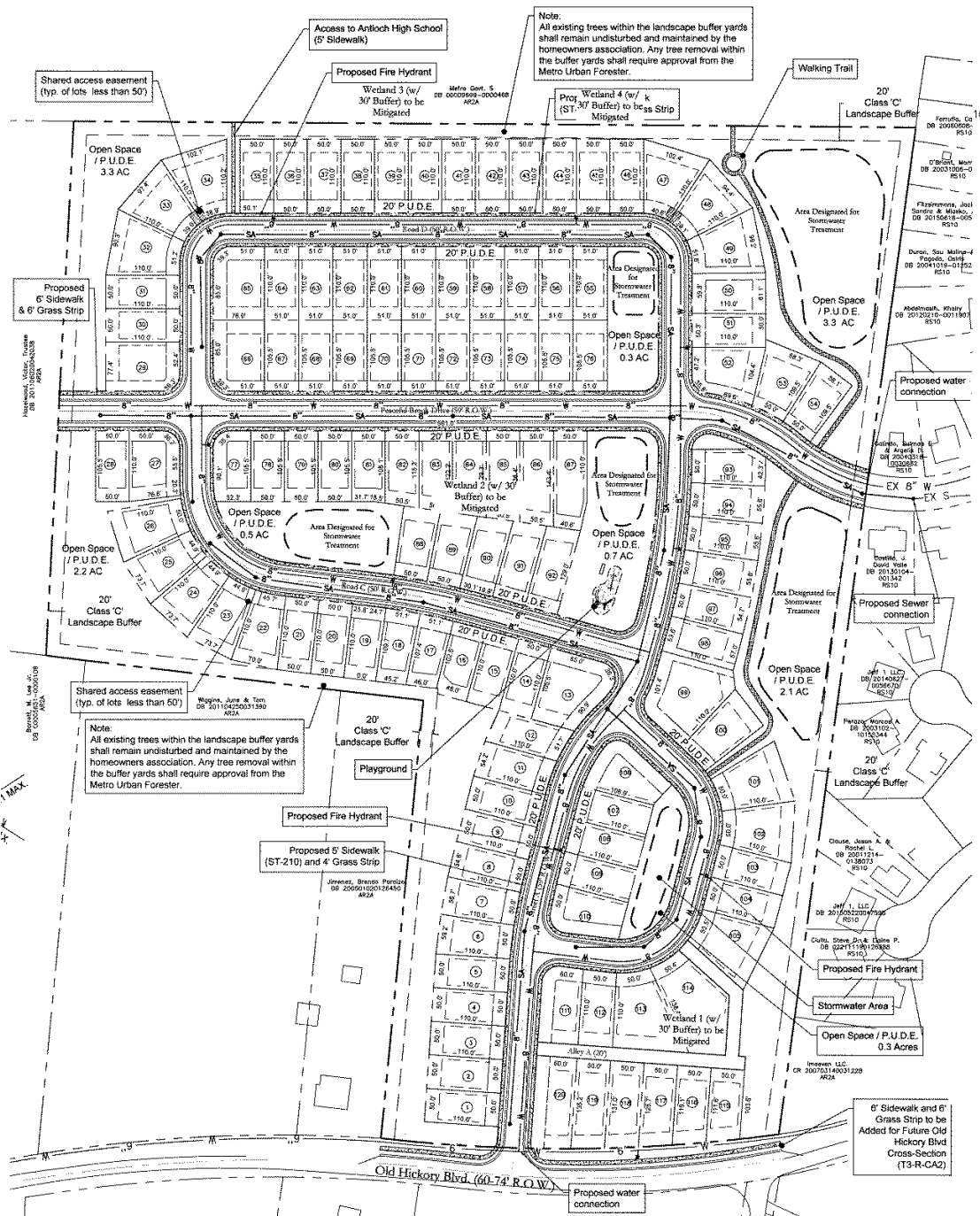
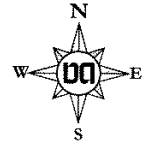
N/A

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.



Metro Planning Commission Meeting of 02/09/2017



Proposed Subdivision



Metro Planning Commission Meeting of 02/09/2017

Conservation (CO) is intended to preserve and enhance environmentally sensitive land within all Transect Categories except 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.

PLAN DETAILS

The property is approximately 32.5 acres and is located off of Old Hickory Boulevard, east of Murfreesboro Pike and Hobson Pike. The site is vacant and consists of dense vegetation. Though the majority of the site is Neighborhood Evolving policy, there are small pockets of Conservation policy associated with potential wetland and stream buffers. The lot layout may be modified depending on mitigation. Buffer yards are provided along the northern, eastern, and western property lines. The buffer yards provided are consistent with the cluster lot section of the Code in chapter 17.12.090.

Site Plan

The site plan proposes up to 120 single-family clustered lots with an overall density of 3.69 dwelling units per acre. Lot sizes range from 5,094 square feet to 11,765 square feet. Six of the lots front onto Old Hickory Boulevard and the remaining units front onto new internal streets. Eight of the 120 lots have less than 50 feet of frontage; these lots shall be accessed via a shared drive.

