

Metropolitan Planning Commission



Staff Reports

April 13, 2017



Metro Planning Commission Meeting of 04/13/2017

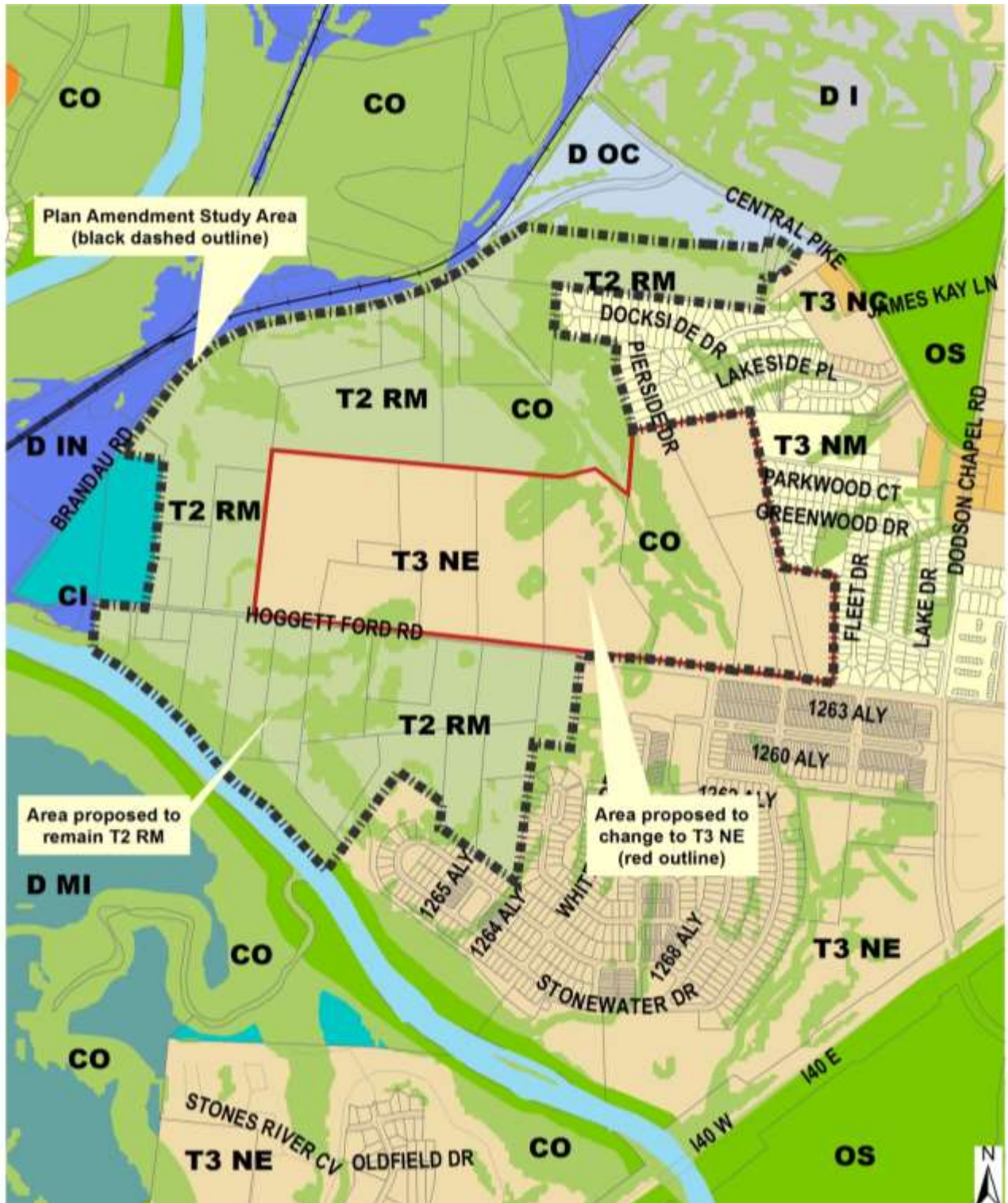
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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Metro Planning Commission Meeting of 04/13/2017



2016CP-014-001
DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN AMENDMENT
Various Maps, Various Parcels
14 (Kevin Rhoten)



Project No.	Major Plan Amendment 2016CP-014-001
Project Name	Donelson-Hermitage-Old Hickory Community Plan Amendment
Associated Case	2016SP-021-001
Council District	14 - Rhoten
School District	4 - Shepherd
Requested by	Gresham, Smith and Partners, applicant; D.M. Hessey, owner.
Deferrals	This item was deferred at the March 9, 2017 and March 23, 2017, Planning Commission meetings. The public hearing was held on March 9, 2017, and closed.
Staff Reviewer	McCaig
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend Donelson-Hermitage-Old Hickory Community Plan to change the policy.

Major Plan Amendment

A request to amend the Donelson-Hermitage-Old Hickory Community Plan by amending the Community Character policy from Conservation and T2 Rural Maintenance policy to Conservation and T3 Suburban Neighborhood Evolving policy for 3605 Hoggett Ford Road and Hoggett Ford Road (unnumbered) (approximately 120 acres).

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

Current Policies

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

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



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

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.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2016SP-021-001, which is a request to change the zoning from RS15 to SP-R for property along Hoggett Ford Road, also referred to as the Hessey Farm.

The property has historically been used as residential and a farm with some stands of trees. The applicant began consultation with staff on the property regarding a rezoning and plan amendment in 2015. The applicant applied for the plan amendment and associated rezoning in January 2016. However, both cases were deferred to continue working with the community and area Councilmember on design ideas and addressing concerns. The applicant’s initial consultations with staff predated the Commission’s adoption of amendments on April 28, 2016 to the Subdivision Regulations to include guidance for Rural neighborhood policy areas.

In the 2004 update to the Donelson-Hermitage-Old Hickory Community Plan, low density residential policy was applied to this area along Hoggett Ford Road. A portion of the area along Hoggett Ford Road and Brandau Road lacks access to sewer. In 2013, staff “translated” the older land use policies into the newer Community Character Manual policies. Land with low density residential uses that did not have sewer access at that time was placed in Rural Maintenance policy.

Also in 2004, after a lengthy debate, the zoning was changed to RM9 and MUN, along with an Urban Design Overlay, on the property in the adjacent area to the southeast, known as Browns Farm (approximately 220 acres), to allow for the suburban Villages of Riverwood. Many of the rural neighbors were not in support of that zone change as they stated it would have negative impacts on the adjacent rural area. Today, Villages of Riverwood contains over 700 lots for single-family homes and townhomes and area for multi-family units that have not been built at this time.

There are competing visions in this area. Donelson and Hermitage are predominantly suburban in character. On the one hand, there is a small pocket of properties that want to remain rural but are surrounded by suburban and industrial uses. The existing zoning for these properties is suburban, RS15, and has been in place since the 1998 update to the zoning code. Prior to 1998, the 1974 zoning code update shows R15 zoning. On the other hand, new suburban developments have been built in the adjacent Suburban policy area, directly abutting the Rural policy area. A few property owners within the Rural policy area have also expressed interest in developing their property with



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additional residential uses. One such owner is the applicant for the subject plan amendment and rezoning requests.

COMMUNITY PARTICIPATION

Combined community meeting and public hearing notices were mailed out in late August 2016 to property owners within 1,300 feet of the amendment area. In total, notices were mailed to approximately 900 surrounding property owners. Notice information was also placed on the department's webpage.

On September 13, 2016, Planning Department staff held a community meeting at the Hermitage Police Precinct to discuss the applicant's proposal. It was attended by approximately 45 people, including the area Councilmember, members of the development team, and Planning staff.

The attendees asked numerous questions about the details of the proposed development. Most of the questions were directed to the applicant regarding the details of the proposed project. In addition to questions regarding the application review process, the following questions and issues were discussed:

- Impact of the proposed approximately 375 houses on neighborhood streets. Traffic volume and congestion are already concerns in the neighborhood with Dodson Chapel Road, Central Pike, and Bell Road.
- Concern that Dodson Chapel Road cannot handle any more volume of vehicles due to existing congestion.
- Concern that the required street improvements to Hoggett Ford Road would connect Hoggett Ford to Brandau Road and create more traffic on both streets.
- Concern regarding further loss of rural property and the rural character of the area.
- Concern that the number of houses is too much to add to the neighborhood and that the total number of houses should be reduced.
- Concern about some of the housing types, especially townhomes, due to community issues with building design in the adjacent Villages of Riverwood development.
- Concern that such a large-scale development would harm area wildlife.
- Concern that improving Hoggett Ford Road would mean harm to family cemeteries that are located along what is currently a rural lane.
- Support for extending Hoggett Ford Road to connect with Brandau Road to provide more connectivity in a currently isolated area.
- Concern about increased burden on area infrastructure, such as water lines and water pressure.
- Request that the applicant provide off-site street lighting and traffic signals if the development proceeds.

Since the September 13, 2016, community meeting, the applicant has continued to work with Councilmember Rhoten and the community. The applicant held an additional community meeting on January 31, 2017, to discuss refinements to the project's design, including a decrease in the total number of homes, and to gather feedback from attendees.



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ANALYSIS

The proposed amendment area is a suitable location for the current T2 Rural Maintenance (T2 RM) policy since it currently lacks access to sewer. However, with infrastructure improvements and appropriate site design, the proposed amendment area becomes a suitable location for T3 Suburban Evolving (T3 NE) policy as the area is surrounded by suburban and industrial areas, and near major transportation corridors. The site is large enough to support a well-designed development while also preserving quality open space areas and sensitive natural features while taking advantage of its location near the Stones River greenway, J. Percy Priest Lake, and area services. The property is near Dodson Chapel Road, an Arterial-Boulevard (T3-R-AB3). The property is also adjacent to the T3 NE policy area for Villages of Riverwood, which is to the southeast.

The applicant has continued to work with staff on addressing design and infrastructure concerns, and their proposal now meets the design principles of the proposed T3 NE policy.

Staff studied the entire T2 RM policy area, approximately 331 acres. Staff's initial approach was that if a policy change is warranted, then the entire T2 RM area would be recommended for change. At the September 2016 community meeting, residents in the Rural policy area realized that their properties were zoned RS15 (suburban character) and not AR2a as they had thought. Some of the surrounding property owners have recently applied to change their zoning to AR2a to demonstrate their commitment to keeping the area rural. Their zone change request is currently under review. As such, staff's recommendation is to change the policy for the Hessey Farm, and four adjacent properties to the east, to T3 Suburban Neighborhood Evolving, while keeping T2 Rural Maintenance policy in the remainder of the study area.

STAFF RECOMMENDATION

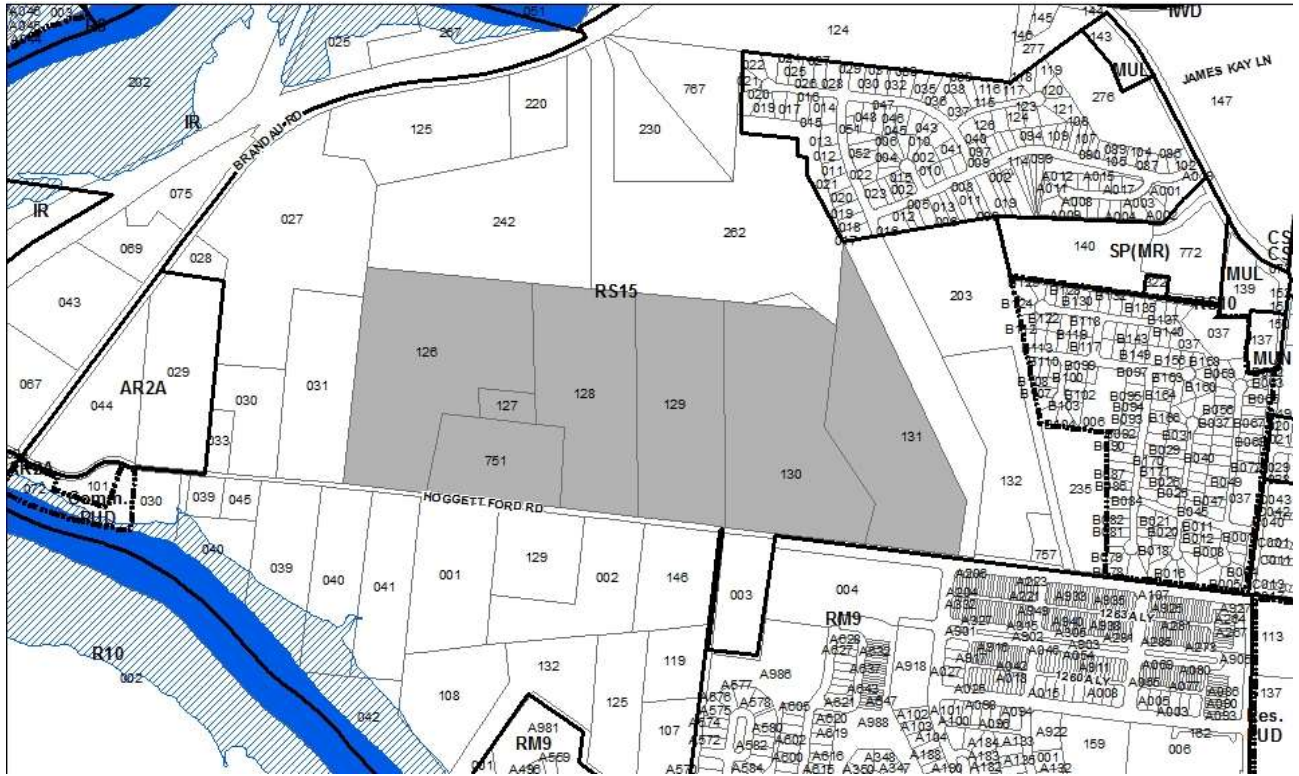
Staff recommends approval.



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2016SP-021-001
HESSEY-HOGGET FORD SP
Map 086, Parcel(s) 126-130, 751 and part of 131
14, Donelson-Hermitage-Old Hickory
14 (Kevin Rhoten)



Project No. Specific Plan 2016SP-021-001
Project Name Hessey-Hogget Ford SP
Associated Case No. 2016CP-014-001
Council District 14 - Rhoten
School District 4 - Shepherd
Requested by Gresham Smith and Partners, applicant; Daniel M. Hessey, owner.

Deferrals This item was deferred at the March 9, 2017 and March 23, 2017, Planning Commission meeting. The public hearing was held and closed.

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

APPLICANT REQUEST
Preliminary SP to permit a residential development.

Preliminary SP
 A request to rezone from Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) zoning for properties located at 3605 and 3739 Hoggett Ford Road and Hoggett Ford Road (unnumbered), approximately 1,700 feet east of Brandau Road (87.91 acres), to permit up to 289 dwelling units.

Existing Zoning
Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 255 units based on the acreage included in the request; however, this property is subject to the Rural Subdivision Regulations. Therefore, the total number of units would vary depending on a proposed subdivision, but would likely be fewer.*

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 three residential building types.

History
 This request was heard at the March 9, 2017, Planning Commission meeting and the public hearing was held and closed.



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Proposed Plan



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DONELSON –HERMITAGE-OLD HICKORY COMMUNITY PLAN

Existing Policy

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

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

Proposed Policy

T3 Suburban 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 proposed SP is not consistent with the existing policy. Therefore, a community plan amendment (2016CP-014-001) has been requested to amend the Donelson-Hermitage-Old Hickory Community Plan by amending the current Community Character policy of Rural Maintenance (T2 RM) to Suburban Neighborhood Evolving (T3 NE) policy.

The T3 NE policy is a residential policy that is intended to create and enhance suburban residential neighborhoods with more housing choices and improved pedestrian, bicycle and vehicular connectivity. The SP includes three housing choices, which will contribute to the diversity of housing in the area. The SP includes a multi-use trail along the south side of Hoggett Ford Road and an interior sidewalk network connecting the residential units to the proposed multi-use trail. The proposed plan will extend Hoggett Ford Road from the eastern Hoggett Ford Road to the western side of Hoggett Ford Road. This connection will provide a vital connection for the existing neighborhoods and the community as a whole.



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PLAN DETAILS

The site is located along Hoggett Ford Road, located east of Brandau Road and west of Dodson Chapel Road. The site is approximately 87.91 acres.

Site Plan

The plan proposes 289 residential units including front loaded single-family lots, alley loaded single-family lots, and villa lots. Each residential unit type includes specific standards for building type location, setbacks, height, architectural standards, character images of building types, etc.

Front loaded single-family lots

A total of 160 front loaded single-family lots are proposed within the development. The lots will be located in three areas of the proposed development: northeastern, middle and eastern end of the site. The maximum height of the single-family units is 3 stories.

Alley loaded single-family lots

A total of 61 alley loaded single-family lots are proposed within the development. Alley loaded lots are located along the eastern side of the site along the Hogget Ford Road extension, providing a transition from the existing residential units to the east. Alley loaded lots are also located along in the middle of the site along the new Hoggett-Ford Road.

Villa lots

A total of 34 villa lots are proposed within the development. Each villa lot contains two attached units for a total of 68 units. The proposed lots are located in the rear of the site and provide an additional housing type in the area.

Below are some of the architectural standards for all unit types:

- Building facades to be comprised of brick, stone, cultured stone, and/or cementitious siding. EFIS, vinyl siding, and untreated wood are not permitted (vinyl accents, vinyl trim, and vinyl soffit are permitted)
- Garages shall not protrude beyond the front facade of the residential structure except for Villa Elevation B
- All homes (single-family detached and villa) shall primarily be brick on all four sides
- Front loaded garages shall be upgraded carriage-style garage doors
- Corner units shall address both streets

Vehicle and Pedestrian Connections and Access

Hogget Ford Road is classified as a local street. A variable width of narrow Hoggett Ford Road right-of-way follows the southern portion of the proposed plan. A rural, one lane road is within most of the right-of-way. There is a gap, however, separating the east and west segments of Hoggett Ford Road. A heavily wooded valley and a spring-fed stream are located within the gap along Hogget Ford Road.

The SP proposes a new road to connect the east and west segments of Hoggett Ford Road. The existing western segment of Hoggett Ford Road connects to Brandau Road. The existing eastern segment of Hogget Ford Road connects to Dodson Chapel Road. The new road will be built around



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the valley and spring-fed stream. By aligning the road around the valley and stream, the SP will avoid impacting the sensitive environmental features in this area.

The proposed plan provides public streets throughout the site. A stub street connection is provided to the north and two stub connections are provided to the west. One connection to the west includes the extension of Hoggett Ford Road. A multi-use pedestrian/bike trail will be installed along the southern side of Hoggett Ford Road. Another multi-use trail will extend north from Hoggett Ford Road through the middle of the site. Sidewalks are being provided throughout the site. The proposed plan will provide for additional connectivity and pedestrian options.

The site has an extensive existing tree canopy. The proposed plan preserves trees throughout the site, especially along the northeastern side of the site, providing buffers along the property lines. Open space is provided throughout the site with a large open space / amenity area in the middle of the site. The amenity area includes a resident clubhouse, fitness center, and swimming pool.

Analysis

The proposed policy supports a range of housing choices. The surrounding neighborhood consists of one, two and multi-family residential units. The proposed SP will incorporate both single-family lots and villa (duplex) lots. Single-family unit types include front loaded and alley loaded units. Alley loaded lots have been arranged along the eastern portion of Hoggett Ford Road providing a transition into the proposed SP to front loaded single-family units. The proposed villa units are located in the rear of the SP.

The plan will provide an important connection of Hoggett Ford Road from east to west, connecting the existing gap in Hoggett Ford Road. The plan incorporates future connections to adjacent properties to the north and west. The proposal meets the local street standards of a five foot sidewalk and four foot planting strip.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve



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TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Developer shall design signal plans for Metro traffic engineer approval and install signals at Dodson Chapel Rd and Hoggett Ford Rd intersection and at Dodson Chapel Rd and Bell Rd intersection when signal warrants are satisfied and signal plans are approved. Adequate left turn lane storage at intersections shall be provided. Appropriate pedestrian infrastructure shall be included in signal design.
- Traffic signage and pavement marking plans shall be submitted with Final SP documents. Provide parking per metro code.

Maximum Uses in Existing Zoning District: **RS15**

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)	87.91	2.9 D	254 U	2452	188	249

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)	87.91	-	289 U	2761	213	279

Traffic changes between maximum: **RS15 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 35 U	+309	+25	+30

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 24 Elementary 20 Middle 18 High
Projected student generation proposed SP-R district: 31 Elementary 26 Middle 24 High

The proposed SP-R zoning district could generate 19 more students than what is typically generated under the existing RS15 zoning district. Students would attend Tulip Grove Elementary School, Dupont-Tyler Middle School, and McGavock High School. All students have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

WORKFORCE AND AFFORDABLE 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? N/A



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STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 289 dwelling units, including no more than 34 villa lots (68 units).
2. Villa type lots shall be limited to 25% of type "B" units.
3. Raised foundations of a minimum of 18" and a maximum of 36" are required for all residential buildings, except villa units.
4. The extension of Hogget Ford Road shall provide a complete connection to both existing sides of Hoggett Ford Road.
5. Existing residential driveways south along Hoggett Ford Road shall be connected to the proposed Hoggett Ford Road.
6. All sidewalks and trails shall be within right-of-way or a public pedestrian easement.
7. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of R6 zoning district.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. 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.
11. 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.
12. 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.
13. 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.



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Policy Map Sketch



2017CP-012-001
SOUTHEAST COMMUNITY PLAN AMENDMENT
Map 187, part of Parcel 001
12, Southeast
31 (Fabian Bedne)



Project No. Major Plan Amendment 2017CP-012-001
Project Name Southeast Community Plan Amendment
Associated Case 2017SP-023-001
Council District 31 - Bedne
School District 2 - Brannon
Requested by Smith Gee Studio, applicant; Stacy J. Carter, owner.

Deferrals This item was deferred from the March 9, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Sewell
Staff Recommendation Approve

APPLICANT REQUEST

Amend the Southeast Community Plan to change the policy.

Major Plan Amendment

A request to amend the Southeast Community Plan by amending the Community Character Policy from T3 Suburban Neighborhood Evolving to T3 Neighborhood Center on property located at Burkitt Road (unnumbered), north of the terminus of Westcott Lane, zoned Agricultural/Residential (AR2A) (5.10 acres).

SOUTHEAST NASHVILLE COMMUNITY PLAN

Current Policy

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.

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

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

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2017SP-023-001, a request to change from Agricultural/Residential (AR2a) zoning to Specific Plan – Mixed Use (SP-MU) zoning to permit a mixed use-development. The plan amendment request only pertains to a small portion of the total area within the proposed SP. The existing AR2a zoning district is intended to implement the natural conservation of rural land use policies of the general plan. The proposed SP-MU zoning district provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan.

The SP proposes a mix of residential, mixed use, live work and commercial uses on 143.92 acres, with non-residential uses concentrated on approximately five acres adjacent to Burkitt Road and within the proposed plan amendment area. Existing T3 NE policy does not support mixed use, commercial or live work uses. As a result, the applicant has proposed a policy change to T3 NC for the proposed non-residential portion of the SP. The proposed center is located approximately one mile east of an existing T3 Suburban Community Center (T3 CC) policy area, located at the intersection of Nolensville Pike and Burkitt Road.

Burkitt Road is currently a two-lane arterial linking Nolensville Road to Interstate 24 via Old Hickory Boulevard. The Major and Collector Street Plan (MCSP) classifies Burkitt Road as a five-lane T3 Suburban-Residential Arterial Boulevard (T3-M-AB5). The proposed SP is located approximately one mile east of the intersection with Nolensville Pike, which the MCSP also classifies as an arterial-boulevard. The plan amendment area does not currently have access to existing public transportation.

COMMUNITY PARTICIPATION

Prior to submitting an application, the development team held three community meetings that were open to the public and coordinated from the Metro Council office following standard noticing procedures. Staff did not attend the meetings. The meetings took place at the Cane Ridge Community Center on August 30, October 24 and November 28, 2016, with attendance of approximately 60, 50 and 50, respectively, including the district council member. Incorporating a neighborhood-scale mixed use node along Burkitt Road was among the items discussed. A staff-led community meeting is required for major plan amendments. However, the district council member expressed to staff that another meeting was not necessary since the issue had been discussed at the development team-led meetings. As a result, staff did not hold a staff-led meeting and recommends that the Planning Commission waive community meeting requirements with approval of this major plan amendment.



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ANALYSIS

T3 NC policy is intended for areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, that is situated to serve a suburban neighborhood, and where the center's intensification is supported by surrounding or planned residential development, adequate infrastructure and adequate access such as arterial-boulevard and collector-avenue streets. T3 NC areas serve suburban neighborhoods within a five minute drive. The applicant has proposed an SP that includes a small area for commercial and mixed use that the existing T3 NE policy does not support. As a result, the applicant has requested a change to T3 NC policy.

The proposed center is intended to provide a walkable option for residents of the proposed development as well as residents of the existing developments south of Burkitt Road. The neighborhood center proposed in this SP may also provide an option for residents living further east along Burkitt Road to access services without having to travel all the way to Nolensville Pike.

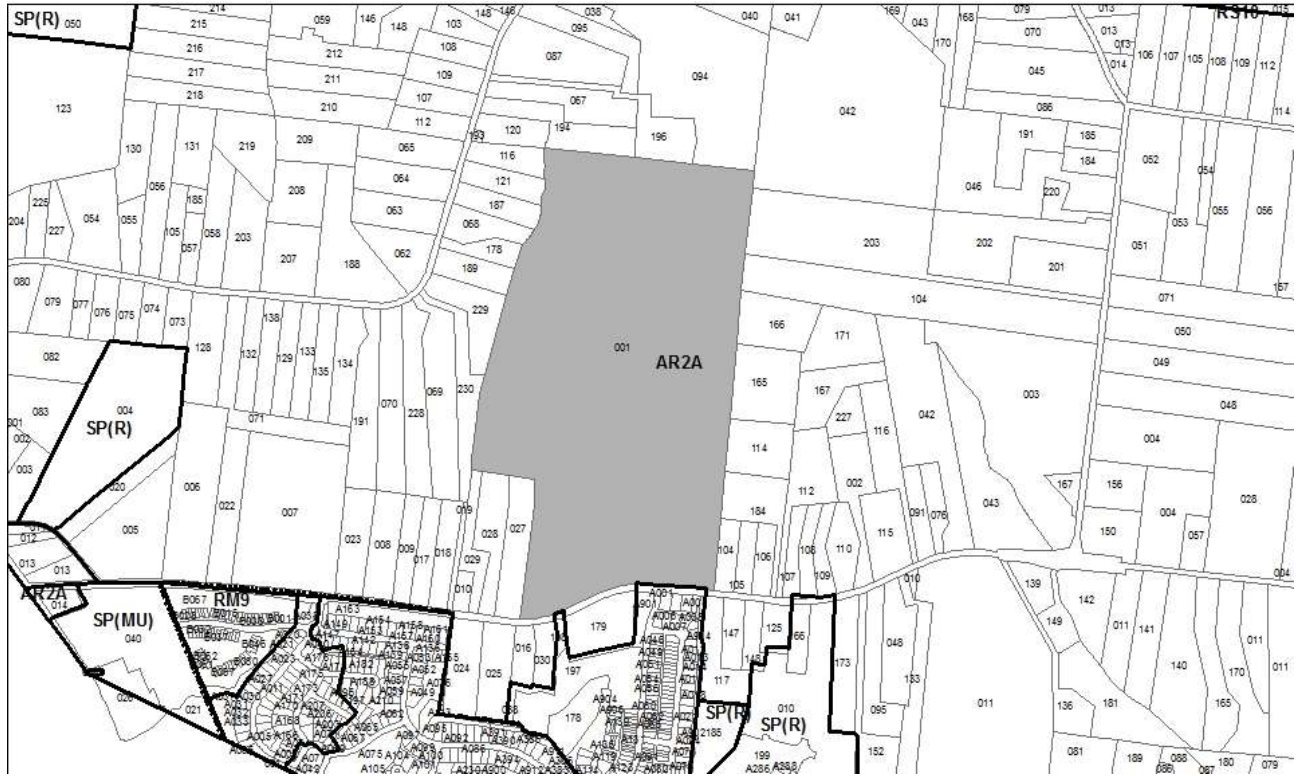
The amendment area is an appropriate location for T3 NC policy, given its association with the proposed 143.92-acre mixed-use development and its location along Burkitt Road, which is an arterial-boulevard, and located approximately one mile east of the intersection with Nolensville Pike, which is also an arterial-boulevard. The proposed SP includes mix of residential (assisted living, multi-family and single-family), mixed use, live work and commercial uses. The proposed SP includes an overall limitation on commercial of 17,000 square feet, which would occur within the proposed T3 NC policy area. This center would serve the SP's proposed 800 residential units, as well as developments on the south side of Burkitt Road.

STAFF RECOMMENDATION

Staff recommends approval.



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2017SP-023-001
BURKITT RIDGE SP
Map 187, Parcel(s) 001
12, Southeast
31 (Fabian Bedne)



Project No.	Specific Plan 2017SP-023-001
Project Name	Burkitt Ridge SP
Associated Case	2017CP-012-001
Council District	31 - Bedne
School District	2 - Brannon
Requested by	Smith Gee Studio, applicant; Stacy Carter, owner.

Deferrals This item was deferred from the March 9, 2017, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST
Permit a mixed use development.

Preliminary SP
 A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Mixed Use (SP-MU) zoning on property located at Burkitt Road (unnumbered), north of the terminus of Westcott Lane (143.92 acres), to permit a mixed-use development.

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 71 lots with 17 duplex lots for a total of 88 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

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 and commercial uses.

- CRITICAL PLANNING GOALS**
- Provides a Range of Housing Choices
 - Creates Walkable Neighborhoods

The project incorporates a variety of residential dwelling types, including detached single-family dwellings, carriage houses, townhomes, and multi-family units along with opportunities for assisted living. The diversity of housing types provides for a range of choices in an area with a predominantly single-family land use pattern. The range of housing may also permit residents of the



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Proposed Site Plan



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development to age in place. The proposal helps create walkable neighborhoods through the incorporation of sidewalks and by establishing a neighborhood center with commercial and civic uses to allow residents of the development to access businesses and services without using their cars.

SOUTHEAST NASHVILLE COMMUNITY PLAN

Existing Policy

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.

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

Proposed Policy (portion of property)

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

Consistent with Policy?

The proposed SP is consistent with the existing T3 NE policy and the proposed T3 Suburban Neighborhood Center, which is intended to create and enhance suburban neighborhoods with more housing choices and improved connectivity. The proposal includes a variety of housing types and incorporates sidewalks and design standards intended to enhance the pedestrian realm and increase connectivity. There are sensitive environmental features present on the site, including areas of steep slopes and streams, as indicated by the presence of Conservation policy along the western property boundary and in the northeast corner of the property. The proposed SP is designed to incorporate large areas of open space around those sensitive environmental features to ensure they remain undisturbed. The SP also incorporates open space and buffers to provide appropriate screening and transitions to surrounding residential neighborhoods. Overall, the building forms and intensity are arranged on the site in a manner that provides a transition from taller buildings and dense units



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adjacent to Burkitt Road, and transitions to less intense single-family uses and larger lots farther away from the corridor and along the policy boundary. The design of the SP serves to integrate this development into the existing and growing suburban residential fabric of the area.

The overall density of the project is 5.55 dwelling units per acre, or roughly equivalent in intensity to R8 zoning. There are numerous existing residential developments located on the south side of Burkitt Road, opposite the project site. Those developments include townhomes developed under RM9 zoning, single-family lots developed under R8 and RS10 zoning, and other residential Specific Plans ranging in density from approximately 3.5 to 4.5 units per acre, or roughly equivalent to RS10 zoning. The proposed SP is similar in overall intensity to the surrounding developments and what could be achieved under R8 zoning. However, the design of the proposed SP better minimizes impacts to sensitive environmental features, preserves larger areas of open space, and creates a better transition to surrounding neighborhoods than would be possible to achieve with a similarly dense development approved under base zoning.

Burkitt Road is currently identified on the Major and Collector Street Plan (MCSP) as an arterial boulevard. The MCSP calls for the road to be widened to five lanes in the future. As the area develops, Burkitt Road will serve as a major corridor in the southeast portion of the county, making this site along Burkitt an appropriate location for additional residential intensity.

The project site is located approximately one mile east of a Community Center, located at the intersection of Nolensville Pike and Burkitt Road. The associated plan amendment proposes the application of T3 NC policy to a 5.10-acre portion of the site near the entrance of the development to accommodate commercial and civic uses. The proposed center is intended to provide a walkable option for residents of the proposed development as well as residents of the existing developments south of Burkitt Road. The neighborhood center proposed in this SP may also provide an option for residents living farther east along Burkitt Road to access services without having to travel all the way to Nolensville Pike. The neighborhood center portion of the proposed SP is consistent with policy if the associated plan amendment is approved.

PLAN DETAILS

The site encompasses approximately 143 acres north of Burkitt Road, approximately 0.78 miles east of the intersection of Burkitt Road and Nolensville Pike. The property is currently vacant.

Site Plan

The plan proposes a total of 17,000 square feet of commercial uses, institutional or civic uses, and a maximum of 800 residential units. The plan proposes flexibility in the layout and location of buildings by proposing five Neighborhood Districts and a set of Building Typologies which contain architectural and design standards that would regulate the form, setbacks, and other aspects of the buildings and parking. The Neighborhood Districts are mapped on the following page. Although the SP permits all uses allowed by the Mixed Use Limited – Alternative (MUL-A) zoning district, each Neighborhood District includes a specific range of proposed uses, as outlined in the table below.



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Neighborhood District	Uses	Building Forms
District 1	<ul style="list-style-type: none">• Mixed civic, office and neighborhood retail• Denser multifamily residential, often in mixed use buildings• Assisted living	<ul style="list-style-type: none">• Mixed use• Civic/institutional• Multifamily
District 2	<ul style="list-style-type: none">• Civic/institutional• Denser multifamily residential• Assisted living	<ul style="list-style-type: none">• Civic/institutional• Multifamily• Townhomes
District 3	<ul style="list-style-type: none">• Moderate density multifamily residential• Single-family residential	<ul style="list-style-type: none">• Townhomes• Carriage houses• Detached single-family
District 4	<ul style="list-style-type: none">• Multifamily residential• Assisted living	<ul style="list-style-type: none">• Multifamily
District 5	<ul style="list-style-type: none">• Low density residential	<ul style="list-style-type: none">• Detached single-family• Carriage houses

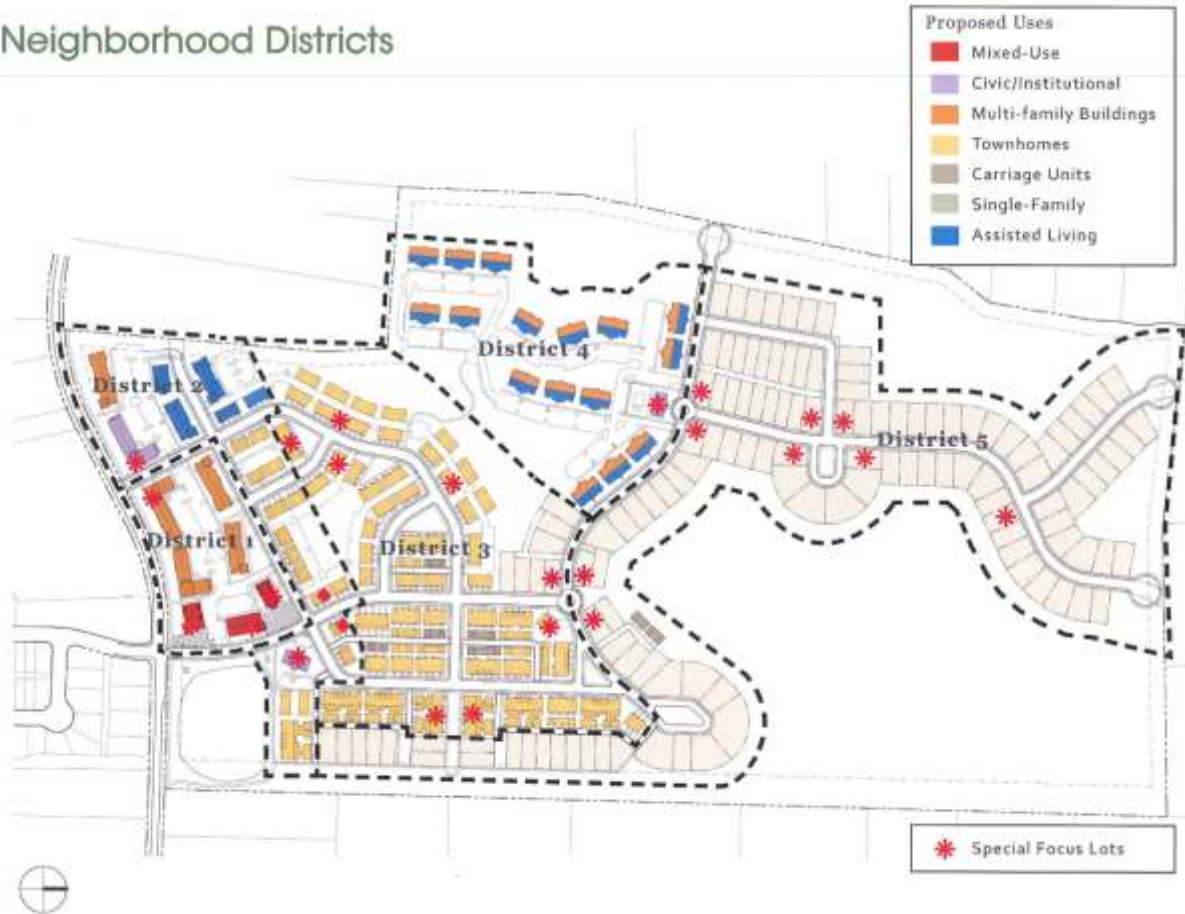
The SP includes a proposed location for a fire station, to be finalized in coordination with Metro Fire and Metro General Services, which is an amenity needed in the area and desired by neighborhood residents.

Primary vehicular access is provided from two points on Burkitt Road, on either side of the neighborhood center. Future connections, generally consistent with planned collectors depicted on the Major and Collector Street Plan (MCSP), are provided in two locations to the west and in two locations to the north. Although the MCSP currently identifies a future connection to the east, the land use policy and character transition to rural at the eastern property line, making a future connection to the east inappropriate.

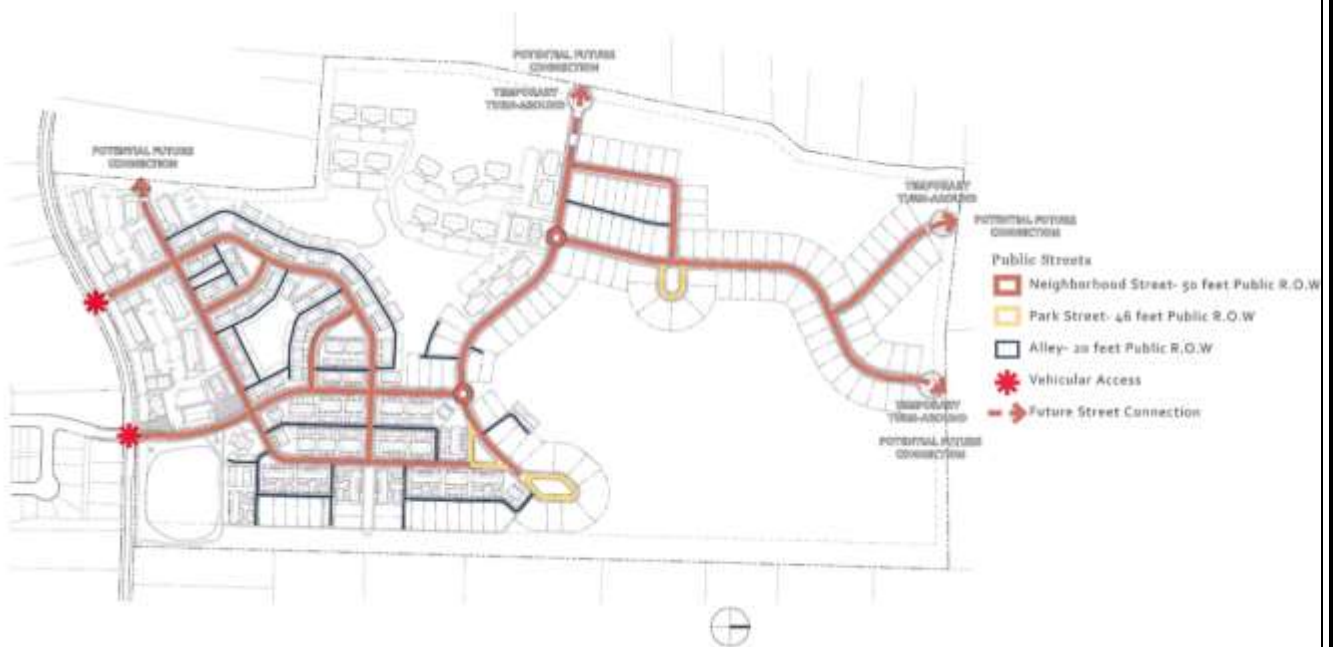


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Neighborhood Districts



Street Network





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A general layout of streets and alleys is proposed, although the SP indicates that the interior circulation shall be flexible to respond to physical site conditions, dispersion of building types, community desires and changing markets. Typical street sections are included which incorporate sidewalks and planting strips consistent with local road standards. A six-foot wide sidewalk and eight-foot wide planting strip, consistent with the MCSP, shall be provided along Burkitt Road for the full length of the property, per staff's recommended conditions. The Site Design and Street Network plans conceptually depict sidewalks and planting strips, but the scale of the drawings makes it difficult to determine if the sidewalk and planting strip are consistent with MCSP standards.