Peaceful Brook Drive, an existing street to the east, will extend through the site to the western property line providing for a future connection. Peaceful Brook Drive will include a fifty-nine foot right-of-way to accommodate for a future bike lane, six foot wide sidewalk, and six foot wide planting strip, consistent with the Major and Collector Street Plan (MCSP) Collector-Avenue standards. All other proposed roadways contain a fifty foot right-of-way with a five foot sidewalk and four foot planting strip, consistent with the local street standard. A six foot wide sidewalk and six foot wide planting strip are provided along Old Hickory Boulevard, consistent with the MCSP. The lots shown on the plat that have access to an alley are required to access the alley and no additional access is permitted.

In cluster lot subdivisions, a minimum of 15 percent of each phase of the development shall be open space. This concept plan meets and exceeds the open space requirement. Of the 9.5 acres (29%) of open space, 2.2 acres (7%) is designated as stormwater facilities, leaving 7.3 acres (22%) as active and passive open space. Approximately 0.7 acre is designated as active and contains a playground. There is a walking trail along the eastern property line that connects to Antioch High School, and an additional school connection along the northwestern edge of the property.

ANALYSIS

The plan is consistent with the cluster lot standards specified in the Zoning Code. The proposed lot layout is consistent with surrounding residential development and the plan provides for more street connectivity by connecting to an existing stub street to the east, as well as providing for future roadway connections to the west. As this property is located within a Suburban Neighborhood Evolving policy, lot compatibility is not applicable.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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



Metro Planning Commission Meeting of 02/09/2017

STORMWATER RECOMMENDATION

Returned for corrections

- Metro GIS indicated possible wetlands on site. Show undisturbed buffers or provide documentation indicating the items are non-jurisdictional.

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- The original TIS was received 1/20/17. TIS was updated with correct signal timings and resubmitted on 1/27/17. In accordance with the findings of the TIS, developer shall provide adequate sight distance at access road and Old Hickory Blvd. Developer shall install stop signs on the west bound and east bound approaches of the main east-west road.

WATER SERVICES RECOMMENDATION

Approved with conditions

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

STAFF RECOMMENDATION

Defer to the February 23, 2017, Metro Planning Commission meeting unless a recommendation of approval is reached from all Metro Agencies. If a recommendation of approval is received from all Metro Agencies, staff recommends approval without conditions

CONDITIONS (if approved)

1. For any lots with frontage less than 50 feet, a shared access shall be provided.
2. Note #2 shall be revised: Any lots with access to alley shall have alley access only.
3. A tree protection plan may be required prior to final site plan approval.
4. Add the following note to all open spaces except for designated recreational areas: All existing trees in designated open spaces shall be preserved. These areas shall remain undisturbed.
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 02/09/2017



2014UD-001-007
905 CLAYTON AVENUE
Map 118-05, Parcel(s) 183
10, Green Hills - Midtown
17 (Colby Sledge)



Project No.	UDO Modification 2014UD-001-007
Project Name	905 Clayton Avenue
Council District	17 – Sledge
School District	07 – Pinkston
Requested by	Mathew and Kathryn Williford, applicants and owners.
Staff Reviewer	Saliki
Staff Recommendation	<i>Approve with conditions and allow staff to administratively approve similar future requests within the UDO.</i>

APPLICANT REQUEST

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

UDO Major Modification and Final Site Plan

A request for a modification to the garage location/setback standard of the Clayton Avenue Urban Design Overlay (UDO), to permit an attached garage accessed from the front façade of a principal structure for property at 905 Clayton Avenue.

Existing Zoning

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

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

GREEN HILLS - MIDTOWN COMMUNITY PLAN

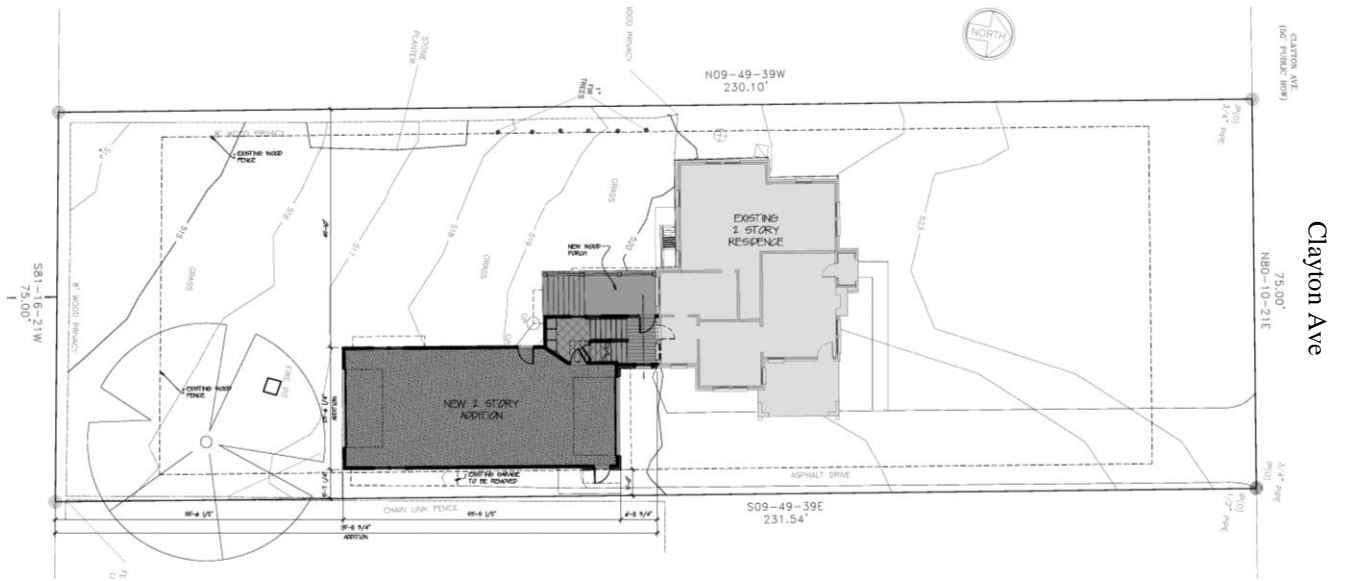
T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the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

Consistent with Policy?