Bulk standards are established for each building typology, including setbacks, build-to zones, height, and glazing requirements. Height is limited to 3.5 stories in 50 feet for mixed use, civic/institutional, and multifamily buildings and townhomes. Detached single-family and carriage units are limited to 3.5 stories in 45 feet, and detached garages are limited to two stories in 25 feet. The bulk standards specify that parking for each building typology shall be provided per Metro Zoning Code, with the exception of multifamily and townhome buildings, where the plan calls for a maximum of 2 spaces per unit, regardless of the number of bedrooms. The SP specifies that off-street parking should be provided behind or between buildings, with the exception of single-loaded access drives. Front entry garages are permitted for a maximum of 127 single-family detached units. The plan specifies that front entry garages on corner lots shall be access from a secondary street, and requires that front-loaded garages be recessed.

The overall SP regulations include architectural standards requiring avoidance of blank facades through incorporation of articulations or changes in material. Standards are also provided for prohibited materials and porch depth. A requirement for raised foundations is proposed for single-family residential dwellings.

ANALYSIS

The SP is generally consistent with the existing T3 NE policy, which calls for increased diversity of housing and improved vehicular and pedestrian connectivity. The SP provides for a general transition from more intense civic, commercial, and residential uses near the Burkitt Road corridor, to less intense residential uses in the interior of the site.

The proposed SP is organized into five Neighborhood Districts, each of which is intended for a different range of uses and intensities. In order to facilitate evaluation of the SP for consistency with the policy, the SP includes maximums for number of residential units and commercial square footage in each district, which allows staff to equate each district to a similar base zoning district in the Metro Zoning Ordinance. The intensities proposed range from an intensity roughly equivalent to RM20 zoning adjacent to Burkitt Road to an intensity equivalent to RS10 zoning toward the rear of the site. The T3 NE policy applicable to the site outside of the proposed neighborhood center supports a range of building types and intensities, and identifies a range of zoning districts that may be appropriate based on context, ranging from RS7.5 to RM20-A. The residential intensity on the site is consistent with the upper range of what might be appropriate in T3 NE policy.

The vehicular connections proposed in the SP establish connectivity to T3 NE policy areas to the north and west, setting up a network to better serve those areas as they redevelop. The street



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sections proposed in the SP all include sidewalks and planting strips to enhance the pedestrian realm throughout the development and provide pedestrian connectivity to the neighborhood center.

Live/Work

The SP also includes an allowance for up to 30 live/work units, defined as an accessory use to a townhome residence. As proposed, the live/work units include retail or office spaces that serve customers or patrons on site. The live/work units are permitted within Neighborhood District 1, which is coincident with the boundaries of the proposed policy amendment to establish an area of Neighborhood Center policy. The live/work units, as proposed, would integrate up to 16,500 square feet of potential commercial uses into the center, beyond the 17,000 square feet of commercial permitted in District 1. Limiting the proposed live/work units to District 1 is consistent with the proposed T3 NC policy.

Independent/Assisted Living

The SP also proposes independent or assisted living uses in Districts 2 and 4. The applicant has indicated that the intention is to integrate these uses, particularly the independent living, into typical residential buildings, rather than consolidate these uses into a single structure. The Metro Zoning Ordinance does not include a definition of independent living; therefore, such units would be reviewed as single-family or multifamily residential. The Metro Zoning Ordinance does include a definition of assisted care living, which states that where a common kitchen and communal area for all residents is provided, three rooming units in the facility shall be counted as one dwelling unit for purposes of determining the facility's density. The SP permits a maximum of 184 units of independent or assisted living. If all of those units were assisted living, as defined in the Metro Zoning Ordinance, up to 552 rooms could be provided. At the time of Final SP for any phase containing independent or assisted living, the applicant shall specify a maximum number of each type, to allow for confirmation that the proposed assisted living units meet the definition in the ordinance and to permit accurate review of parking and other requirements.

Flexibility

Although the proposed SP is generally consistent with existing and proposed policy, the SP proposes a high level of flexibility. The SP limits commercial uses to a maximum of 17,000 square feet, not including live/work spaces, and residential to a maximum of 800 units. The SP proposes maximum number of units within each neighborhood district, in order to ensure that no portion of the property is overdeveloped. The proposed unit maximums are based on a conceptual evaluation of the development that can be accommodated in any particular district subject to the proposed building form standards. The SP includes a proposed phasing plan, which breaks the development into 12 potential phases. Some of the proposed phases incorporate development in multiple neighborhood districts. The phasing plan is described as preliminary and subject to revisions based on market conditions.

The conceptual nature of the SP affords the developer flexibility to respond to market conditions, but it presents challenges in review of the appropriateness of the access and circulation, building layout and orientation, and ability of each area to accommodate parking, landscaping and other requirements for the various uses. Detailed design comments and conditions regarding the layout and orientation of buildings, access and circulation, and other issues, which are typically provided with review of the Preliminary SP, should be expected at the Final SP for each phase of the project. In order to address the challenges posed by the conceptual nature of the plan and ensure clarity



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during review of the Final SP for each phase, staff recommends several conditions addressing the site plan, phasing, street sections, lot orientation, and independent/assisted living. Those conditions are outlined in staff's recommendation below.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. If needed for abandonment/relocation of existing public sewer through the site, 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

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

- Developer shall install a traffic signal at the intersection of Burkitt Road and Westcott Lane/Site Access #1 when warranted. Signal warrant analysis shall be submitted with use and occupancy permits for the first 100 units and at a minimum with development approval of every 200 units or with commercial development. Developer shall design and submit signal plan with appropriate pedestrian infrastructure to MPW traffic engineer and install signal when approved.
- Developer shall provide adequate sight distance at access roads to Burkitt Rd and roads internal to development. The existing trees and vegetation west of Site Access #2 should be cleared such that a minimum 500 feet of intersection sight distance is available when looking from the proposed access. Sight distance exhibits may be required.
- Site Access #1 and access #2 should be designed to include one exiting left turn lane, one exiting shared through/right turn lane with adequate storage and one entering lane. Access roads width shall allow adequate truck/bus turning movements.
- Developer shall construct an EB left turn lane and WB right turn lane with adequate storage on Burkitt Road at Westcott Lane/Site Access #1 and construct a westbound left turn lane on Burkitt Rd at Westcott Lane if not constructed by others prior to Signal installation.
- Developer shall construct an EB left turn lane and WB right turn lane on Burkitt Road at Site Access #2.
- The left turn lanes should be designed to include a minimum of 150 ft feet of storage and 150 feet of taper. The total storage and taper should be designed according to AASHTO guidelines or as approved by Metro Nashville Public Works.



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- To prevent back-to-back left turn tapers, a continuous, center two-way left turn lane may be required along Burkitt Road in between the two site accesses. The left turn lanes on Burkitt Road at the proposed site accesses should be constructed prior to the signal installation at access #1.
- Developer shall construct a right turn deceleration lane for the westbound approach of Burkitt Road to Westcott Lane/Site Access #1 and at access #2. The deceleration lane shall be designed to provide adequate storage and a minimum of 150 feet of storage and 150 feet of taper. The total storage and taper should be designed according to AASHTO guidelines or as approved by Metro Nashville Public Works.
- The right turn lane on Burkitt Road at Site Access #1 should be constructed prior to the installation of the traffic signal.
- The development should meet the requirements of the Major and Collector Street Plan through the dedication of right of way and construction of sidewalks along the property frontage.
- Additional analysis may be required to determine appropriate storage for turn lanes at access #1 and #2.
- The first drive or road off #1 and #2 access roads shall be located an appropriate distance from Burkitt Rd and Access Road intersection in order to allow adequate storage for exiting traffic at Burkitt Rd and for entering cars turning left or right into drive aisles or roads.
- Prior to any future transit service in the study area, an analysis by developer should be conducted to determine any necessary roadway improvements or transit shelters to accommodate transit facilities.
- Developer shall provide parking per parking standards of the Zoning Code (17.20). Parking shall be provided within parking lot areas and private garages internal to the development.
- Guest parking spaces shall be provided in the form of on-street parking with appropriate road width construction.
- Bicycle parking shall be provided per Metro requirements.
- Vehicles associated with the home occupation of the Live/Work units shall be limited to one vehicle with a maximum axle load capacity of one and one-half tons. Two guest parking spaces shall be provided on site and/or on-street if clients or patrons are allowed on premises.
- Developer shall signalize the Burkitt Road and Old Hickory Blvd intersection when warranted and construct any necessary laneage. Signal warrant analysis shall be submitted prior to 25% of total development buildout and subsequently with development approval of every 200 residential units or with commercial buildout.
- Developer shall design signal plan at Burkitt Rd and Old Hickory Blvd and submit to MPW traffic engineer for approval and shall install signal when approved.
- Developer shall construct previously conditioned/ recommended road improvements at Nolensville Rd and Burkitt Rd for other nearby developments, if not constructed by others prior to 25% of total development buildout of Burkitt Ridge SP.
- Developer shall extend the SB left turn lane on Nolensville Rd by modifying pavement markings prior to approval of the first 75 residential units.



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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)	143.92	0.5 D	71 U	759	60	79

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)	138.82		800 U	7044	570	697

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	5.1		17,000 SF	765	21	63

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+7,050	+531	+681

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 45 Elementary 37 Middle 32 High
Projected student generation proposed SP-MU district: 100 Elementary 61 Middle 60 High

The proposed SP zoning is expected to generate 107 more students than the existing AR2a zoning, assuming that the SP incorporates 130 single-family units based on the number of lots currently depicted on the Site Layout sheet. A change in the ratio of single and multifamily residential units, which the SP permits, could potentially impact the number of students generated. Students would attend Maxwell Elementary School, Marshall Middle School and Cane Ridge High School. None of the schools have been identified as over-capacity. This information is based upon data from the school board last updated November 2016.

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 as described in the conditions of approval.

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? Up to 60% of the development could be constructed as workforce housing.
3. How will you enforce the affordability requirements? Developer focuses on providing workforce housing within the community.
4. Have any structures been demolished in the last 12 months? No.



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STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted uses shall be limited to all uses allowed by MUL-A zoning, including a maximum of 17,000 square feet of commercial uses, a maximum of 800 residential units, and institutional or civic uses, as specified in the plan. Live/work use as defined in the plan shall also be permitted, subject to the limitations established in the SP. Home occupation is permitted as an accessory use, as established in the SP.
2. The phasing plan, if altered from that presented in the Preliminary SP, shall progress generally from the south end of the property, along Burkitt Road, to the north.
3. Both of the access points and road extensions to Burkitt Road depicted on the plan shall be constructed prior to approval of Use and Occupancy permits for any multifamily units beyond a maximum of 100 units, or prior to permits for any single-family units beyond a maximum of 30 units, whichever comes first. Both road extensions shall extend to the units noted in this condition.
4. A six-foot wide sidewalk and eight-foot wide planting strip, consistent with the requirements of the Major and Collector Street Plan shall be provided along Burkitt Road for the full property frontage. The required sidewalk shall be depicted on the final site plan.
5. All future street connections depicted on the Street Network sheet shall be built to the property line. If a temporary turnaround is required by Public Works or Fire Marshal standards, the turnaround shall be constructed so that its edge is coincident with the property line.
6. All proposed lots shall be required to comply with the standards of the Metro Subdivision Regulations at the time of Final Plat.
7. Portions of the property that fall within Conservation Policy shall be undisturbed and existing vegetation shall be maintained.
8. At Final SP for each phase or district containing independent/assisted living, the applicant shall be required to provide an exact breakdown of the number of independent living units and number of assisted living units so that parking and other requirements can be accurately reviewed. Assisted living units shall be calculated as defined in the Metro Zoning Ordinance.
9. 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 Cane Ridge High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat 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 plat 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.

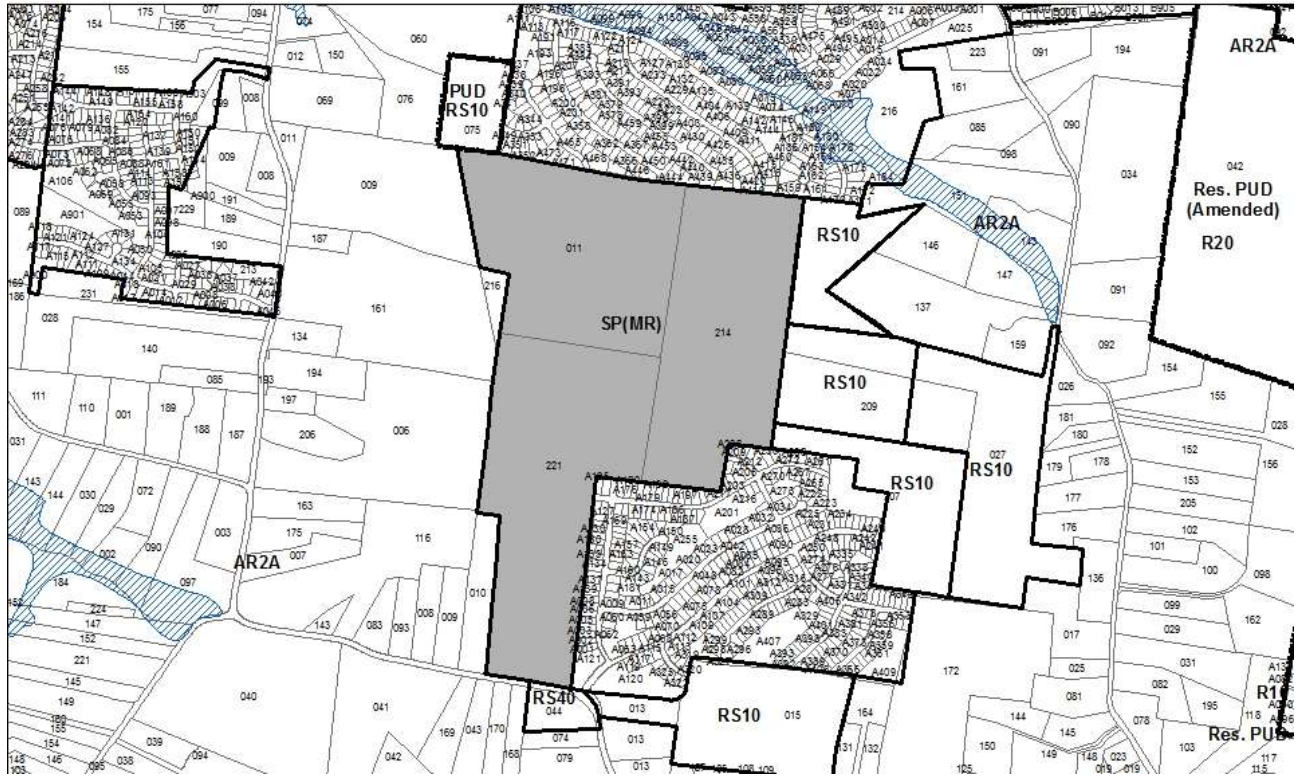


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10. Elevations for all building types consistent with the bulk and architectural standards in the Preliminary SP shall be provided with the submittal of the Final Site plan for each phase.
11. Comply with all conditions of Public Works in regards to the TIS.
12. 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 following zoning districts as of the date of the applicable request or application:
 - District 1: MUL-A
 - District 2: RM-20-A
 - District 3: RM9-A
 - District 4: RM15-A
 - District 5: RS10Uses are limited as described in the Council ordinance.
13. 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.
14. 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.
15. 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.
16. 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.



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2006SP-181-001
EVERGREEN HILLS SP(AMENDMENT)
Map 182, Parcel(s) 011, 214, 221
12, Southeast
31 (Fabian Bedne)



Project No. Specific Plan 2006SP-181-001
Project Name Evergreen Hills SP (Amendment)
Council District 31 - Bedne
School District 6 - Hunter
Requested by Anderson Delk Epps and Associates, applicant; Evergreen Hills, G.P., owner.

Deferrals This item was previously deferred from the February 23, 2017, March 9, 2017, and March 23, 2017, Planning Commission meeting. A public hearing was not held.

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

APPLICANT REQUEST

Amend SP to permit up to 634 residential units.

Preliminary SP

A request to amend the Evergreen Hills SP on properties located at 13880 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 2,250 feet east of Pettus Road, zoned Specific Plan-Mixed Residential (SP-MR) (188.7 acres), to allow up to 634 residential 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 900 residential 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. *The proposed SP allows for 634 residential units.*

SOUTHEAST NASHVILLE COMMUNITY PLAN

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



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Proposed Site Plan



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T3 Suburban Neighborhood Evolving (T3 NE) policy 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 existing SP Plan was approved in November of 2006. It included a number of positive features that supported the policy, including a mixture of housing types and 49 acres of open space. The proposed SP is limited to single-family homes and includes a similar open space plan that includes a total of 52.7 acres of open space. While staff strongly supports a diversity of housing types in neighborhoods, depending on the context and policy, both single-family and more moderate density patterns can be appropriate for the T3 Suburban Neighborhood Evolving policy.

The proposed plan improves upon the previous, approved version in several ways. In regards to open space, with the condition included by staff, the plan improves pedestrian access to the pocket parks. Further, the previously approved SP Plan included lots located on steep slopes and sensitive areas. The proposed plan reorients most lots outside of slopes over 20%, and includes a condition to submit critical lot plans before building permit approval for those few lots that may impact steep slopes. Staff will evaluate the critical lot plan and may request further revisions at that time. The proposed plan will better protect sensitive environmental areas within the site and meet the goals of the Conservation policy. On balance, given the revisions to the open space plan and protections to sensitive environmental features, the amended SP will improve the plan, even if limited to single-family homes.

PLAN DETAILS

The approximately 188.7 acre site is north of Old Hickory Boulevard. The property is vacant, and densely forested. Adjacent subdivisions include Cane Ridge Farms to the north and Old Hickory Hill to the southeast.

Site Plan

The plan calls for a maximum of 634 residential units with a minimum lot size of 5,000 square feet. The SP includes 17 phases of development. The site plan provides four different lot sizes, *approximately*:

- 48% of the 634 lots will contain 50 feet of frontage
- 27% of the 634 lots will contain 55 foot of frontage
- 19% of the 634 lots will contain 60 foot of frontage
- 4% of the 634 lots will contain 65 foot of frontage



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Lots range in depth from 100 feet to 115 feet. The average lot size is 6,648 square feet. The plan provides architectural standards pertaining to window orientation, primary entrances, glazing, and building materials. The housing product identified in the materials submitted with this indicates all but one of the lot layouts will contain front loaded garages. A single lot layout provides a side loaded garage. The SP limits the height for single-family homes to three stories in 35 feet.

All streets will be public and future potential connections are provided to the east and west. In areas with adjacent existing streets, connections are shown on the plan. The street connections shown on the SP are generally consistent with the street connections shown on the previously approved SP plan. Sidewalks will be constructed along all streets consistent with the local standard, four foot grass strip and five foot sidewalk. The Major and Collector Street Plan indicates three future collector streets through the property, two of which are incorporated into the plan. This property is bisected by a 200 foot TVA easement which currently contains high voltage transmission lines and is shown on the site plan as a future corridor for the Southeast Collector street.

The site plan indicates 52.7 acres will remain as open space. The open space will include areas such as creeks, required stormwater buffers, bio-retention areas, and active open space for recreation. The site plan identifies 21.1 of the total 52.7 acres of open space as useable open space. The total amount of opens space provided on the site plan can be separated into the following categories:

- 21.1 Acres of useable open space
- 13.1 Acres reserved for the future Southeast Collector right-of-way
- 6.6 Acres of reserved for water quality and bio-retention
- 5.8 Acres of required stream buffers
- 6.1 Acres of slopes in excess of 25%

ANALYSIS

The proposed lot size is consistent with the existing lots in the adjacent neighborhood to the north and southeast of this site. Each of these neighborhoods contains single-family homes with front loaded, non-recessed garages. This SP will provide various lot layouts with non-recessed garages, recessed garages, and a small number of side loaded garages. This will provide a varying character of single-family housing throughout the neighborhood.

The proposed site plan contains fewer, but larger open space areas than were shown on the previously approved SP plan. The previously approved plan contained 49 acres of open space, much of which was configured into small courtyards and public squares placed along the collector streets. The proposed site plan provides 52.7 acres of total open space, which includes 21.1 acres of usable open space. Most of the usable open space is in the form of neighborhood pocket parks. Several of the parks are located in the middle of the block, surrounded by individual lots. To ensure that the pocket parks are accessible to the community and are not perceived as the backyards for the surrounding homes, staff recommends a condition that requires a minimum width of 75 feet along the street frontage for each pocket park, as well as signage.

Approximately 13.1 acres of the total open space, outside of the usable area, is reserved for the Southeast Collector street, which bisects the property from the southwest to the northeast. The previously approved site plan for this SP was consistent with the goals of the T3 NE policy.



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The site includes some sensitive environmental features. The proposed site plan provides larger stream buffers than the previously approved plan. The previously approved plan contained 25-foot stream buffers while the proposed plan contains 30 foot stream buffers. Most of the lots previously located within slopes in excess of 20% and 25% have been removed or reoriented to less environmentally sensitive terrain areas. However, there is a proposed road that improves circulation and connectivity that bisects the site and disturbs a portion of slopes. Approximately six adjacent lots to the road are designated as critical lots, shown below. Staff will review these critical lots and the grading plan before building permit approval.



In summary, the proposed plan has been revised from the approved plan in the following key ways:

- It reduces the number of units from 900 to 634;
- It replaces a mixture of housing types in favor of single-family lots;
- It improves the protection of environmentally sensitive areas by increasing the stream buffer and reorienting lots away from slopes above 20%;
- Increases open space overall and improves access to the pocket parks, with the condition of approval recommended by staff.

On balance, the revisions to the proposed plan improve upon the approved SP and the proposal is consistent with policy. Therefore, staff recommends approval.



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FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- Any areas determined to be waters of the state / or required to have buffers (per Metro) shall be located in Open Space unless an approved variance is received.

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP Amendment 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, developer shall construct the following roadway improvements.

- Developer shall access the first 75 units of the subdivision via Blairfield Dr.
- Developer shall design and construct an access off Old Hickory Blvd. With construction of the 76-220th units, all construction traffic shall be restricted to accessing new subdivision from Old Hickory Blvd.
- The public collector road off Old Hickory Blvd shall be designed and constructed per MPW standards prior to the platting of the 221th lot. All construction traffic shall be restricted to access road connection to Old Hickory Blvd.

Intersection of Cane Ridge Road and Blairfield Drive

- Developer shall construct a right turn lane for the southbound approach of Cane Ridge Road to Blairfield Drive. The turn lane should include a minimum of 100 feet of storage. This improvement shall be constructed with the platting of the 75th lot.
- Additional traffic analysis may be required to verify adequate turn lane storage at all improved intersections specifically if an additional school site is located in Evergreen Hills subdivision.

Intersection of Burkitt Road and Old Hickory Boulevard

- Developer shall install a traffic signal at the intersection of Burkitt Road and Old Hickory Boulevard. Developer shall design signal plan and submit to MPW traffic engineer for approval by MPW traffic engineer prior to 100 Use and Occupancy permits for subdivision.
- Developer shall construct a left turn lane for the northbound approach of Burkitt Road to Old Hickory Boulevard. The turn lane should include a minimum of 100 feet of storage.



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- Developer shall construct a right turn lane for the southbound approach of Old Hickory Boulevard to Old Hickory Boulevard/Burkitt Road. The turn lane should include a minimum of 200 feet of storage.
- Upon installation of a traffic signal at the intersection, the existing Stop Ahead sign facing eastbound traffic on Old Hickory Boulevard, which is located on the south side of Old Hickory Boulevard approximately 540 feet west of Old Hickory Boulevard/Burkitt Road, should be removed and replaced with a Signal Ahead sign (W3-3) and an “Ahead” plaque (W16-9P).

Traffic Management Plan

- A traffic management plan for construction of the Evergreen Hills development should be developed and implemented. This plan should include recommended measures for controlling the speed of construction vehicles through residential areas and making repairs of any damages incurred by construction. Developer shall be responsible for ensuring the maintenance/cleanliness of neighborhood streets and shall remove construction debris such as nails, rock, dirt, etc.

Intersection of Old Hickory Boulevard and Pettus Road (North)

- Developer shall install a traffic signal or construct a single lane roundabout at the intersection of Old Hickory Boulevard and Pettus Road (north) if there is available ROW. The traffic signal shall be installed or roundabout constructed prior to the platting of 317 lots.
- If a traffic signal is installed at the intersection of Old Hickory Boulevard and Pettus Road (north), developer shall include a right-turn overlap phase for the eastbound approach of Old Hickory Boulevard, and protected/permissive left turn signal phasing for the northbound approach of Old Hickory Boulevard. Developer shall design and submit signal plan to MPW traffic engineer and install signal when approved.
- Developer shall construct a left turn lane for the northbound approach of Old Hickory Boulevard to Old Hickory Boulevard/Pettus Road. The turn lane should include a minimum of 100 feet of storage.
- Developer shall construct a right turn lane for the eastbound approach of Old Hickory Boulevard to Old Hickory Boulevard/Pettus Road. The turn lane should include a minimum of 200 feet of storage.
- The signal plan shall indicate that the existing Turn sign and “20 MPH” advisory speed limit plaque facing eastbound traffic on Old Hickory Boulevard, which is located on the south side of Old Hickory Boulevard approximately 735 feet west of Pettus Road/Old Hickory Boulevard, should be removed and replaced with a Signal Ahead sign (W3-3) and an “Ahead” plaque (W16-9P).
- The existing Stop Ahead sign facing southbound traffic on Pettus Road which is located on the west side of Pettus Road approximately 315 feet north of Old Hickory Boulevard, should be removed and replaced with a Signal Ahead sign (W3-3) and an “Ahead” plaque (W16-9P).
- A Signal Ahead sign (W3-3) and an “Ahead” plaque (W16-9P) should be provided on the east side of Old Hickory Boulevard facing northbound traffic located in advance of the existing utility pole that is located approximately 550 feet south of Old Hickory Boulevard/Pettus Road.



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Intersection of Old Hickory Boulevard and New Site Access

- Developer shall construct the southbound approach of the new site access with one left turn lane and one right turn lane.
- Developer shall construct a left turn lane for the eastbound approach of Old Hickory to the new site access. The turn lane should include a minimum of 75 feet of storage.
- In order to provide sufficient intersection sight distance and visibility for vehicles turning left from the new site access onto Old Hickory Boulevard, the access road should be located approximately 85 feet east of the location shown on the current concept plan, which results in a location that is approximately 635 feet west of Legacy Drive. Internal drives should align with the access location on Old Hickory Boulevard.
- The final design for the new site access on Old Hickory Boulevard and approaches to the new site access should be completed such that departure sight triangles, as specified in AASHTO, will be clear of all potential sight obstructions, including vertical and horizontal curvature landscaping, existing trees and vegetation, decorative monument signs/walls, fences, building faces, etc. Sight Distance exhibit may be required.

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)	173.9		900 U	7850	640	775

Maximum Uses in Proposed Zoning District: SP

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)	188.7		634 U	5687	454	566

*Based on two-family lots

Traffic changes between maximum: SP(MR) and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2,163	-186	-209

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-MR district: 135 Elementary 81 Middle 81 High
Projected student generation proposed SP-R district: 139 Elementary 85 Middle 94 High

The proposed SP-R zoning district would generate 21 more students than what is typically generated under the existing SP-MR zoning district. Students would attend A.Z. Kelly Elementary, Marshall Middle School and Cane Ridge 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 more students will be generated as a result. A school site dedication is required when the number of potential students exceeds 100.



Metro Planning Commission Meeting of 04/13/2017

School Site Dedication

A condition requiring a school site dedication was placed in BL2006-1254, 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 middle schools with a capacity of 800 students.

This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Cane Ridge 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? 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

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses in the SP shall be limited to a maximum of 634 single-family lots.
2. Lots 503, 504, 510, 511, 512, and 513 shall be designated as critical lots and will require an approved critical lot plan before building permit approval.
3. With the submittal of the final site plan, a minimum street frontage of 75 feet shall be required for the pocket parks which do not contain water quality bio retention ponds. Signage indicating a public park is also required.
4. Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy, to offer for dedication a school site in compliance with the standards of Section 17.16.040 for middle schools with a capacity of 800 students. This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Cane Ridge 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.
5. Comply with all conditions of Public Works in regards to the TIS.



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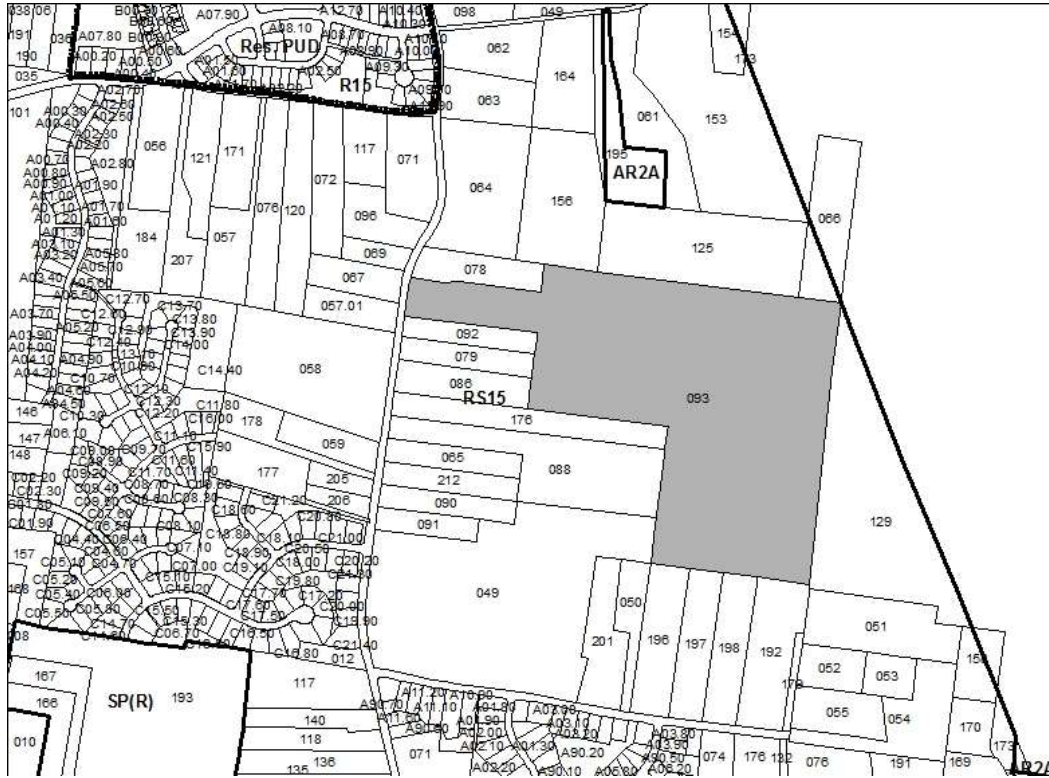
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district for single-family lots as of the date of the applicable request or application.
7. The 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.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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Metro Planning Commission Meeting of 04/13/2017



2016SP-062-001
EARHART SUBDIVISION SP
Map 098, Parcel(s) 093
14, Donelson – Hermitage-Old Hickory
12. (Steve Glover)



Project No. Specific Plan 2016SP-062-001
Project Name Earhart Subdivision SP
Council District 12 - Glover
School District 4 - Sherperd
Requested by T-Square Engineering, Inc., applicant; KDS Investments GP, owner.

Deferrals This item was deferred from the February 23, 2017, March 9, 2017, and March 23, 2017 Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the April 27, 2017, Planning Commission Meeting.*

APPLICANT REQUEST

Zone change to permit up to 181 residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) zoning for property located at Earhart Road (unnumbered), approximately 1,000 feet south of John Hagar Road, (69.76 acres) to allow up to 181 residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the April 27, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 04/13/2017



2016SP-098-001
Map 082-03, Parcel(s) 085-086
05, East Nashville
05 (Scott Davis)



Project No. Specific Plan 2016SP-098-001
Council District 05 - S. Davis
School District 5 - Buggs
Requested by Councilmember Scott Davis, applicant; various property owners.

Deferrals This item was deferred at the December 8, 2016, January 23, 2017, February 23, 2017, and March 23, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Disapprove.*

APPLICANT REQUEST
Zone change from SP to SP.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to Specific Plan-Residential (SP-R) zoning on properties located at 910 and 912 North 2nd Street, at the northwest corner of Cleveland Street and North 2nd Street (0.32 acres), to permit uses limited to one single-family or one two-family unit per parcel.

Existing Zoning

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

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *The zoning district allows for one single-family or one two – family unit per parcel. Two-family units shall be fully connected and shall appear as one unit with only one primary entrance permitted per unit along North 2nd Street frontage.*

HISTORY

- In June 2016, the Planning Commission recommended disapproval of case number 2016Z-036PR-001 to rezone a large area in East Nashville from SP-R to R6-A.
- In September 2016, the applicant applied for a zone change (2016Z-119PR-001) to rezone SP-R to R6-A on properties located at 123, 125, and 127 Cleveland Street and 904, 906, 908, 910, and 912 north 2nd Street. These properties were included in the area covered by the 2016Z-036PR-001. The Planning Commission recommended disapproval of case 2016Z-119PR-001 on January 26, 2017. The Council Bill was withdrawn on February 7, 2017.



Metro Planning Commission Meeting of 04/13/2017

Begin Proposed Regulatory SP

Cleveland St./N. 2nd St. Specific Plan (SP)

Development Summary	
SP Name	Cleveland St/N. 2 nd St. Specific Plan
SP Number	2016SP-098-001
Council District	5
Map & Parcel	Map 082-03; Parcels 085-086

Site Data Table	
Site Data	0.32
Existing Zoning	SP
Proposed Zoning	SP
Allowable Land Uses	Residential

Proposed Specific Plan (SP) Standards

1. Uses within this SP shall be limited to one single-family or one two-family unit per parcel. Two-family units shall be fully connected and shall appear as one unit with only one primary entrance permitted per unit along North 2nd Street frontage.
2. Access for properties which redevelop shall be limited to alley access only.
3. A raised foundation of 18”- 36” is required for all residential structures.
4. Maximum height shall be limited to two stories in 35’.
5. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
6. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
7. EIFS, vinyl siding and untreated wood shall be prohibited.
8. Porches shall provide a minimum of six feet of depth.
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 R6-A zoning district as of the date of the applicable request or application.
10. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

End Proposed Regulatory SP



Metro Planning Commission Meeting of 04/13/2017

- The applicant converted case number 2016Z-119PR-001 to 2016SP-098-001. The proposed SP allowed one and two-family residential units on each of the 9 properties. This case was deferred and not heard by the Planning Commission.
- The applicant reduced the SP area from 9 parcels to 2 parcels, which is subject of the current request. The proposed zoning would permit two-family units on each lot.

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

No. The area requested for rezoning is located within the T4 Urban Neighborhood Maintenance policy. The policy supports preserving the general character of the existing neighborhood. The proposed zone change would allow up to two units on each lot. While there are some two-family units in the surrounding area, the neighborhood is predominantly single-family dwelling units. The proposed zone change is midblock and may be more appropriate along a corridor or at a corner than within a Neighborhood Maintenance Policy where single family units are predominant.

ANALYSIS

The two properties are located mid-block along North 2nd Street, north of Cleveland Street. The existing zoning allows single-family residential units as well as detached accessory dwelling units, if the lot meets certain criteria. Both lots are eligible for a detached accessory dwelling unit. The neighborhood consists of primarily single-family units with some two-family residential units dispersed throughout.

The proposed zoning would allow a two-family dwelling unit on both properties which is inappropriate in this area considering the existing neighborhood pattern. The Neighborhood Maintenance policy is intended to preserve the general character of the area, which mainly consists of single-family dwelling units. Two-family units may be appropriate along a corridor or at a corner in Neighborhood Maintenance policy. However, the zoning proposal attempts to allow two-family units mid-block within a neighborhood. The existing zoning allows for detached accessory dwelling units, which provides for a mixture of residential units in the neighborhood.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

No traffic table was prepared as there is no anticipated increase in traffic.



Metro Planning Commission Meeting of 04/13/2017

METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning district could generate one more student than what is typically generated under the existing SP zoning district. Students would attend Glenn Elementary School, Jere Baxter Middle School and Maplewood High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

Staff recommends disapproval.



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Metro Planning Commission Meeting of 04/13/2017



2017SP-004-001
6124 ROBERTSON AVENUE SP
Map 091-09, Parcel(s) 011-013, 311
07, West Nashville
20, (Mary Carolyn Roberts)



Project No. Specific Plan 2017SP-004-001
Project Name 6124 Robertson Avenue SP
Council District 20 - Roberts
School District 9 - Frogge
Requested by Richland South, LLC, applicant; Adam and Bridget Anderson, owners.

Deferrals This item was indefinitely 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 15 residential units.

Preliminary SP

A request to rezone from One and Two Family Residential (R6) and One and Two Family Residential (R8) to Specific Plan – Residential (SP-R) zoning on properties located at 6120, 6122, and 6124 Robertson Avenue and Robertson Avenue (unnumbered), approximately 340 feet east of Waco Drive, (1.25 acres), to permit up to 15 multi-family dwelling units.

Existing Zoning

One and Two Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre. A total of 0.11 acres of the project site are zoned R6. *R6 would permit a maximum of one duplex lot for a total of two units.*

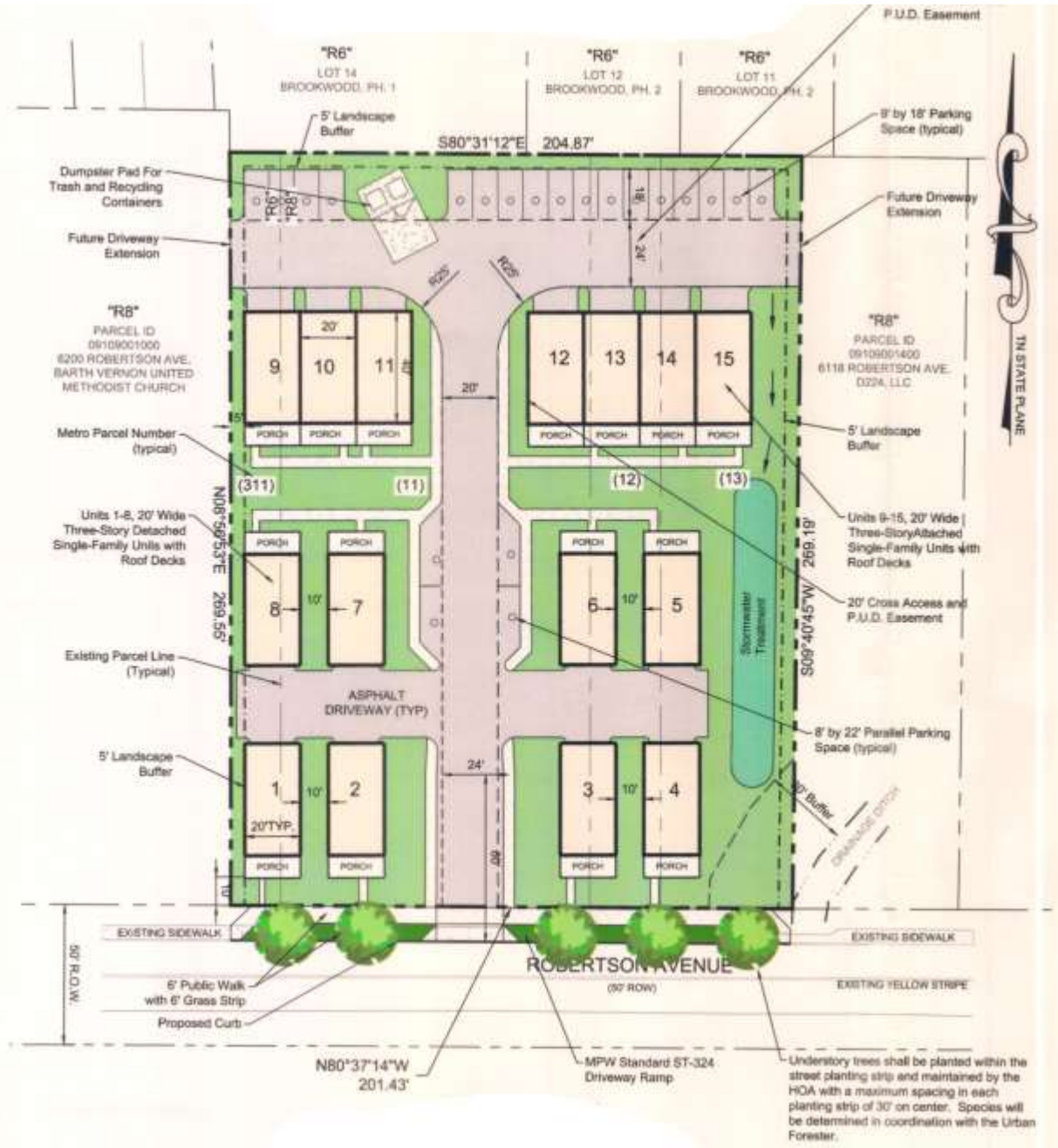
One and Two Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per. A total of 1.14 acres of the project site are zoned R8. *R8 would permit a maximum of three lots with three duplex lots for a total of six 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.