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



Metro Planning Commission Meeting of 02/09/2017



Proposed Site Plan



Proposed Street Elevation



Metro Planning Commission Meeting of 02/09/2017

PLAN DETAILS

The property contains an existing one-story residential dwelling and a detached garage located behind the principal structure. A two-story building addition is proposed to replace the detached garage, which will be demolished. The building footprint of the existing detached garage is in the same location as the proposed addition. The addition is located off the back of the existing building and adjacent to the east property line. The addition contains an attached garage on the ground floor and living spaces on the second floor. The attached garage is accessed from the front of the property through an existing driveway located adjacent to the east property line.

MODIFICATION REQUEST DETAILS

The modification request consists of an attached garage accessed from the front façade of a principal structure; however, the UDO standards for attached garages only permit access to be from the side or rear of the principal structure, behind the front façade:

1) Garage Location / Setback

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

Modification Request: To permit an attached garage accessed from the front façade of a principal structure.

ANALYSIS

The proposed addition is located off the back of the existing building. The front façade of the addition is behind the existing building and is setback 42 feet from the front façade of the existing building and 122 feet from the front property line. The lot slopes down from front to back approximately eight feet; the finished floor of the addition is approximately four feet below the elevation of the street right-of-way. Due to the slope of the lot, from the street frontage the height of the two-story building addition appears equal to the height of the existing one-story building. Also, from the street frontage, the mass and size of the building addition is proportional to the existing structure and the height of the addition does not exceed the ridge height of the existing building. The setback from the front property line, the slope of the lot, and the massing of the building addition all help to reduce the prominence and visibility of the attached garage from the street frontage. The proposed addition meets the intent of the UDO for new development to reflect the scale and placement of the existing homes.

The UDO permits detached garages to be located behind the principal structure and accessed from the front of the principal structure, behind the front façade of the principal structure. The proposed addition with an attached garage replaces a detached garage with a footprint in the same location (and a door facing the street) as the proposed addition. The modification request to permit an attached garage setback from the front façade of the principal structure and accessed from the front of a principal structure is consistent with the intent of the UDO to retain the existing character of the neighborhood, in terms of its development pattern, building form, and land use.

FIRE DEPARTMENT RECOMMENDATION

Approve with Conditions

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



Metro Planning Commission Meeting of 02/09/2017

STORMWATER RECOMMENDATION

Approve

- Will be handled during permitting phase. Must meet infill requirements (Surveyor's plan showing drainage, EPSC measures, breakdown of pre IA and post IA, and a Green Infrastructure practice if necessary).

WATER SERVICES RECOMMENDATION

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 installation of ADA compliant driveway ramp, ST-322

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval of the modification with conditions. Staff also recommends that the proposed development set a precedent for staff to be able to administratively approve future requests for an attached garage set back a significant distance from the front façade of the principal structure to be accessed from the front of the principal structure if found to be consistent with the UDO's vision to reflect the scale and placement of the existing homes, and successfully maintains the existing character of the neighborhood.

CONDITIONS

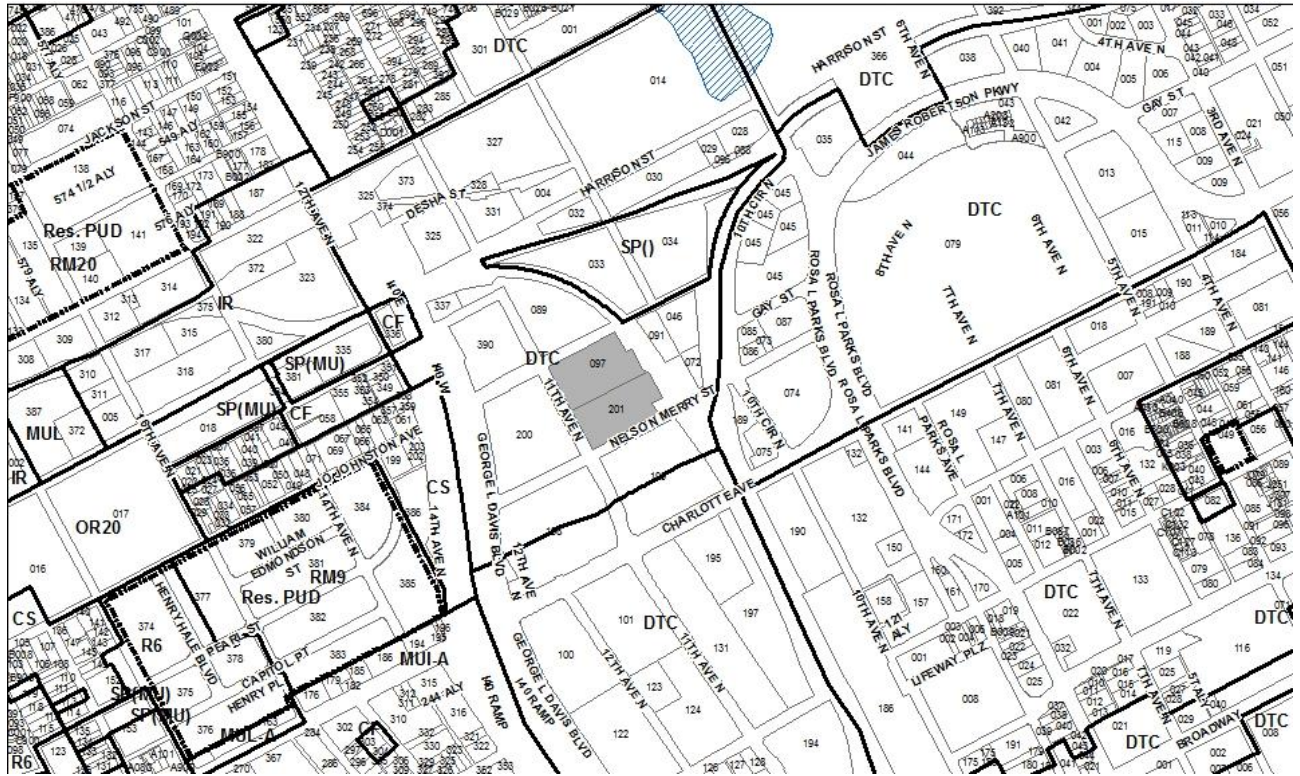
1. The requirements of the Metro Fire Marshal's Office, Stormwater and Public Works must be met prior to the issuance of building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



2017DTC-002-001

CAPITOL VIEW BLOCK E

Map 093-10 and 093-50, Parcel(s) 97 and 201

09, Downtown

19 (Freddie O'Connell)



Project No. DTC Overall Height Modification
2017DTC-002-001

Project Name Capitol View Block E
Gulch North Subdistrict

Council District 19 – O’Connell
School District 05 – Buggs
Requested by Kyle Reis, applicant; North Charlotte Avenue Holdings LLC, owner.

Staff Reviewer Saliki
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Modification to the overall height standards of the DTC to allow ten feet of additional building height above the maximum building height, within the Gulch North Subdistrict.

DTC Modification

A request for a modification of overall building height for property bounded by Jo Johnston Avenue to the north, rail road ROW to the east, Nelson Merry Street to the south, and 11th Avenue North to the west, zoned DTC within the Gulch North Subdistrict (approximately 4.64 acres), to permit a 10 story mixed use development (at 570’ elevation), where 7 stories is permitted by-right and 10 stories below 560’ elevation is the by-right bonus height maximum.

Existing Zoning

Downtown Code (DTC) is designed for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown.

Downtown Community Plan

T6 Downtown Neighborhood (T6 DN) is intended to preserve, enhance, and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed use development.

Core Neighborhood Special Policy 09-T6-DN-GN-01 is a former industrial area intended to accommodate a mix of residential, office, and commercial uses in chiefly midrise buildings. The area is located below the State Capitol, and new development is expected to stay below the elevation of 560 feet to maintain views of the State Capitol. The neighborhood will provide opportunities for living, working, dining, and shopping at a scale that is welcoming to pedestrians. The neighborhood is also intended to include a greenway from the planned park in the southern part of the Gulch Neighborhood to the Bicentennial Mall State Park and the Farmers Market.

Consistent with Policy?

Yes. The additional height of 10 feet is consistent with the policy and its intent for moderate intensity mixed-use development. The additional 10 feet of building height is on an area which is approximately twenty percent of the development site and the design of the tower with its longer



Metro Planning Commission Meeting of 02/09/2017

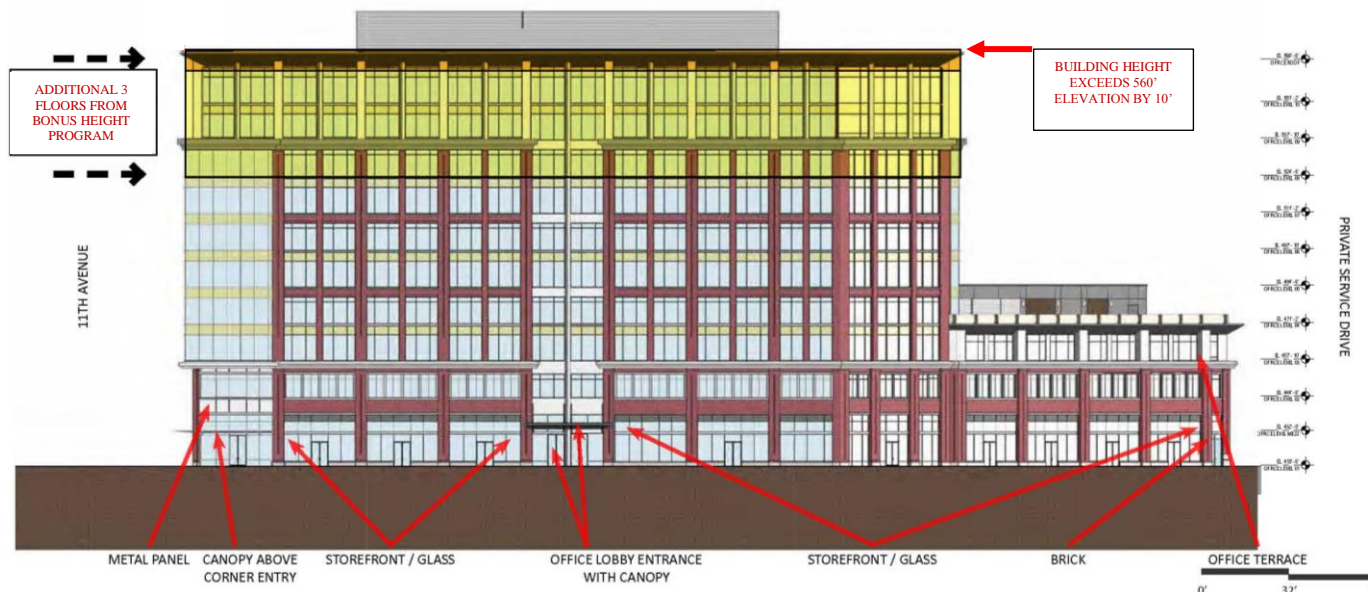
east-west axis does not impair much of the view shed of the State Capitol from the west. The additional 10 feet of building height meets the intent of the policy to maintain the prominence and views of the State Capitol.