Metro Planning Commission Meeting of 04/13/2017



Proposed Site Plan



Metro Planning Commission Meeting of 04/13/2017

CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices

The neighborhood contains a mix of one, two-family residential uses, along with institutional, industrial and commercial uses. The proposed SP includes 15 multi-family residential dwellings which will provide an additional housing choice for residents.

WEST NASHVILLE COMMUNITY PLAN

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

The proposed SP is consistent with the policy, which is intended to enhance urban, residential neighborhoods with more housing choices and improved connectivity. The proposed SP will permit up to 15 multi-family residential units, which promotes a variety of housing types in the neighborhood. Sidewalks consistent with the Major and Collector Street Plan will be provided along Robertson Avenue to enhance pedestrian connectivity.

PLAN DETAILS

The site consists of four parcels totaling 1.25 acres located on the north side of Robertson Avenue. Two parcels contain existing single-family dwellings, one parcel is currently developed with a duplex, and the other is currently vacant. The existing zoning district allows for one and two-family residential uses. The neighborhood contains a mix of one and two-family residential uses, along with institutional, industrial and commercial uses.

The proposed plan includes up to 15 multi-family residential units. Four of the units front Robertson Avenue. The remaining 11 units are oriented toward two areas of 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 central access drive from Robertson Avenue. The SP includes a future driveway connection to parcels to both the east and west at the rear of the site, which would help create connectivity should those parcels redevelop in the future. Each unit contains a two-car garage. An additional twenty-one surface parking spaces are located along the central access drive and at the rear of the site for a total of 51 parking spaces. Sidewalks are provided interior to the development connecting the units to the green space, parking area, and the street. A six-foot sidewalk and six-foot planting strip consistent with the requirements of the Major and Collector Street Plan are provided along Robertson Avenue.



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ANALYSIS

The policy is intended to create and enhance urban residential neighborhoods with a variety of housing and improved connectivity. The proposed SP includes 15 residential units. Future driveway connections are established at the north end of the site to properties to the east and west, setting up improved opportunities for cross connections should those properties redevelop. Sidewalks are provided along Robertson Avenue, consistent with the Major and Collector Street Plan to improve pedestrian connectivity in the area. Staff recommends a Type A-3 landscape buffer yard along the northern (rear) property line to provide screening for the adjacent single-family development as the neighborhood evolves.

The spacing of the four units fronting Robertson was increased from the original plan to better match the existing rhythm of single-family dwellings along the street. The additional surface parking spaces were also incorporated at the specific request of the neighborhood to address concerns about a lack of parking in the area. The neighbors also have an interest in establishing a pattern of street trees along Robertson. The developer committed to plant street trees in the grass strip along the property frontage and to coordinate with the neighborhood to select the tree species in consultation with the Urban Forester.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- The rear drive will be the required turnaround. Verify the radius to be 50 outside and 25 inside.
- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve with conditions

- A roadside ditch was observed within the property. Public infrastructure may be required (to be determined during Construction Drawing review).
- Adequate areas for water quality / quantity may not be present. Additional areas may be required (to be determined during Construction Drawing review).

WATER SERVICES RECOMMENDATION

Approved with conditions

- As all our latest issues have been addressed with the latest SP revision (stamped-received 2/7/17), MWS approves this case 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.



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- The cross access easement with adjacent properties shall be recorded and submitted prior to building permit.
- The sidewalk along the frontage of the property needs to extend to the property line. Currently there is a small triangular piece created with how the proposed sidewalk is being connected to the existing sidewalk. Extend the sidewalk to the property line and then 90 the sidewalk into the existing sidewalk.
- Several of the QLeaders and dimensions have been shifted on the drawing – the driveway ramp, 20 foot cross access and P.U.D. easement, and the 24 foot wide drive. Please relocate these such that they are pointing to the correct location.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Refurbish markings and remove DYSL at access drive on Robertson Ave
- Submit pavement marking and signage plan with construction documents.
- Apply to T&P staff to restrict parking, standing and loading along Robertson Ave.

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)	0.11	7.26 D	0 U	-	-	-

*Based on two-family lots

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)	1.15	5.4 D	7 U	67	6	8

*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)	1.26	-	15 U	124	12	13

Traffic changes between maximum: **R6** and **R8** to **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+8 U	+57	+6	+5



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METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High

Projected student generation existing R8 district: 1 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 3 Elementary 1 Middle 1 High

The proposed SP zoning is expected to generate four more students than the existing R6 and R8 zoning. Students would attend Cockrill Elementary School, McKissack Middle School and Pearl-Cohn High School. None of the schools has been identified as being over 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? The proposal increases the supply of for-sale housing in an existing neighborhood. The additional supply will provide incremental relief to housing demand and pricing pressures. While, at this time, the project is not intended to provide below market housing it will establish a family housing type that will likely sell for less than a single-family or two-family dwelling in the same neighborhood. This project will provide another option for households wishing to live within a healthy residential neighborhood but not able to afford the larger more land intensive housing types.
2. If so, how many and what is the percentage of the entire development? All of the units will likely be marketed at a lower price point than the traditional one and two-family homes being built in the surrounding neighborhood.
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No, however, it is intended that all of the structures on the lot will be removed so that the land can be utilized in a more efficient manner.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS (if approved)

1. Uses within the SP shall be limited to a maximum of 15 residential units.
2. The access easement to adjacent properties shall be recorded prior to issuance of building permit.
3. With submittal of the Final SP, a type A-3 landscape buffer yard shall be provided along the northern (rear) property line.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. Building elevations consistent with the architectural standards included in the Preliminary SP plan shall be provided with the Final SP.
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. 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.



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



Metro Planning Commission Meeting of 04/13/2017



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 9 - Frogge
Requested by Dale & Associates, applicant; Lee M. Beckham Jr., Etux, owner.

Deferrals This item was deferred from the January 26, 2017, February 9, 2017, and the March 9, 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 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.



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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



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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



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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.



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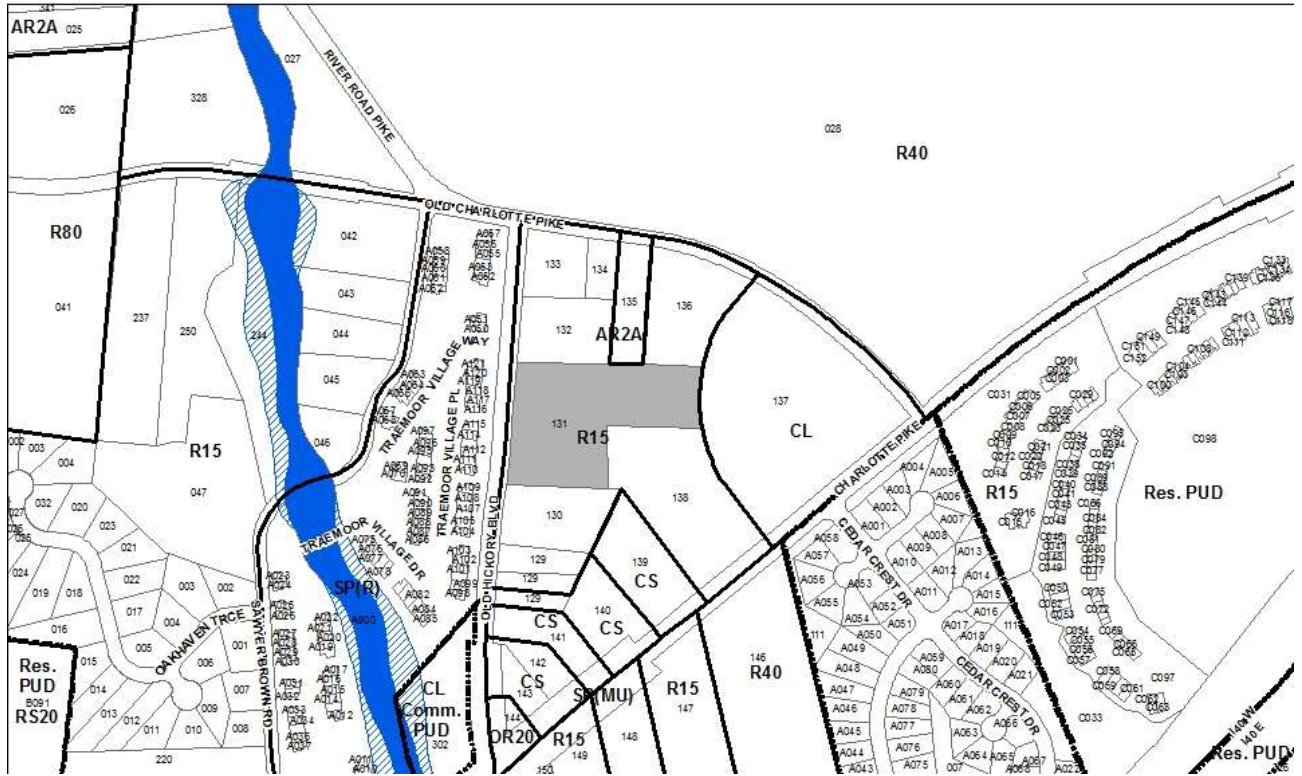
5. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 04/13/2017



2017SP-012-001

730 OLD HICKORY BOULEVARD SP

Map 114, Parcel 131

06, Bellevue

22(Sheri Weiner)



Project No. Specific Plan 2017SP-012-001
Project Name 730 Old Hickory Boulevard SP
Council District 22 - Weiner
School District 9 - Frogge
Requested by Dale & Associates, Inc., applicant; Corinne Knight, owner.

Deferrals This item was deferred at the March 9, 2017, and March 23, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the April 27, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Rezone to SP to allow 53 residential units.

Preliminary SP

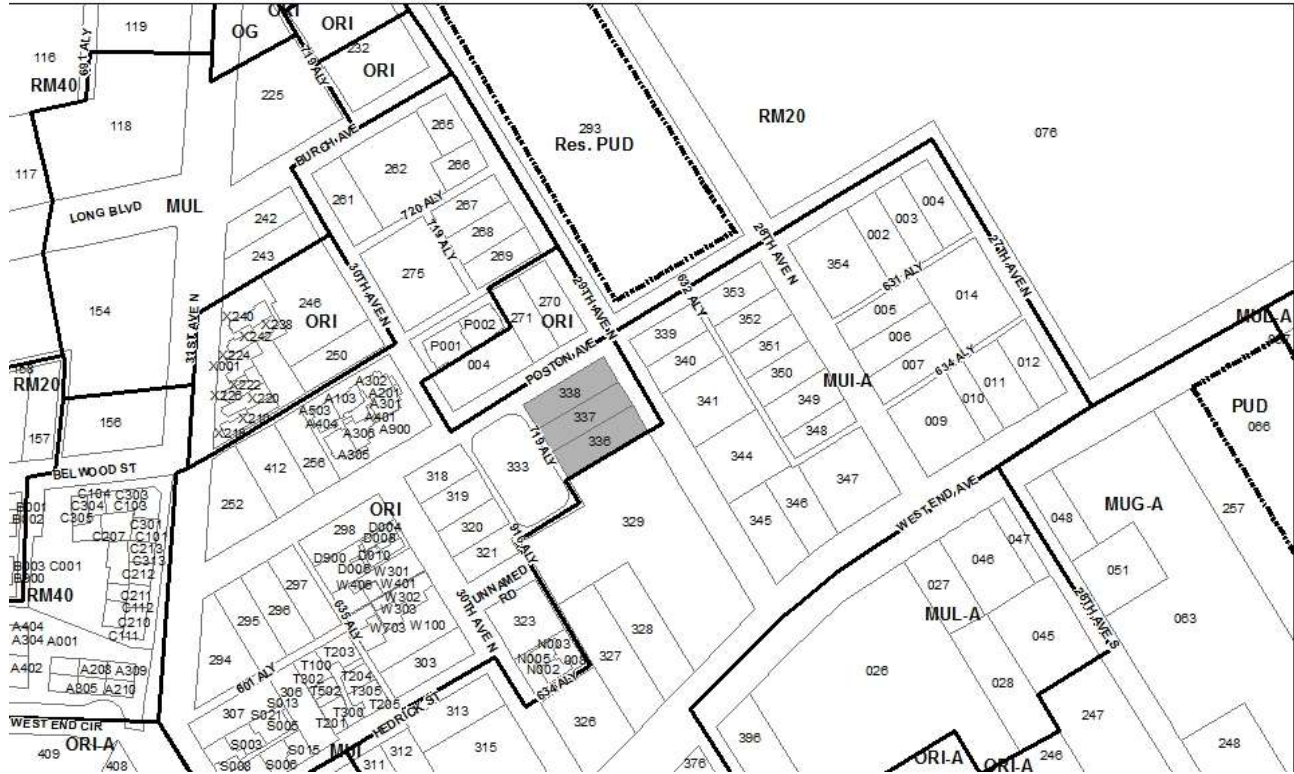
A request to rezone from One and Two-Family Residential (R15) to Specific Plan-Residential (SP-R) zoning on property located at 730 Old Hickory Boulevard, approximately 500 feet northwest of Charlotte Pike, (4.07 acres), to permit up to 53 residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the April 27, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 04/13/2017



2017SP-020-001
FAIRFIELD INN AND SUITES SP
Map 104-02, Parcel(s) 336-338
10, Green Hills – Midtown
21 (Ed Kindall)



Project No. Specific Plan 2017SP-020-001
Project Name Fairfield Inn and Suites SP
Council District 21 - Kindall
School District 8 - Pierce
Requested by Humphreys and Associates, applicant; Midtown Hotel Partners, LLC, owner.

Deferrals This item was deferred from the March 9, 2017 and March 23, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Approve with conditions and disapprove without all conditions, including a modification to the maximum height permitted within the 31st Avenue and Long Boulevard Urban Design Overlay.*

APPLICANT REQUEST
Permit a hotel development.

Preliminary SP

A request to rezone from Office Residential Intensive (ORI) to Specific Plan – Commercial (SP-C) on properties located at 109, 111 and 113 29th Avenue North, at the southwest corner of Poston Avenue and 29th Avenue North, located within the 31st Avenue and Long Boulevard Urban Design Overlay District (0.49 acres), to permit a hotel.

Existing Zoning

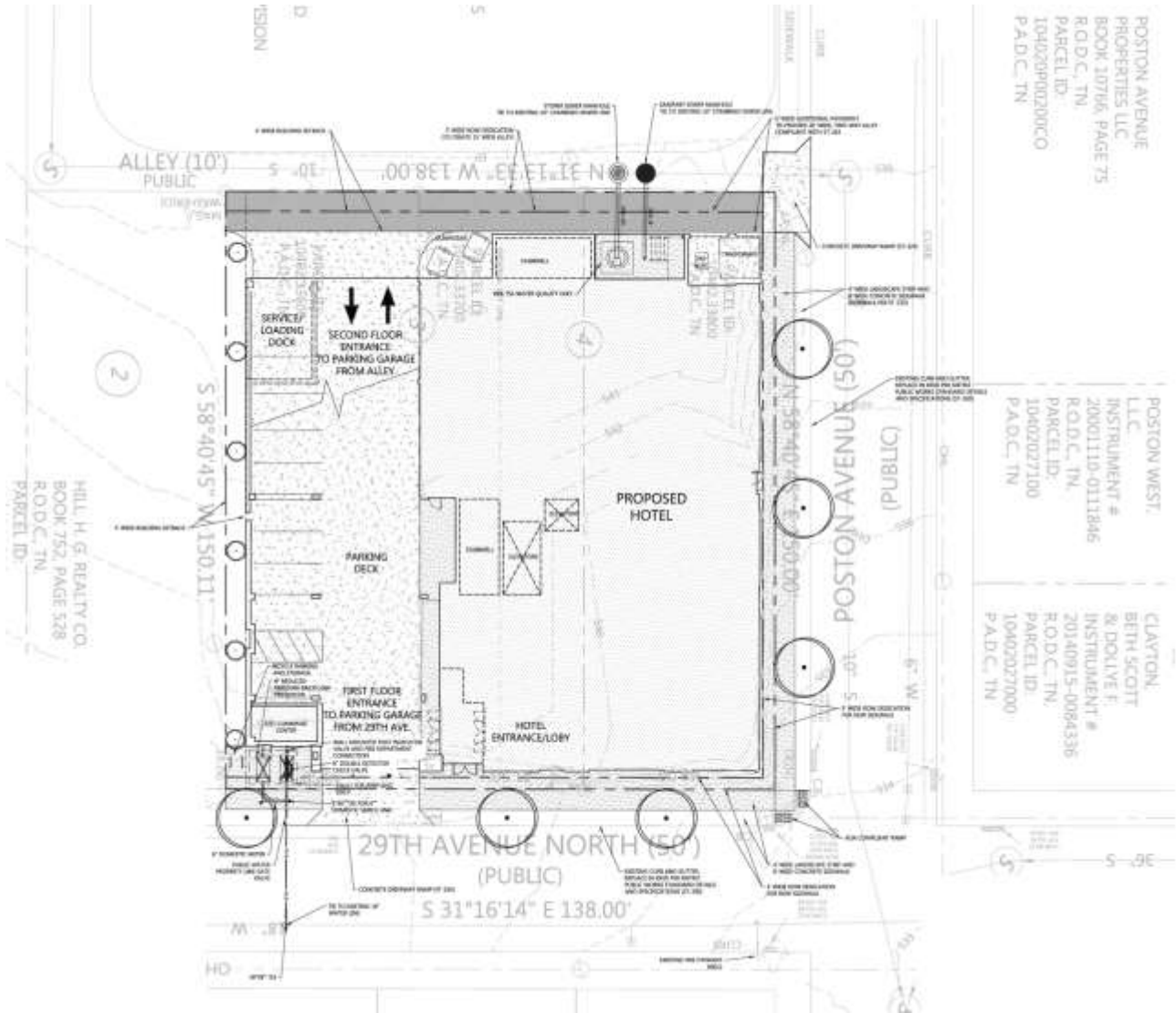
Office Residential Intensive (ORI) is intended for high intensity office and/or multifamily residential uses with limited retail opportunities.

31st Avenue and Long Boulevard Urban Design Overlay (31st and Long UDO): The purpose of the UDO is to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the urban setting, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not ensured by the application of the conventional bulk, landscaping and parking standards of the Metro Zoning Code. The 31st Avenue/Long Boulevard area has a variety of physical conditions and is divided into sub-districts. Where appropriate, specific design standards have been developed for each sub-district by building type.

This property is located in the CO-1 Core sub-district area. The sub-district is intended to remain a high intensity transition to the future urban edge of Centennial Park. Buildings may take many forms such as multi-story mixed-use, commercial, and stacked residential flats. The area should be developed in a dense, urban manner with a variety of building types as high as approximately six stories.



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Proposed Site Plan



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Proposed Zoning

Specific Plan – Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes commercial uses.

CRITICAL PLANNING GOALS

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

Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project proposes development on an infill site. Sidewalks are being provided along all street frontages to create a more walkable and pedestrian friendly environment. The design of the site and building efficiently utilizes urban land by incorporating structured parking and creating a compact building design.

GREEN HILLS – MIDTOWN COMMUNITY PLAN

T5 Center Mixed Use Neighborhood (T5 MU) is intended to preserve, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville's major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

The property is located in the Midtown Study within the 10-MT-T5-MU-03 special policy. This special policy applies, in part, to properties surrounding West End Avenue between I-440 and 31st Avenue North. The special policy provides guidance regarding uses, building form, connectivity, height, and parking. The special policy calls for a maximum height of eight stories, but further states that punctuations of greater height may be appropriate at prominent locations, provided that the site and building design meet the policy.

Consistent with Policy?

Yes. T5 MU policy areas are intended to be among the most intense areas in Davidson County. These areas are intended to function as high-intensity mixed-use neighborhoods and to contain employment centers for many sectors of the economy, including lodging. The proposal to locate a hotel on this site is consistent with the T5 MU policy. The SP proposes a maximum height of 11 stories in 115 feet. The proposed height exceeds the guidance included in the special policy, which calls for a maximum of eight stories. The policy, however, gives an allowance for punctuations of greater height at prominent locations. The project site is located on a corner approximately 330 feet north of West End Avenue, which is a major corridor. Additionally, the site is adjacent to a special policy area which permits heights up to 20 stories. An existing 16 story building located at the northeast corner of 29th Avenue North and Poston Avenue is adjacent to the proposed site. The locational characteristics of the site make this an appropriate location for a punctuation of additional height, as the site and design are consistent with the policy.



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PLAN DETAILS

The site encompasses three parcels located at 109, 111, and 113 29th Avenue North, at the southwest corner of the intersection of 29th Avenue North and Poston Avenue. Current land uses include two-family residential, multi-family residential, and office.

Site Plan

The plan proposes a 94,000-square-foot, 150-room, hotel and 66,000 square feet of structured parking. The proposed square footage results in a Floor Area Ratio (FAR) of 4.42, with an overall permitted FAR of 5.0 for the SP. Per the standards of the Metro Zoning Ordinance, required structured parking spaces are excluded from the FAR calculation. The existing zoning permits an overall Floor Area Ratio (FAR) of 3.0, exclusive of required structured parking. The primary hotel entrance fronts 29th Avenue North. Vehicular access to the parking structure will be provided from 29th Avenue North and from the alley located to the west. A total of 151 parking spaces are required per Zoning Code; 154 spaces are provided. Eight-foot sidewalks and four-foot planting strips, consistent with the guidance in the Midtown Study for sidewalks for mid-rise or high-rise buildings along local streets, are provided along both 29th Avenue North and Poston Avenue. The proposed height is limited to 115 feet from the lowest point along the Poston Avenue street frontage.

UDO MODIFICATION

The subject properties are located within the CO-1 sub-district of the 31st and Long UDO. The UDO establishes a maximum height of 90 feet for commercial or mixed-use buildings in the CO-1 sub-district. The SP includes a maximum height of 115 feet from the lowest point along the Poston Avenue street frontage. The proposed height exceeds the maximum permitted by the UDO. In January of 2017, the Design Review Committee (DRC) for the UDO recommended approval of a modification to the maximum height to allow for a hotel with a maximum height of 130 feet where 90 feet is permitted. The DRC found that additional height is appropriate on this property due to its location at a corner and adjacent to a special policy which allows buildings 20 stories and above. The DRC included a condition of approval requiring the applicant to apply for SP zoning in order to achieve context sensitive development and building design.

The DRC's approval of the height modification constitutes a recommendation to the Metro Planning Commission (MPC) regarding consistency of the proposed height with the goals and objectives of the UDO. Pursuant to Section 17.40.130 of the Metro Zoning Ordinance, the MPC has the authority to review proposed changes to a UDO and grant modifications, provided the change does not alter the geographic boundary of the UDO overlay district. In reviewing this application, the MPC must make a final determination regarding modification of height within the UDO. Should the MPC disapprove the height modification, the requested SP should also be disapproved.

ANALYSIS

The proposed SP includes a hotel and parking. The site is located within T5 MU policy, which supports lodging uses, and is consistent with the policy goals of creating and enhancing high intensity, urban, mixed-use neighborhoods. The SP requires compliance with all standards of the 31st and Long UDO, except for height, for which the DRC has recommended approval of a modification. The maximum height of 115 feet on the plan is consistent with the DRC's recommendation, which was for a maximum height not to exceed 130 feet. The MPC must make a final determination regarding modification of height within the UDO.



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The UDO specifies that for any standard not addressed in the UDO, the base zoning district applies. The UDO does not include standards for allowed uses or maximum Floor Area Ratio (FAR). The base zoning for the subject property is Office Residential Intensive (ORI). A hotel is a permitted use in the ORI zoning district. ORI zoning permits a maximum FAR of 3.00. In order to achieve the height recommended by the DRC, additional FAR is required beyond what is permitted by ORI zoning. The applicant has requested the additional FAR through this application for SP zoning.



The preliminary SP includes conceptual elevations for the frontages along 29th Avenue and Poston Avenue which include setbacks, glazing and other architectural elements designed to avoid blank walls and enhance the streetscape. These elevations were presented to the DRC during its consideration of the proposal in January of 2017. Elevations demonstrating that all facades are in compliance with the UDO standards will be required with the Final SP.

The site plan shows a transformer located along the alley. All mechanical equipment is required to be screened per the standards of the UDO. The transformer shall be screened to the extent permitted by NES standards and requirements. The rendered site plan indicates canopies that will extend over the sidewalk and into the right-of-way along 29th Avenue and Poston Avenue. Approval of a mandatory referral to permit the aerial encroachments will be required prior to building permits. Sidewalks which exceed Metro local street standards and meet the guidance for sidewalks adjacent to mid-rise or high-rise buildings in the Midtown Study are provided to enhance pedestrian connectivity in the area. Bicycle parking is provided consistent with Metro Zoning Ordinance requirements. No landscape buffer yards are required, but street trees and other landscaping are provided to enhance the pedestrian experience.



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FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval. FYI - Before the Final SP is approved, applicant must address the combined sewer measures required by MWS.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to MPW approval of the building permit submit recorded ROW dedication to the back of sidewalk.
- Comply with MPW Traffic Engineering comments.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

- Developer shall apply to T&P staff for approval to restrict parking as recommended by TIS.
- If guests arrive or depart by bus, only temporary bus unloading/loading in the existing curbside parking area along the project frontage near the 29th Ave access shall be allowed.
- If Valet services are provided, they should be provided on site at the 29th Ave access drive. Developer shall apply to T&P staff for approval of additional valet or loading zone in the public ROW.
- Developer shall post directions to check in/access drive on web site. If project is self-parked, Developer shall provide directions and route to other garage access off the alley.

29th Avenue North and Poston Avenue

- The on-street parking on the west side of 29th Avenue North should be restricted for a minimum of 25 feet to the south of Poston Avenue.
- The on-street parking on the south side of Poston Avenue should be restricted for a minimum of 25 feet to the west of 29th Avenue North.

Poston Avenue and Alley #719

- The on-street parking on the south side of Poston Avenue should be restricted for a minimum of 25 feet to the east and west of Alley #719.



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- Alley #719 should be widened to include sufficient width for one entering travel lane and one exiting travel lane.

29th Avenue North and Site Access

- The site access driveway on 29th Avenue North should be designed to include one entering travel lane and one exiting travel lane with adequate clearance to structure walls.
- Approximately 5% of the parking spaces are to be provided within the first level, which will serve as the loading area for check-in/check-out vehicles in an area of the access drive off 29th Ave.
- Developer shall also provide a loading area for rideshare/taxi operations on site.
- The on-street parking on the west side of 29th Avenue North should be restricted for a minimum of 25 feet to the north and south of the proposed site access.

Alley #719 and Site Access

- The site access driveway on Alley #719 should be designed to include one entering travel lane and one exiting travel lane with adequate clearance to structure walls.
- If parking/access control equipment is to be provided, a minimum of 25 feet should be provided between the gate/arm and the edge of pavement of Alley #719. This will ensure adequate space for one vehicle to queue at the entry gate without impacting the traffic flow on the alley.

Alley #719

- To accommodate two-way travel, Alley #719 should be widened to include a minimum pavement width of 20 feet between the site access and Poston Avenue.

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)	0.49	3.0	64,033 SF	947	132	151

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)	0.49	5.0	94,000 SF (150 Rooms)	1338	88	87

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
-	-	-	-	391	-44	-64

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions, including a modification to the maximum height permitted within the 31st Avenue and Long Boulevard Urban Design Overlay.



Metro Planning Commission Meeting of 04/13/2017

CONDITIONS

1. Permitted land uses shall be limited to a hotel with a maximum height of 115 feet from the lowest point along the Poston Avenue street frontage.
2. On the corrected set, update the Maximum FAR to 4.5.
3. Prior to use and occupancy permit, a mandatory referral approving aerial encroachments for the proposed canopies shall be required.
4. Final architectural elevations for all facades of the building consistent with the elevations in the Preliminary SP and all standards of the 31st and Long UDO shall be provided with the submittal of the Final Site Plan.
5. Comply with all conditions of Public Works in regards to the TIS.
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 31st Avenue and Long Boulevard UDO and the ORI zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 04/13/2017



2017SP-021-001
GLENROSE SP
Map 119-02, Parcel(s) 131,135
11, South Nashville
16 (Mike Freeman)



Project No. Specific Plan 2017SP-021-001
Project Name Glenrose SP
Council District 16 - Freeman
School District 7 - Pinkston
Requested by Dale and Associates, applicant; SC2 Properties, LLC, owner.

Deferrals This item was deferred at the March 9, 2017, and March 23, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Burse
Staff Recommendation *Defer to the May 11, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Zone change to permit six residential units.

Preliminary SP

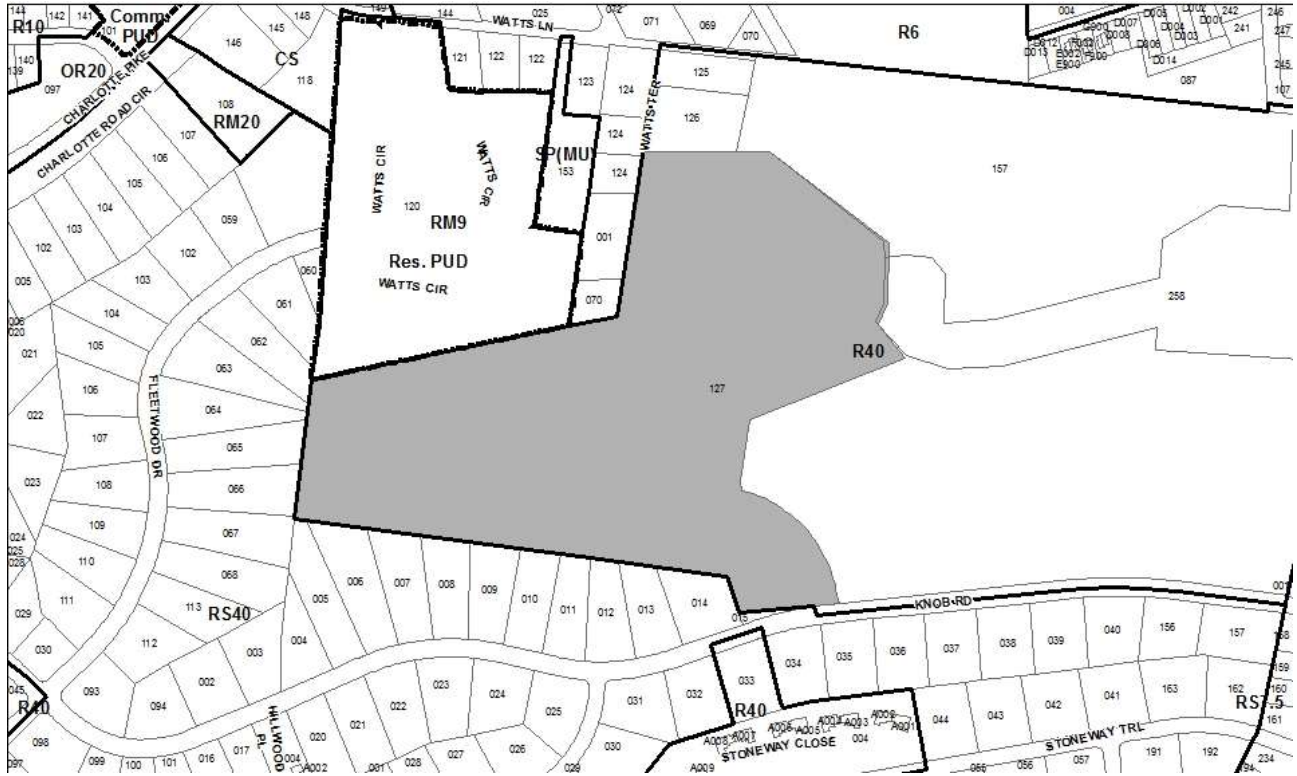
A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning on properties located at 98 Rose Street and 99 Evelyn Drive, (0.82 acres), to permit six residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 11, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 04/13/2017



2017S-033-001
HIGHLAND VIEW AT THE KNOB
Map 103-01, Part of Parcel(s) 127
07, West Nashville
20 (Mary Carolyn Roberts)



Project No. Concept Plan 2017S-033-001
Project Name Highland View at the Knob
Council District 20 - Roberts
School District 9 - Frogge
Requested by Dale & Associates, Inc., applicant; Highland Park Church, Inc., owner.

Deferral This item was deferred from the March 9, 2017 and March 23, 2017 Planning Commission meetings. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation *Approve with conditions including a variance for the length of a dead end street.*

APPLICANT REQUEST

Create thirty residential cluster lots

Concept Plan

A request for concept plan approval to create 30 clustered lots on a portion of property located at 5710 Knob Road, north of Stoneway Trail, zoned One and Two-Family Residential (R40) (36.15 acres)

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 33 lots with 8 duplex lots for a total of 41 units based on acreage only. However, application of the Subdivision Regulations results in fewer units on this property, as noted below.*

CRITICAL PLANNING GOALS

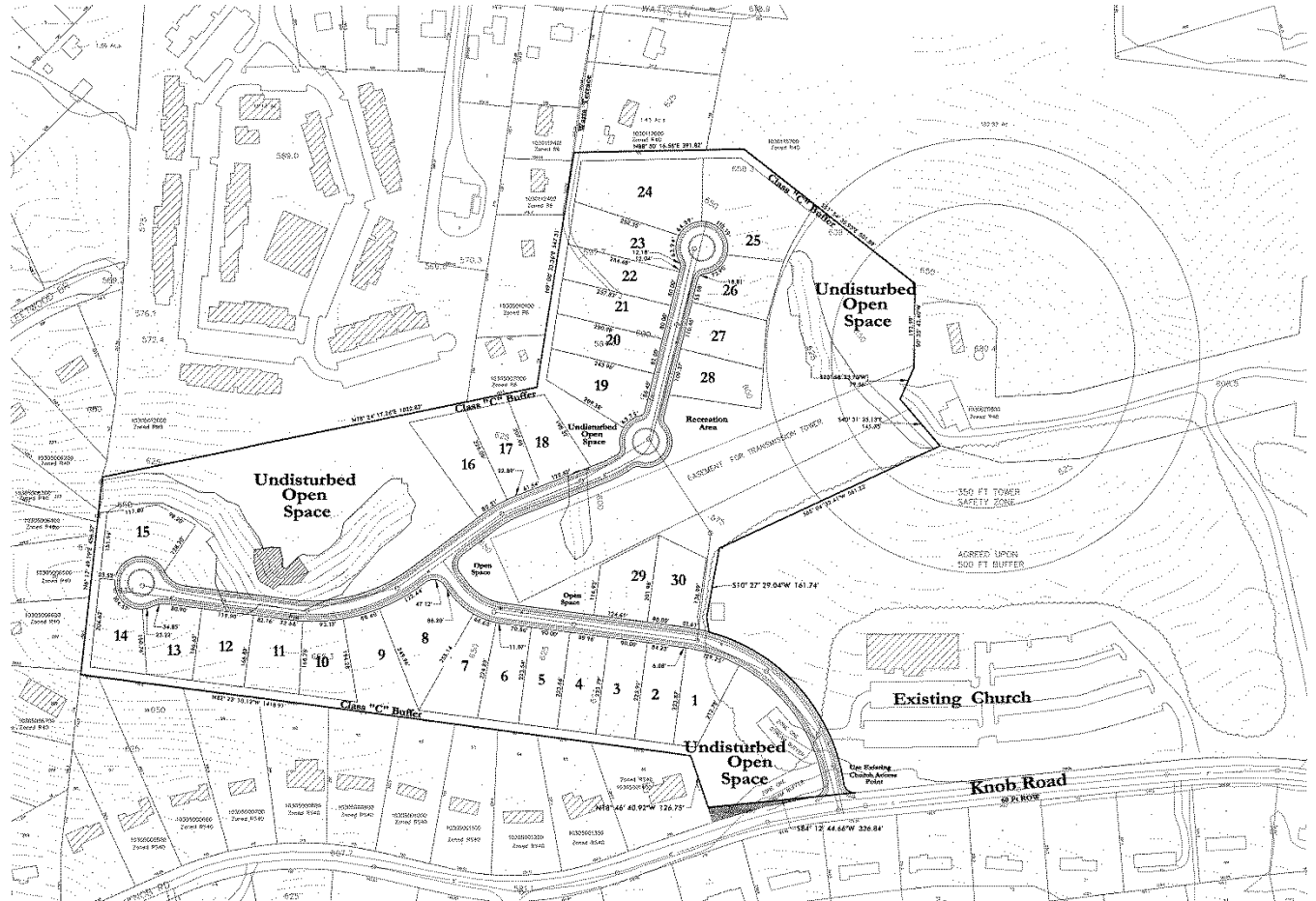
N/A

WEST 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.



Metro Planning Commission Meeting of 04/13/2017



Proposed Subdivision



Metro Planning Commission Meeting of 04/13/2017

Conservation policy (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

Infill Area 07-T3-NM-02-IA02 (Knob Hill) is in the northern portion of Special Policy Area 07-T3-NM-02 where infill development may be appropriate if the land is not permanently protected as open space. Infill development is appropriate in this location because of the existing access and potential for additional access and connectivity, and because of existing zoning entitlements. More flexibility may be allowed on new streets created internal to the development, behind the parcels created along Knob Road. The character of the area is suburban, primarily single-family dwellings on parcels that are generally slightly less than one acre in size. Parcels created along Knob Road could be slightly smaller, subject to the creation of permanently protected open space within the development that prioritizes the protection of steep slopes, mature vegetation, and view sheds. There is a stream that flows along Knob Road, and any development along Knob Road should be arranged to minimize the disturbance of the stream. In the configuration of parcels and any new right-of-way, priority should be given to the preservation of the environmentally sensitive features over consistency with surrounding parcels and right-of-way patterns.

PLAN DETAILS

This development is located on a portion of property (approximately 36.15 of 66.63 acres) off of Knob Road, east of Charlotte Pike and west of White Bridge Pike. The existing 66.63 acre property is heavily wooded and contains a church. The 36.15 acres slated for redevelopment are located on the western half of the existing property. The church is located on the eastern portion of the property and is not included in the subdivision.

Additional surrounding land uses include single-family residential development (north, south, and west), multi-family development (northwest), and the WSMV-TV studios and transmission tower which are located directly northeast of the subject parcel. A 500 foot buffer has been provided around the tower and will remain undisturbed. A transmission tower easement extends diagonally from the WSMV tower through the 500 foot buffer towards the center of the development area.

Site Plan

The plan proposes up to 30 residential cluster lots. Lots are clustered down to the R20 district size and range in size from approximately 20,000 square feet to approximately 40,000 square feet. All of the lots are at least 50 feet in width. None of the lots are located on natural slopes of 20 percent or greater, and no problem soils have been identified on the site plan.

All of the lots are oriented along a new internal dead-end road accessed from Knob Road. The access point will be shared with the existing church, which is located outside of the development area. The new road extends towards the center of the site approximately 1,100 feet, and then splits off to form two cul-de-sacs near the northern and western property lines. A roundabout is located equidistant between the road split and the northern cul-de-sac. Five-foot wide sidewalks with a four-foot planting strip are provided throughout the interior of the development.