The development offers opportunities for working, dining and shopping at a scale that is welcoming to pedestrians. The proposal includes active streetscapes and a lively pedestrian experience, particularly along the Nelson Merry frontage that includes dedicated outdoor dining space in a “festival street” atmosphere. In addition, a publicly accessible triangular plaza space at the southeast corner includes a combination of green space and hardscape elements which span a service drive to strengthen the connection to the adjacent greenway.

DTC Overall Height Modification Process:

The DTC states “For modifications to overall height, the Executive Director of the Planning Department shall determine whether the development has made reasonable efforts to use all appropriate bonuses available in the Bonus Height Program. If it has been determined that all reasonable efforts have been made to use the Bonus Height Program, the applicant shall hold a community meeting providing notices to property owners within 300 feet, and the Planning Commission shall review the modification request and may grant additional height for exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project’s relationship to surrounding properties.”

- The applicant is requesting 10 feet of additional height to construct a 10-story mixed use development at an overall elevation of 570 feet where 7 stories are permitted by-right and 10 – stories below the elevation of 560 feet is the by-right bonus height maximum.



Nelson Merry Street Elevation

Bonus Height Program:

The Executive Director determined that the proposed development has made reasonable efforts to use all appropriate bonuses available in the Downtown Code’s Bonus Height Program. The proposed bonuses are Public Parking (approximately 2 floors at 170,180 square feet) and Upper



Metro Planning Commission Meeting of 02/09/2017

Level Garage Liner (approximately 1 floor at 85,352 square feet). The project is able to meet the number of stories requested through use of the Bonus Height Program; however, it exceeds the maximum elevation by 10 feet.

Community Meeting:

The applicant and owner held a community meeting as required per the DTC on Thursday, February 2nd and submitted an affidavit stating they have provided notices to property owners within 300 feet of the development. No property owners were in attendance.

Analysis

The proposed project is part of Capitol View, a 32 acre mixed use development located in the DTC North Gulch Subdistrict. The project is a 10-story mixed use development to include approximately 24,000 square feet of ground floor retail space, approximately 319,000 square feet of office space, approximately 170 hotel rooms, and approximately 1161 parking spaces in a parking structure. The office and hotel programs are located in two separate buildings with access to a shared parking structure on the site. The office building fronts Nelson Merry Street and 11th Avenue North while the hotel building fronts 11th Avenue North and Jo Johnston Avenue.

The office building at 10 stories complies with the maximum number of stories; however at elevation 570 feet, it exceeds the maximum building height by 10 feet. The additional 10 feet of building height is two percent of the maximum building height. Furthermore, the office building has taller floor heights at 13'-4" floor-to-floor, resulting in a taller overall height than the hotel building. The office building is located at the southwest corner and occupies approximately 20 percent of the site. The design of the office building with its longer east-west axis minimizes the building's impact to the view shed of the State Capitol from the West.

Capitol View is a master planned development which established detailed design guidelines to improve the public realm and strengthen connections to Downtown and the surrounding neighborhoods. The proposed project will contribute to the vitality of this area within the Gulch North Subdistrict while, integrating key public infrastructure improvements including the streetscapes and a public greenway through the development. The property is located in a former industrial area and considerable effort has been made to provide a design that positively responds to the immediate context as demonstrated below.

The project meets the threshold for exceptional design, as required by the DTC:

Exceptionally strong streetscape:

- Sidewalk and streetscape improvements meet and exceed the Major and Collector Street Plan. Specifically, Nelson Merry Street is designed as a "festival street" and includes an extra 15 feet for outdoor dining and gathering areas, in addition to the full 14 foot streetscape zone (4' tree zone and 10' sidewalk). In addition, wide streetscapes are provided along 11th Avenue North (ranging from 18' to 22') and Jo Johnston Avenue (ranging from 14.5' to 27').