Metro Planning Commission Meeting of 04/13/2017

In cluster lot subdivisions, a minimum of 15 percent of each phase of the development shall be open space. Of the 16.78 acres (46.5% of the site) designated as open space:

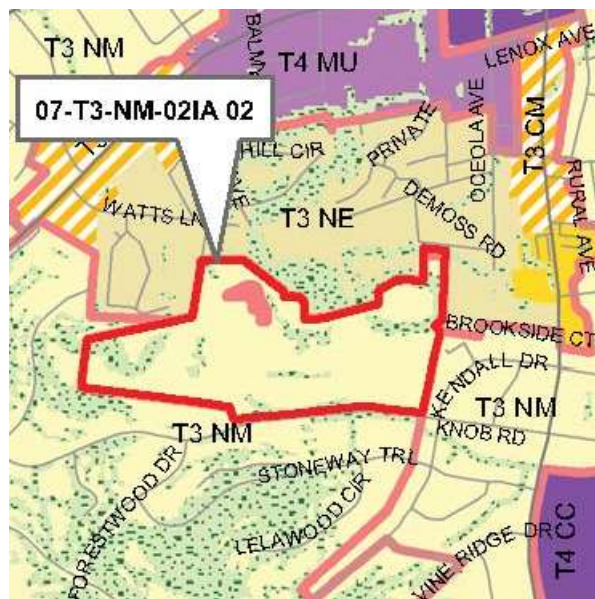
- 1.75 acres (10.4%) is designated as stormwater facilities
- 6.12 acres (36.4%) is located in the WSMV tower easement and/or 500 foot buffer. The tower easement will not be available to the public.
- The remaining 8.91 acres (53%) is designated as active or passive space:
 - Approximately 0.75 acre is designated as a recreation area
 - Approximately 8.16 acres is designated as passive and will remain undisturbed

A standard “C” buffer is provided along all perimeter lots in accordance with the cluster lot provisions.

ANALYSIS

The plan is consistent with the cluster lot provisions and standards specified in the Metro Code, which state that lots so created shall be clustered on those portions of the site that have natural slopes of less than twenty percent. This proposal was evaluated against the site’s land use policies, which include Suburban Neighborhood Maintenance, Conservation, and Infill Area 07-T3-NM-02-IA 02 – Knob Hill (Infill Area) of Special Policy Area 07-T3-NM-02. The Knob Hill Infill Area comprises nearly 80 total acres on two parcels: the subject parcel slated for redevelopment, and the adjoining parcel which houses the WSMV studios and communication tower. The Infill Area policy provides specific guidance for the development of these two parcels. The proposed subdivision comprises a portion (36.15 acres) of the nearly 80 acres included in the Knob Hill Infill Area.

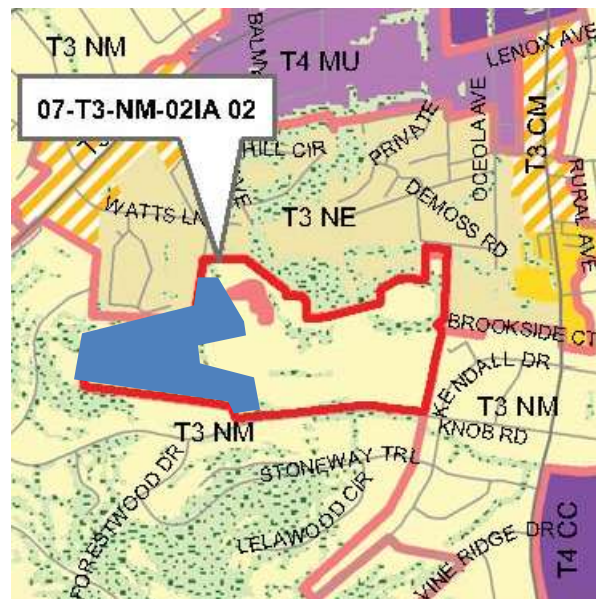
Infill Area 07-T3-NM-02-IA 02





Metro Planning Commission Meeting of 04/13/2017

Approximate location of proposed subdivision is shaded below



Infill Area 07-T3-NM-02-IA 02 Analysis

The site plan proposes one access point off of Knob Road. Regarding access and connectivity, the Infill Area design principles state:

Infill development is appropriate in this location because of the existing access and potential for additional access and connectivity, and because of existing zoning entitlements.

In this case, potential for additional access and connectivity is limited since only the western portion of the Infill Area is slated for development. More opportunities may be available if a larger portion of the Infill Area was included in the development simply because there may be additional connection points further north and east. Connections to the south and west are not feasible because of already developed properties, and the eastern portion of the site is bounded by the tower easement and buffer.

The site plan includes areas with steep slopes and a stream buffer nearest the Knob Road access point, which are recognized through the designation of Conservation policy in these areas. Regarding the preservation of sensitive features, the Infill Area principles state:

In the configuration of parcels and any new right-of-way, priority should be given to the preservation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns.

The initial site plan proposed 33 lots, including 4 critical lots that were located near the western property line. All critical lots have since been removed and this area will now be preserved as permanent open space. Stream buffers have been identified on the site plan nearest the Knob Road access point. Prior to any land disturbance, an archeological survey will be required in order to identify any streams or other protected water features in accordance with stormwater regulations.



Metro Planning Commission Meeting of 04/13/2017

Variance Request

Section 3-9.2(i).2 requires that the maximum length of dead end streets with turnarounds shall be 750 feet. The applicant does not meet this requirement and is requesting a variance from this section of the Subdivision Regulations. As proposed, the length of the access road from Knob Road to center of the site (the "Tee") is approximately 1,100 feet. The distance from the Tee to the western cul-de-sac is approximately 700 feet. Approximately 500 feet is provided between the Tee and the mid-block turnaround, and another 500 feet is provided between the mid-block turnaround and the eastern cul-de-sac.

Variance Standards

If the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations, a variance from these regulations may be granted, provided that such variance shall not have the effect of nullifying the intent and purpose of these regulations. The Planning Commission shall make findings based upon the evidence presented to it in each specific case that:

- a) The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
- b) The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
- c) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
- d) The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

The access road exceeds the maximum length of 750 feet. However, a road connection to the north may be impractical due to steep slopes and the grading required to construct a road that meets Metro standards. Given the environmental constraints that would prevent the applicant from creating additional street networks on this site, staff recommends approval of a variance to the maximum length of a dead-end street standard. A second means of access is not required by the Fire Code since this development does not exceed 30 dwelling units.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- Slopes along roadways shall not exceed 3:1.
- Retaining walls along roadways shall comply with TDOT standards.



Metro Planning Commission Meeting of 04/13/2017

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Comply with note 5 on concept plan with final site plan:
Access road shall have 1 entering lane and 2 exiting lanes to church parking lot drive aisle as currently exists. Provide adequate sight distance at access road. Submit pavement marking plan to modify DYSL on Knob Rd at new road.

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 Plan approval. These approved construction plans must match the Final Site Plan. The required capacity fees must also be paid prior to Final Site Plan approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions including a variance for the length of a dead end street.

CONDITIONS

1. Sidewalks are required along all internal streets.
2. 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.
3. 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. A tree survey will be required with the final site plan.
4. A tree survey indicating all trees with an 8 inch caliper or greater shall be submitted with the final site plan.
5. Prior to any land disturbance, an archeological survey shall be required to determine the location of any historic structures, including rock or stone walls. If any walls are determined to have historical significance, additional conditions may be applied to the final site plan.
6. 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.
7. 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.



NO SKETCH



**Project Nos. and
Council Bill Nos.**

Text Amendment 2017Z-004TX-001, BL2017-608
Text Amendment 2017Z-005TX-001, BL2017-609
Text Amendment 2017Z-006TX-001, BL2017-610
Text Amendment 2017Z-007TX-001, BL2017-611
Text Amendment 2017Z-009TX-001, BL2017-653
Text Amendment 2017Z-012TX-001, BL2017-685

Project Name
Council District
School District
Deferrals

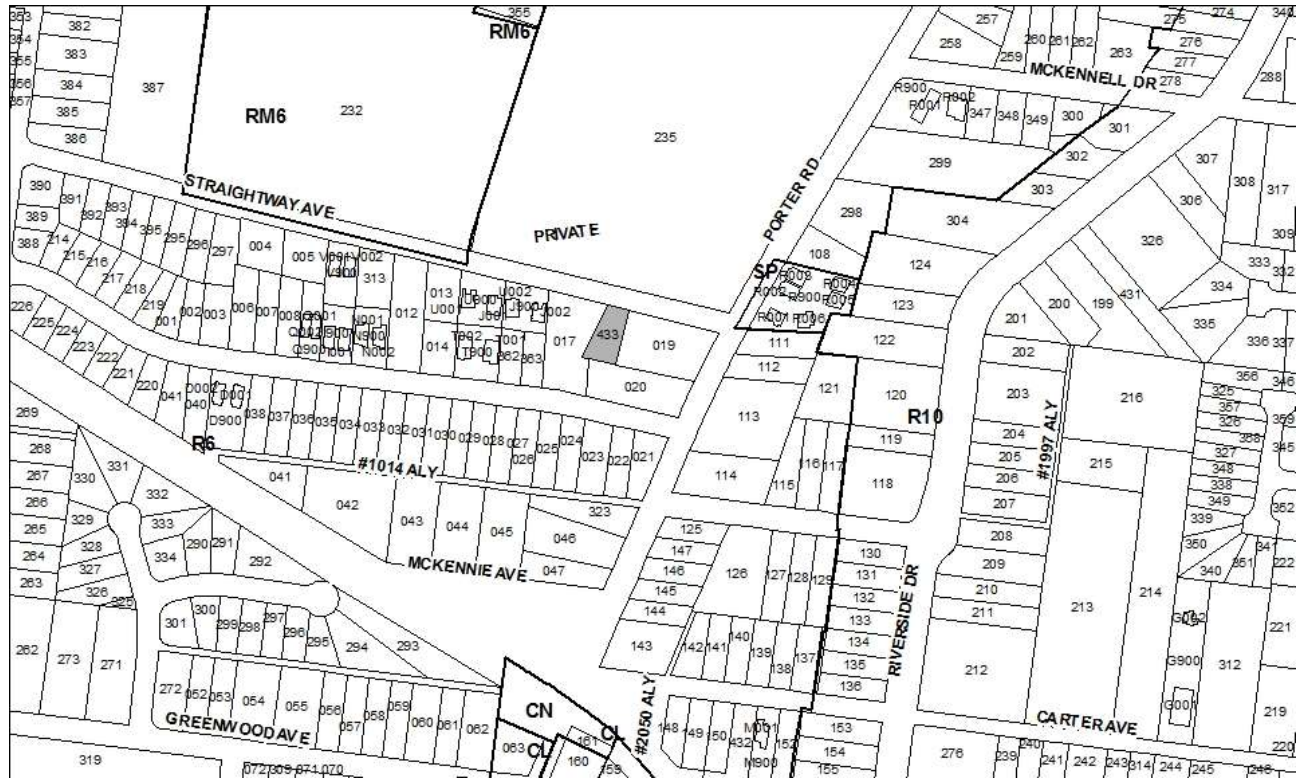
Short Term Rental Properties
Countywide
Countywide
2017Z-004TX-001, 2017Z-005TX-001, 2017Z-006TX-001, and 2017Z-007TX-001 were deferred at the March 9, 2017, Planning Commission meeting.

Staff Reviewer
Staff Recommendation

Logan
Defer to the April 27, 2017, Planning Commission meeting.



Metro Planning Commission Meeting of 04/13/2017



2015S-165-001
2044 STRAIGHTWAY
Map 083-03, Parcel(s) 433
05, East Nashville
06, (Brett Withers)



Project No. Final Plat 2015S-165-001
Project Name 2044 Straightway
Council District 6 - Withers
School District 5 - Buggs
Requested by Dale and Associates, Inc., applicant; D222, LLC, owner.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the April 27, 2017, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions.*

APPLICANT REQUEST

Create one lot.

Final Plat

A request for final plat approval to create one lot on property located at Straightway Avenue (unnumbered), approximately 210 feet west of Porter Road, zoned One and Two-Family Residential (R6) (0.145 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 could permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

CRITICAL PLANNING GOALS

N/A

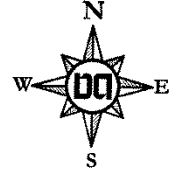
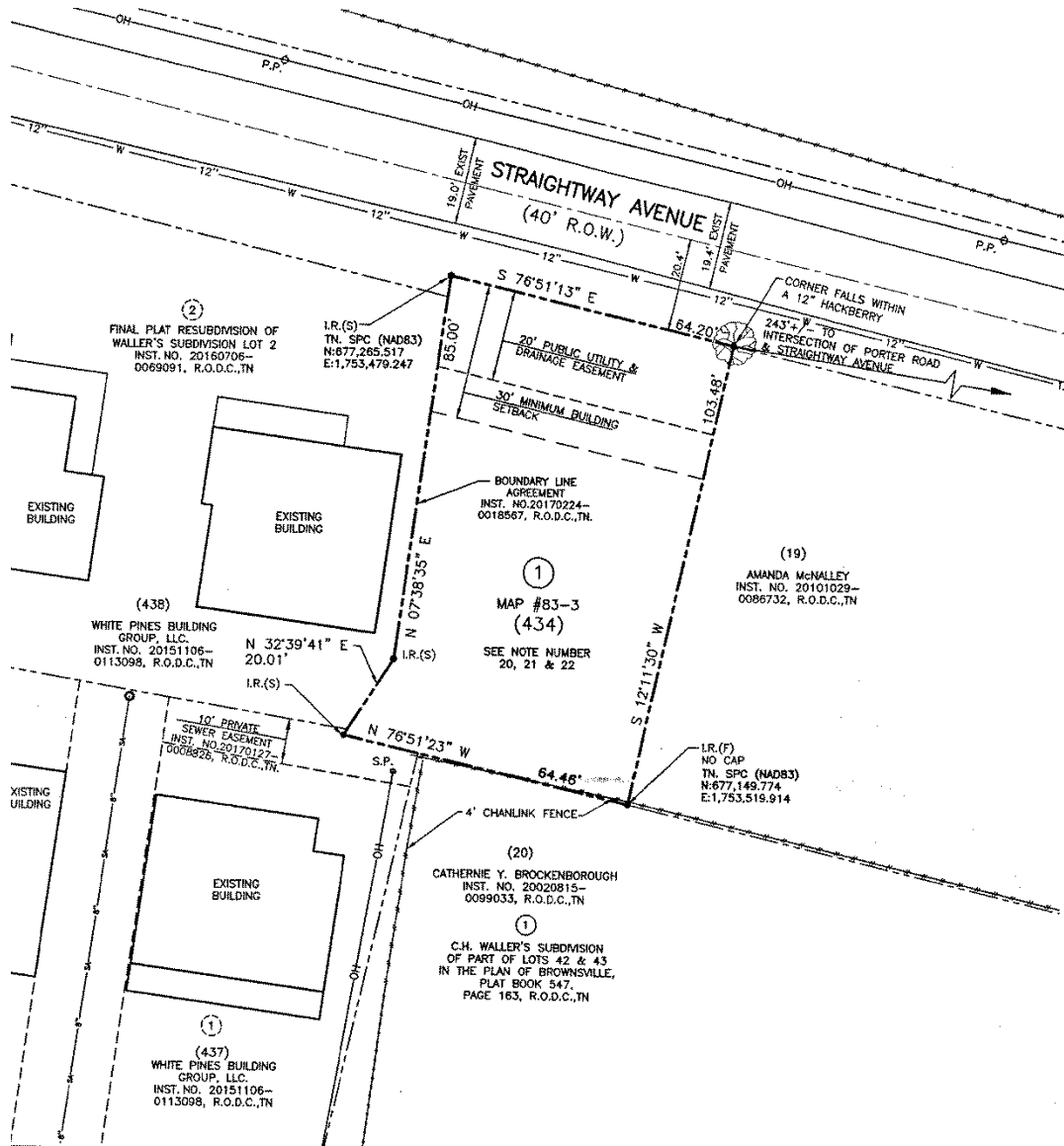
PLAN DETAILS

The request is for final plat approval to create one lot on property located at Straightway Avenue (unnumbered). This lot was created by deed after the Subdivision Regulations were adopted. For this lot to be considered a legal lot of record, the lot must be platted and is subject to the Subdivision Regulations.

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 surrounding lots in regards to frontage and area. The proposed lot does not meet the compatibility requirement for area or frontage. The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations, under which the Planning Commission may grant approval of a subdivision that does not meet the compatibility criteria, if the subdivision can provide for harmonious development within the community.



Metro Planning Commission Meeting of 04/13/2017



Proposed Subdivision



Metro Planning Commission Meeting of 04/13/2017

Proposed Lot:

- Lot 1: 6,296 Sq. Ft., (0.145 Acres), and 64.20 Ft. of frontage;

The above lot frontage and square feet are based on the plat as shown. The plat proposes to create one legal lot of record with frontage on Straightway Avenue.

ANALYSIS

Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Suburban Neighborhood Maintenance policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

Zoning Code

The lot meets the minimum standards of the R6 zoning district.

Street Frontage

The lot has frontage on a public street.

Community Character

1. Lot frontage: The proposed lot 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.

Lot Frontage Analysis	
Minimum Proposed	64.20'
70% of Average	65.80'
Smallest Surrounding Parcel	75'

2. Lot size: The proposed lot 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.

Lot Size Analysis	
Minimum Proposed	6,296 SF
70% of Average	7,479 SF
Smallest Surrounding Parcel	7,869 SF

3. Street Setback: Lot 1 shall have a minimum building setback of 30 feet, consistent with the neighboring houses. No parking shall be permitted within the street setback along Straightway.

4. Lot Orientation: Lot 1 will be orientated to Straightway Avenue.



Metro Planning Commission Meeting of 04/13/2017

Harmony of Development

The proposed subdivision does not meet the Community Character criteria. However, the Planning Commission may grant approval if it determines that the subdivision provides for harmonious development of the community. In this case, the applicant has proposed several conditions to attempt to meet this provision: limiting height to a maximum of two stories within 35 feet in height, to the roofline and a minimum building setback of 30 feet. By limiting the height to two stories within 35 feet and providing a minimum building setback of 30 feet, future development will be consistent with adjacent properties along Straightway Avenue.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

Returned for corrections

- On the plat show and label curb and gutter, the required 4' grass strip, and 5' sidewalk. All must be dimensioned and labeled Proposed.
- Show any above ground utilities that will conflict with said improvements.
- Add a note stating 'Sidewalk construction plans must be approved by Public Works prior to initiating any sidewalk work.'

STORMWATER RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Returned for corrections

- Provide documentation of the recorded private sewer easement that serves this platted lot with sewer, as marked. Refer to this Instrument/Deed Book # on the plat, with a note.
- The required capacity fees must be paid prior to plat approval

STAFF RECOMMENDATION

Staff recommends deferral to the April 27, 2017, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions

CONDITIONS (if approved)

1. Lot 1 shall have a minimum front setback of 30 feet.
2. Building height is limited to a maximum of two stories within 35 feet in height, to the roofline.
3. A raised foundation of 18"- 36" is required for all residential structures.
4. Sidewalks are required along the Straightway frontage of the proposed subdivision. Prior to final plat recordation, one of the options must be chosen related to the required 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, 1 additional lot will require a \$6,163.00, contribution to Pedestrian Benefit Zone 2-A.