Metro Planning Commission Meeting of 02/09/2017

Improvements of the project's relationship to the surrounding properties:

- A publicly accessible triangular plaza space at the southeast corner includes a combination of green space and hardscape elements which span a service drive to strengthen the connection to the adjacent greenway. The greenway extension from Charlotte Avenue north to Jo Johnston Avenue is made possible through private land deeded to Metro by the owners of the overall Capitol View development.
- The triangle plaza space provides pervious surfaces (greenspace, cobble stones and brick pavers) which improves the environmental performance of the site, reducing stormwater runoff to adjacent properties.
- The office building amenity terrace at the southeast corner of the development provides a visual connection to the triangular plaza, greenway, and enhances the “festival street” atmosphere of Nelson Merry Street.
- The building façade of the parking structure along the future greenway and Jo Johnston Avenue frontages is architecturally screened and landscaped, thereby improving the visual nature of the urban landscape.

STAFF RECOMMENDATION

Staff recommends approval with conditions. The Executive Director of Planning determined that reasonable efforts have been made to use all applicable bonuses available through the Bonus Height Program. However, this request does not include additional floors beyond what is allowed through the bonus height program. The request is only for 10 additional feet over the maximum allowed. The proposed project provides enhanced urban design of the streetscapes and built environment while also providing land for a public greenway through the development, demonstrating exceptional design.

CONDITIONS

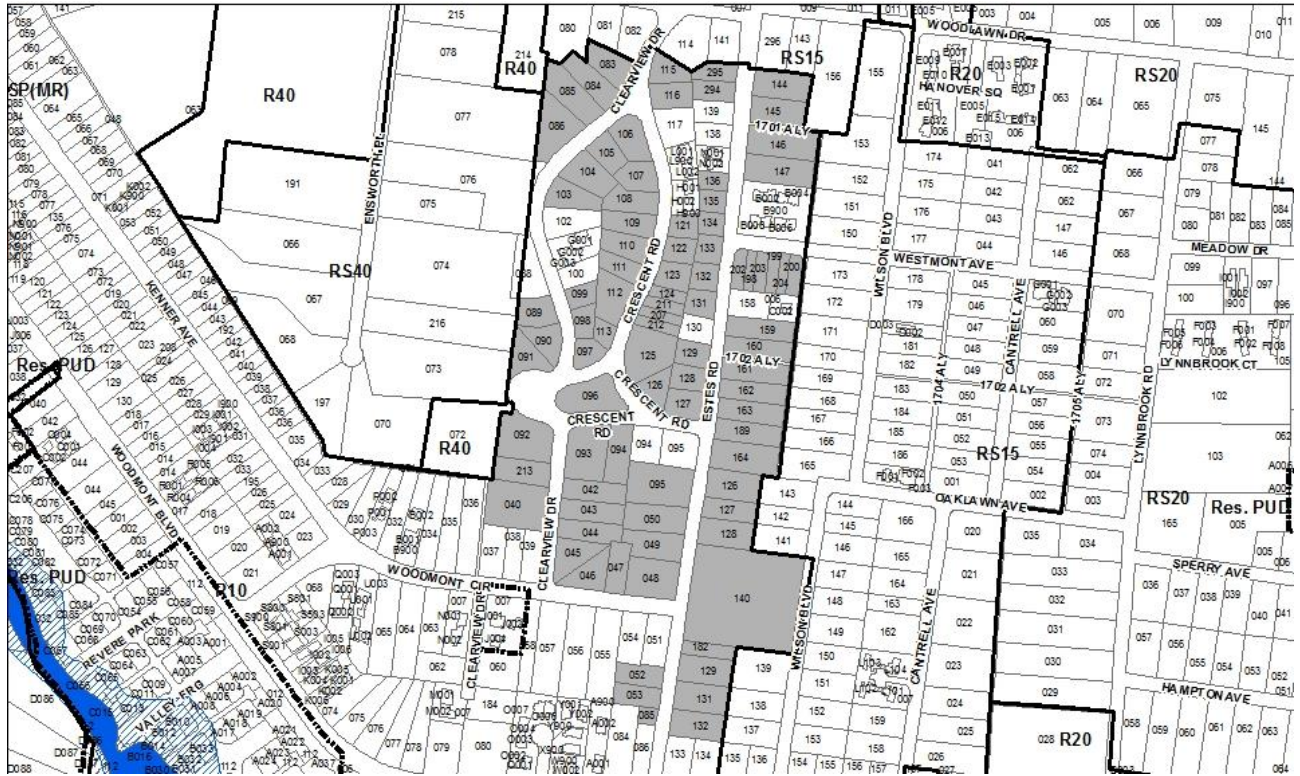
1. Prior to the issuance of a permit, applicant must provide view shed diagrams from the neighborhood on the West side of the interstate showing the project's impact on the views of the State Capitol.
2. Streetscape dimensions proposed shall not be reduced.
3. Bonus Height utilization must be consistent with the bonuses outlined in the Executive Director's determination letter, and final bonus height must be certified by the Planning Commission before building permits, per the Downtown Code.
4. Project must receive DTC final site plan approval prior to building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



2017Z-005PR-001

Various Maps, Various Parcels

10, Green Hills - Midtown

24 (Kathleen Murphy)



Project No. Zone Change 2017Z-005PR-001
Council Bill No. BL2017-555
Council District 24 – Murphy
School District 08 – Pierce
Requested by Councilmember Kathleen Murphy.

Staff Reviewer Shepard
Staff Recommendation *Approve the second substitute ordinance.*

APPLICANT REQUEST

Zone change from R10 to RS10.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Single-Family Residential (RS10) zoning on various properties along Clearview Drive, Crescent Road, Estes Road, Westmont Avenue and Woodmont Circle, located southwest of Wilson Boulevard and Woodlawn Drive, (approximately 31.89 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. Lots created by a subdivision approved by the Metro Planning Commission after 1984 are permitted a maximum of 25 percent duplex lots, which shall be identified on the final plat. All lots created before 1984 may be duplex eligible, subject to conditions established in Section 17.16.030.D of the Metro Zoning Ordinance.

Proposed Zoning

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

HISTORY

On January 12, 2017, the Metro Planning Commission considered a similar zone change proposal for this area, involving some additional properties that are not included in this proposal. A public hearing was held, with members of the public speaking in favor and in opposition to the proposal. The Planning Commission discussed the fact that most of the neighbors, whether in support or opposed, seemed to be interested in preserving the existing character and scale of the neighborhood. The discussion focused on whether the requested zone change was really the best tool by which to achieve that goal. Commissioners posed questions to staff regarding a Contextual Overlay or an Urban Design Overlay as alternative tools. Ultimately, the Planning Commission voted 7-2 to disapprove the requested zone change.

Following the meeting on January 12, 2017, the Councilmember indicated to Planning staff that she intends to introduce a second substitute at the February 7, 2017 Metro Council meeting, and to re-refer the second substitute to the Planning Commission for a recommendation. The second substitute proposes a zone change only for those parcels shaded gray on the sketch included in this staff report.



Metro Planning Commission Meeting of 02/09/2017

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?

Both the existing R10 and the proposed RS10 zoning districts are consistent with the T3 NM policy depending on locational characteristics. The policy does not support one single-residential type, but can support single-family, two-family as well as multi-family, depending on the context. The intent of the policy is to ensure that established residential areas develop in a manner consistent with the overall development pattern. The policy does recognize that some change will occur over time, but any change should not disrupt the overall established development pattern.

ANALYSIS

NashvilleNext calls for the integration of more diverse housing types into neighborhoods to allow for aging in place, address the overall affordability of housing, and to respond to demographic changes that are driving changes in housing preferences. Both NashvilleNext and the Green Hills – Midtown community plan specific to this area call for housing diversity that is tailored to the context and existing character of the area. The area currently contains a diversity of housing types, including single-family and two-family homes. Lots or parcels in the area which contain known legal duplexes have been proposed to retain the existing R10 zoning, both to minimize nonconformities and to ensure the existing diversity of housing types in the neighborhood is maintained. Additional parcels in the vicinity of the existing duplexes have been proposed to retain the existing R10 zoning by the Councilmember. Staff finds that allowing the known legal duplexes and additional parcels to retain the existing R10 zoning will allow adequate opportunities for diversity of housing, both now and in the future. As proposed, the zone change will help maintain the existing development pattern which includes a mix of one and two-family dwellings, which is consistent with the goals of the T3 NM policy.

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 approval of the second substitute ordinance.



Metro Planning Commission Meeting of 02/09/2017

SEE NEXT PAGE



Metro Planning Commission Meeting of 02/09/2017



2017Z-015PR-001

Map 075-05, Parcel(s) 099

Map 075-09, Parcel(s) 269, 272

14, Donelson – Hermitage

11 (Larry Hagar)



Project No.	Zone Change 2017Z-015PR-001
Council District	11 – Hagar
School District	04 – Shepherd
Requested by	James R. Morrison, applicant and owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from CL to CS-A.

Zone Change

A request to rezone from Commercial Limited (CL) to Commercial Service – Alternative (CS-A) zoning on properties located at 4640, 4642 and 4644 Old Hickory Boulevard, approximately 635 feet southeast of Hills Lane (0.82 acres).

Existing Zoning

Commercial Limited is intended for retail, consumer service, financial, restaurant, and 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, is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. CS-A is an alternative to a zoning district that requires a site plan.

CRITICAL PLANNING GOALS

- Supports Infill Development

Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water, and sewer, because it does not burden Metro with the cost of maintaining new infrastructure.

DONELSON – HERMITAGE COMMUNITY PLAN

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.

Consistent with Policy?

The requested zoning, CS-A, is consistent with the policy given the site’s location along an arterial and adjacent to properties currently zoned CS and CL. A portion of the site is currently occupied by a used car dealership. The T3 CC policy contains specific design guidance for automobile-related uses with activities outside of buildings, such as auto dealers. The requested zoning, CS-A, includes



Metro Planning Commission Meeting of 02/09/2017

standards and conditions requiring separation of parking and display areas from the public right-of-way, which will help achieve the goals of the T3 CC policy.

ANALYSIS

The site consists of three parcels totaling 0.82 acres of land, located approximately 1,900 feet north of the intersection of Old Hickory Boulevard and Lebanon Pike. The properties are currently zoned CL. The northernmost of the three parcels is currently in use as a used car dealership. Used Automobile Sales is not a permitted use in the CL zoning district. The owner of the dealership wishes to expand the use to the two adjacent parcels to the south, under the same ownership. Used Automobile Sales is a use permitted with conditions in the CS-A zoning district. The requested zoning would allow the owner to seek a permit for expansion of the use through the Metro Codes Department.

The properties immediately to the north of the site are currently zoned One and Two-Family Residential, but are also within the T3 CC policy. The CS-A zoning district contains bulk and buffering standards which are designed to protect neighboring areas until such time as they redevelop. The properties to the south of the subject site are currently zoned CL or CS, with some Office/Residential and Shopping Center Regional Zoning near the intersection of Old Hickory Boulevard and Lebanon Pike. The portion of Old Hickory Boulevard adjacent to the site is designed as scenic arterial in the Major and Collector Street Plan.

This request is consistent with the policy for the area and is appropriate given the surrounding land uses and the location of the property along an arterial. The requested zoning, CS-A, contains standards and conditions for automobile sales uses that will help achieve the design guidance provided in the T3 CC policy, and bulk and buffering standards designed to protect neighboring residential areas. Staff recommends approval of the request.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions of Approval

- Traffic study may be required with redevelopment.



Metro Planning Commission Meeting of 02/09/2017

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)	0.82	0.6 F	21,431 SF	955	25	73

Maximum Uses in Proposed 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)	0.82	0.6 F	21,431 SF	955	25	73

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

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

STAFF RECOMMENDATION

Staff recommends approval as the proposed rezoning is consistent with the T3 Suburban Community Center policy.



Metro Planning Commission Meeting of 02/09/2017



2017Z-019PR-001
Map 082-09, Parcel(s) 202
08, North Nashville
19 (Freddie O'Connell)



Project No.	Zone Change 2017Z-019PR-001
Council District	19- O'Connell
School District	01 – Gentry
Requested by	Jason Boylan, applicant and owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Zone change from IR to MUN.

Zone Change

A request to rezone from Industrial Restrictive (IR) zoning to Mixed-Use Neighborhood (MUN) zoning on property located at 1323 3rd Avenue North, approximately 100 feet southeast of Taylor Street, within the Phillips-Jackson Street Redevelopments District (0.21 acres).

Existing Zoning

Industrial Restrictive (IR) implements those industrial policies of the general plan that provide adequate opportunities for a wide range of light industrial uses at a small to moderate scale. Uses most suitable in this district are those which operate within completely enclosed buildings with limited outdoor storage. Potential impacts on abutting properties are minimized by the light industrial nature of the uses permitted in this district and high operational standards. Uses within this district should have a high level of access to the major street network.

Proposed Zoning

Mixed-Use Neighborhood (MUN) is designed to implement the lower intensity mixed-use policies of the general plan, this district also may be used as an alternative to commercial zoning along prominent streets, or to promote the preservation and adaptive reuse of existing buildings that contribute to the historical or architectural character of an area. Bulk standards are designed to maintain a residential-scale of development. At a minimum, these districts should have good access to collector streets and public transportation service.

CRITICAL PLANNING GOALS

- Supports Infill Development

This application supports infill development by encouraging use of a site with existing infrastructure. Doing so will not increase the burden on Metro Government to provide services to this site. This site, along with the existing historically and architecturally significant structure, complements the intended development pattern in the Germantown neighborhood.

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Mixed-Use Neighborhood (T4 MU) policy is intended to preserve, enhance, and create urban, mixed use neighborhoods characterized by a development pattern that contains a diverse mix of residential and nonresidential land uses, and that are envisioned to remain or develop in a mixed use pattern. T4 MU areas are areas intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high density residential development.



Metro Planning Commission Meeting of 02/09/2017

Consistent with Policy?

Yes. The proposed MUN zoning district is consistent with T4 Mixed-Use Neighborhood policy as it provides for a development that contributes to the development pattern of a diverse mix of residential and nonresidential land uses that have been established for the Germantown neighborhood.

ANALYSIS

This application is consistent with the T4 Mixed-Use Neighborhood policy. The property is located at 1323 3rd Avenue North, which is designated as an arterial boulevard. This site is located in the Germantown Historic Preservation Overlay and has a historically and architecturally significant building that contributes to the historic overlay. This portion of 3rd Avenue North has existing bus service and is served by bus route 9-Metro Center. The additional uses allowed by the proposed MUN zoning district will provide an opportunity for additional use of public transit which helps to relieve traffic congestion.

The intent of the MUN zoning district is to implement the lower intensity mixed-use policies of the general plan. This district also may be used as an alternative to commercial zoning along prominent streets, or to promote the preservation and adaptive reuse of existing buildings that contribute to the historical or architectural character of an area. Doing such will not increase the burden of Metro Government to service the site. The proposed zoning is consistent with existing zoning on this portion of 3rd Avenue North. Since this property falls within the Phillips Jackson Redevelopment district and the Germantown Historic Preservation Overlay, there will be a design review process for any new construction to insure compatible development occurs.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- TIS (Traffic Impact Study) may be required with redevelopment

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
Industrial (110)	0.21	0.60 F	5,488 SF	39	6	6



Metro Planning Commission Meeting of 02/09/2017

Maximum Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.21	0.60 F	5,488 SF	273	12	35

Traffic changes between maximum: IR and MUN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+234	+6	+29

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUN district: 0 Elementary 0 Middle 0 High

The proposed MUN zoning district will not generate more students than what is typically generated under the existing IR zoning district. Students would attend A.Z. Kelley Elementary School, Marshall Middle School, and Cane Ridge High School. Each school has been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

Staff recommends approval. The proposed rezoning is consistent with the T4 Mixed-Use Neighborhood policy of the North Nashville Community Plan.