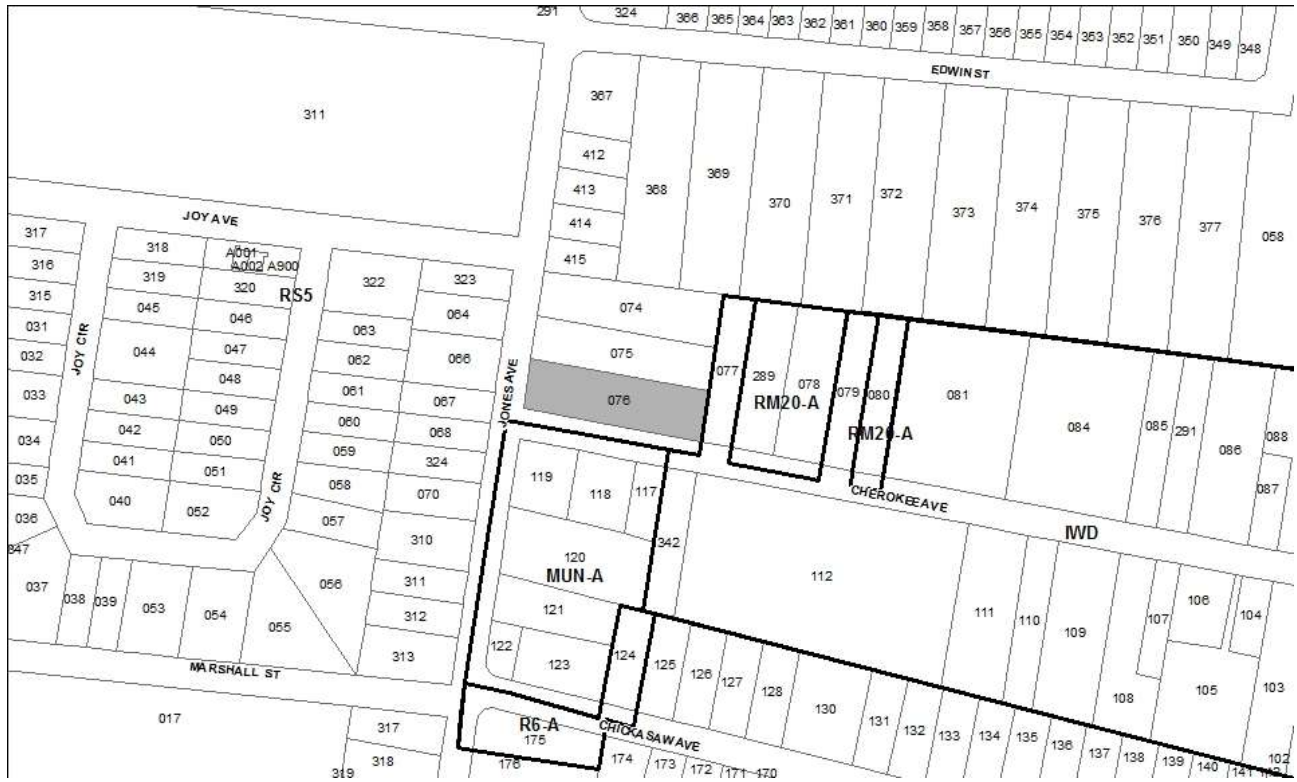


Metro Planning Commission Meeting of 04/13/2017

- d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Planning Department and the Public Works Department.
5. Revise Note No 20 to read as follows: “No parking is permitted between the primary structure and street”.
6. Add the following note to the plan/plat: 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.



Metro Planning Commission Meeting of 04/13/2017



2016S-253-001
1601 JONES AVE 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 5 - Buggs
Requested by Rocky Montoya, RLS, applicant; David and Rachel Peiffer, owners.

Deferrals This item was deferred from the February 9, 2017, February 23, 2017, March 9, 2017, and March 23, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Approve the subdivision with conditions and disapprove the sidewalk variance request.*

APPLICANT REQUEST
Final Plat to create two lots.

Final Plat

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

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5000 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS5 would permit a maximum of 4 lots. However, this proposal is subject to the compatibility requirements of the Subdivision Regulations, which result in fewer lots as described below.*

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.

PLAN DETAILS

This request is for final plat approval for property located at 1601 Jones Ave. This parcel currently contains one single family dwelling unit. The existing lot is 23,086 square feet (0.53 acres) and is proposed to be split into two lots. The proposed subdivision includes a request for a variance from the sidewalk requirements for the subdivision.



Metro Planning Commission Meeting of 04/13/2017

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 RS5 zoning district.

Street Frontage

The proposed lots have frontage on a public street.

Community Character

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

In this instance, the lot created along Jones Avenue must meet or exceed 61 feet of frontage along Jones Avenue. The lot exceeds the requirement with an existing frontage of 80 feet. There are no surrounding lots for comparison of the lot fronting Cherokee as the adjacent properties are zoned industrial and multi-family residential.

Lot 1 Frontage	
Proposed Frontage	80 ft.
Minimum Frontage	56 ft.
70% Average	61 ft.

Lot 2 Frontage	
Proposed Frontage	72 ft.
Minimum Frontage	N/A
70% Average	N/A

Lot area analysis: the proposed lots must have a total area either equal to or greater than 70% of the average area of surrounding parcels or equal to or greater than the surrounding lot with the least amount of area, whichever is greater.

In this instance, the lot created along Jones Avenue must be equal to or greater than 8,913 square feet. The size of the proposed lot is 17,103 square feet which meets the requirement. There are no surrounding lots for comparison of the lot fronting Cherokee as the adjacent properties are zoned industrial and multi-family residential.

Lot 1 Area	
Proposed Size	17,103 SF
Minimum Size	6,357 SF
70% Average	8,913 SF

Lot 2 Area	
Proposed Size	6,136 SF
Minimum Size	N/A
70% Average	N/A

Street setbacks: future structures would comply with setbacks as established by Metro Zoning Code.

Lot orientation: Lot 1 will orient toward Jones Avenue and Lot 2 will orient toward Cherokee Avenue, consistent with surrounding lot orientation.

Lot 1, which fronts Jones Avenue, will meet the compatibility requirements of the Subdivision Regulations. However, there are no surrounding lots to compare Lot 2. Where surrounding parcels do not exist, or do not meet the criteria to be used in the analysis, the Planning Commission must review the plat.



Metro Planning Commission Meeting of 04/13/2017

Harmony of Development

If the proposed subdivision does not meet compatibility, the Planning Commission may consider whether the proposal can provide harmonious development for the community. As stated in the compatibility section, the Planning Commission must review the plat because surrounding parcels which contain the same zoning and use do not exist for the lot fronting Cherokee Avenue. The Planning Commission may grant an exception to the compatibility requirement by considering a larger area to evaluate general compatibility.

The 2 lots proposed by this subdivision are consistent with the average lot frontage and average lot size when compared with the lots zoned RS5 along Jones Avenue. The lots along Cherokee Avenue are zoned IWD and RM20-A; therefore, these lots contain standards and uses which establish a different character for Cherokee Avenue. and should not be included when analyzing the character of adjacent residential single family structures. Staff finds that the lot configuration and orientation is consistent with the surrounding area.

Sidewalk Variance

There is an existing sidewalk along Jones Avenue, but no sidewalk along this portion of Cherokee Avenue. The existing sidewalk along Jones Avenue terminates at the beginning of the Cherokee Avenue right of way, which establishes an existing sidewalk network.

When a sidewalk network exists, new sidewalks must be constructed along the frontage of lots created by an infill subdivision to extend the network. The applicant requests a variance from the sidewalk requirements for the Cherokee Avenue frontage. The applicant has requested a variance from the requirement to construct the required sidewalk and from the optional payment in lieu of construction. Per the Subdivision Regulations, a payment in lieu is not an option given the existing network.

If the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations, a variance from these regulations may be granted, provided that such variance shall not have the effect of nullifying the intent and purpose of these regulations. The Planning Commission shall make findings based upon the evidence presented to it in each specific case that:

- e) The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
- f) The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
- g) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
- h) The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

Since no unique hardship has been identified, staff recommends disapproval of the sidewalk variance.



Metro Planning Commission Meeting of 04/13/2017

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved with conditions

Prior to recording final plat:

- If sidewalks are required along Cherokee Ave, sidewalk construction plans will be required along with drainage plans – this is because of the existing open ditch along Cherokee Ave.
- Plat the existing curb and gutter, grass strip, and sidewalks along Jones Ave.
- If sidewalks are required to be updated along Jones Ave, they are to match MCSP standards.

TRAFFIC AND PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval of the subdivision with conditions and disapproval of the variance request.

CONDITIONS

1. Sidewalks are required along Cherokee Avenue. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works.



Metro Planning Commission Meeting of 04/13/2017



2017S-035-001

HALL ESTATES SECTION 3 RESUB OF LOT 235

Map 146-12 Parcel(s) 131

12, Southeast

26 (Jeremy Elrod)



Project No. **Final Plat 2017S-035-001**
Project Name **Hall Estates Section 3 Resub of Lot 35**
Council District 26 - Elrod
School District 2 - Brannon
Requested by Delle Land Surveying, applicant; Jack Barrett and Cynthia Barrett, owners.

Defer This item was deferred from the February 23, 2017, March 9, 2017, and March 23, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer Indefinitely.*

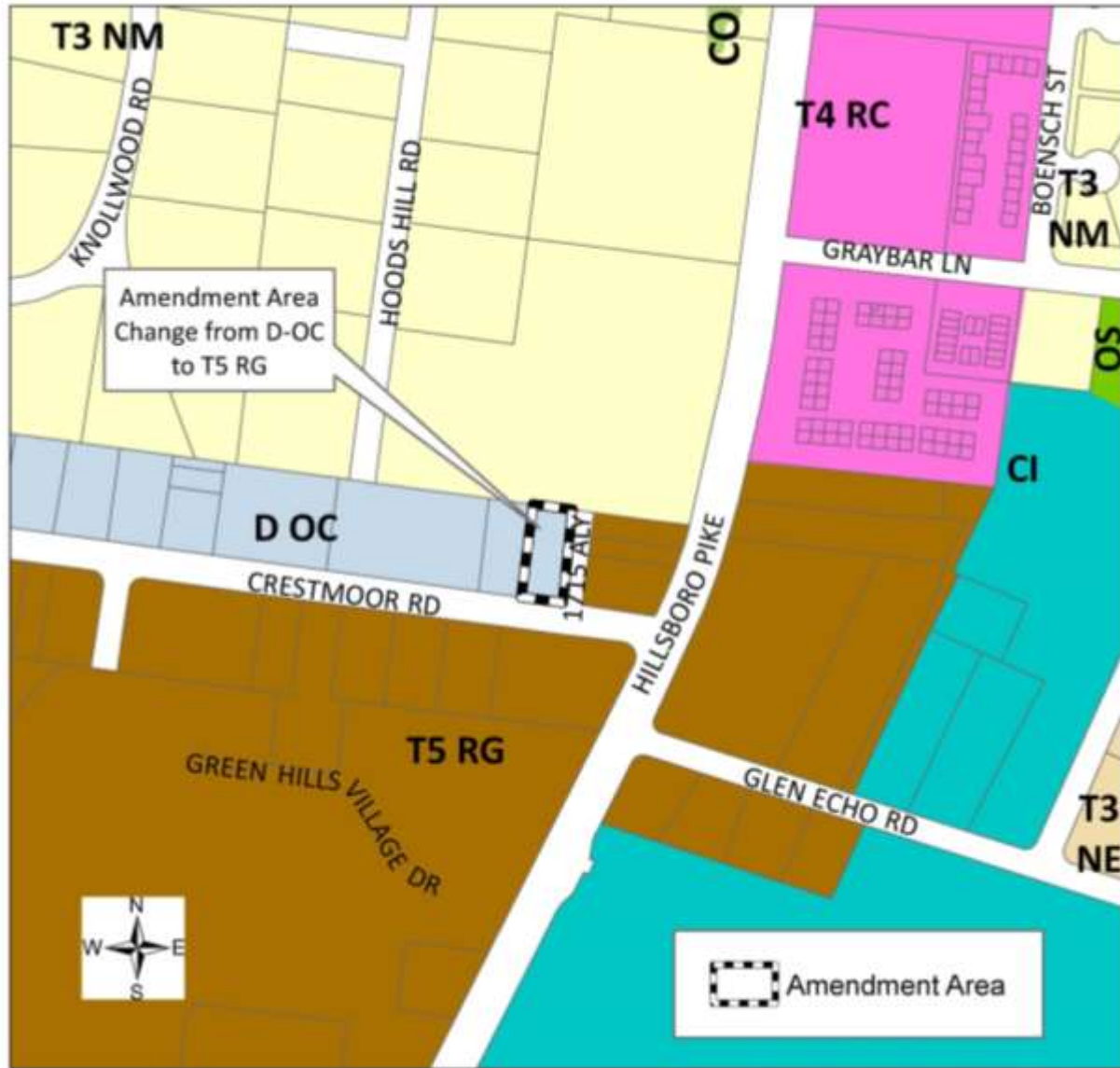
APPLICANT REQUEST
Final Plat to create two lots.

Final Plat
A request for final plat approval to create two lots and for a variance from the subdivision regulations for sidewalk requirements for property located at 5024 Trousdale Drive, approximately 224 feet north of Barrywood Drive, zoned Single-Family Residential (RS20) (1.10 acres).

STAFF RECOMMENDATION
Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 04/13/2017



2017CP-010-001

GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT

Map 117-10, Parcel(s) 075

10, Green Hills-Midtown

25 (Russ Pulley)



Project No.	Minor Plan Amendment 2017CP-010-001
Project Name	Green Hills-Midtown Community Plan Amendment
Associated Case	2017Z-046PR-001
Council District	25 – Pulley
School District	8 – Pierce
Requested by	Metro Nashville Planning Department, applicant; 3715 Hillsboro Holdings, LLC, property owner.
Staff Reviewer	Sewell
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Amend Green Hills-Midtown Community Plan to change the policy.

Minor Plan Amendment

A request to amend the Green Hills-Midtown Community Plan by amending the Community Character Policy to change from District-Office Concentration (D-OC) Policy to T5 Regional Center (T5 RG) Policy on property located at 2101 Crestmoor Road, approximately 175 feet northwest of Hillsboro Pike, zoned Office/Residential (OR20) (approximately 0.3 acres).

GREEN HILLS-MIDTOWN COMMUNITY PLAN

Current Policy

D District Office Concentration (D OC) is intended to preserve, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm.

Proposed Policy

T5 Regional Center (T5 RG) is intended to enhance regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the entire County with supporting land uses that create opportunities to live, work, and recreate. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, civic and public benefit land uses. T5 RG areas serve communities within a reasonable driving distance or a 5 to 10 minute walk. Intensity is generally placed within boundaries not exceeding 0.5 mile in diameter and transitional uses placed within boundaries not exceeding 1 mile in diameter measured from the prominent intersection.



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BACKGROUND

Metro has worked with various stakeholders to prepare an intersection realignment project for the Crestmoor Road/Glen Echo Road/Hillsboro Pike intersection. The purpose of this critical transportation infrastructure investment is to improve traffic flow in the regional center that surrounds the Mall at Green Hills. The transportation infrastructure project includes relocation of Alley 1715 to the western property line of the subject parcel. Alley 1715 currently serves as the eastern property line of the subject property. With this shift, the property will be separated from its current neighbor by the new alley and will become adjacent to property to the east that fronts Hillsboro Pike, resulting in a more viable development area in order to accommodate the realignment project.

COMMUNITY PARTICIPATION

Public Hearing Notices were mailed out to property owners within 600 feet of the site on March 31, 2017. A copy of the notice was also placed on the Planning Department website.

ANALYSIS

The amendment area is located at 2101 Crestmoor Road and is separated from adjacent properties to the east (3707-3715 Hillsboro Pike) by Alley 1715. The amendment area is currently zoned Office/Residential (OR20), which allows for a mixture of compatible office and multifamily residential uses of up to 20 units per acre. D OC policy is currently applied to properties fronting the north side of Crestmoor Road from the subject property west to Bedford Avenue. T5 RG policy is currently applied to properties adjacent to the subject property fronting Hillsboro Pike.

Alley 1715 is planned to be relocated to the western property line as part of the Crestmoor Road/Glen Echo Road/Hillsboro Pike intersection realignment project. The existing alley currently serves as the D OC/T5 RG policy boundary. The alley relocation shifts the policy boundary location to the new alley location. In response, this plan amendment would shift the boundary west to an appropriate location made possible by the alley relocation.

The site's existing OR20 zoning and D OC policy do not accommodate uses appropriate for the corridor that are available to adjacent properties fronting Hillsboro Pike. Changing policy to T5 RG would provide policy support for an associated zoning case and would allow appropriate uses on the Hillsboro Pike corridor.

STAFF RECOMMENDATION

Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 04/13/2017



2017Z-046PR-001

Map 117-10, Parcel(s) 075
10, Green Hills – Midtown
25 (Russ Pulley)



Project No.	Zone Change 2017Z-046PR-001
Associated Case	2017CP-010-001
Council District	25 – Pulley
School District	8 – Pierce
Requested by	Metro Planning Department, applicant; 3715 Hillsboro Holdings, LLC, owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.</i>

APPLICANT REQUEST

Zone change from OR20 to SCR.

Zone Change

A request to rezone from Office/Residential (OR20) to Shopping Center Regional (SCR) zoning on property located at 2101 Crestmoor Drive, approximately 175 feet northwest of Hillsboro Pike (0.3 acres).

Existing Zoning

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

Proposed Zoning

Shopping Center Regional is intended for high intensity retail, office, and consumer service uses for a regional market area.

GREEN HILLS – MIDTOWN COMMUNITY PLAN

Existing Policy

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

Proposed Policy

T5 Regional Center (T5 RG) is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, institutional land uses.



Metro Planning Commission Meeting of 04/13/2017

Consistent with Policy?

The proposed zone change is consistent with the proposed policy. The property is located at the edge of an area of D OC policy and surrounded to the south and west by the proposed policy, T5 RG. The property is separated from the T5 RG policy area by an existing alley along the eastern property line. As part of an effort by Metro Nashville to realign the intersections of Crestmoor Road and Glen Echo Road with Hillsboro Pike, the existing alley will be relocated to the western side of the property to allow the parcel to be used for development that will be oriented toward Hillsboro Pike, rather than Crestmoor Road. The existing OR20 zoning, which is consistent with the existing D OC policy, does not accommodate the high intensity uses appropriate for the corridor that are available to properties fronting Hillsboro Pike. The requested zoning, SCR, is intended for high intensity retail and office uses which are supported by the proposed T5 RG policy and appropriate along the Hillsboro Pike corridor. By applying the proposed policy, T5 RG, and the requested zoning, SCR, the reconfigured property will share a policy and zoning designation with the other parcels east of the relocated alley, allowing for more uniform development that better addresses the pedestrian realm along Hillsboro Pike.

BACKGROUND

The proposed zone change and associated policy amendment are part of a multi-step process being undertaken by Metro Nashville to realign the offset intersection of Crestmoor Road and Glen Echo Road at Hillsboro Pike. The purpose of this critical transportation infrastructure investment is to improve traffic flow in the regional center that surrounds the Mall at Green Hills.

ANALYSIS

The subject property is located north of Crestmoor Road. The site serves as a parking lot for three existing businesses located in the northwest corner of the intersection of Crestmoor and Hillsboro. All three businesses are oriented toward Hillsboro Pike. The subject property is separated from the businesses by Alley #1715. The alley, which follows the eastern property line of the subject property, serves as an access to the parking on the subject property and as an access to Calvary Methodist Church, located to the north. To accommodate the road realignment, Alley #1715 will be relocated to the western side of the subject property.

Alley #1715 currently serves as the seam between two policy areas and two zoning designations, with D OC policy and OR20 zoning on properties to the west of the alley oriented toward Crestmoor Road and T5 RG policy and SCR zoning on properties east of the alley oriented toward Hillsboro Pike. Following relocation of the alley, the subject property will be separated from its current neighbor by the new alley and will become adjacent to property to the east that fronts Hillsboro Pike. The relocated alley will serve as a new logical boundary between the two policy designations and associated zonings. The requested zoning is consistent with the proposed T5 RG policy and will permit uses appropriate along the Hillsboro Pike corridor.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A



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WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.3	0.8	10,454 SF	235	31	31

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.3	1.0	13,068 SF	597	18	53

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+362	-13	+22

STAFF RECOMMENDATION

Staff recommends approval subject to approval of the associated plan amendment and disapproval if the associated plan amendment is not approved.



Metro Planning Commission Meeting of 04/13/2017



2013SP-047-003

51ST AND CENTENNIAL SP (AMENDMENT)

Map 091, Parcel(s) 039

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Specific Plan 2013SP-047-003
Project Name	51st and Centennial SP (Amendment)
Council District	20 - Roberts
School District	1 - Gentry
Requested by	Turner and Associates Realty, Inc., applicant and owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

To permit medical office, personal care services and restaurant-fast food in addition to uses allowed under the current SP, except warehouse uses.

Amendment to SP

A request to amend a Specific Plan District on property located at 5100 Centennial Boulevard at the northwest corner of Centennial Boulevard and 51st Avenue north, zoned SP (1.9 acres), to permit medical office, personal care services and restaurant- fast food in addition to uses allowed under current SP, except warehouse uses.

Existing 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. The SP permits general office, retail, restaurant full-service and warehouse uses in two commercial buildings with surface parking.

HISTORY

Metro Council approved the 51st and Centennial Specific Plan (BL2014-640) in 2014. The property, located at 5100 Centennial Boulevard at the corner of 51st Avenue North and Centennial Boulevard, (1.9 acres), was rezoned from Industrial Restrictive (IR) to SP-MU. This site was formerly a vacant industrial use site but was developed after the original SP, was approved. The site was approved for general office, retail, restaurant full-service and warehouse uses in two commercial buildings with surface parking.

WEST NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) is intended preserve, enhance, and create urban, mixed use neighborhoods characterized by a development pattern that contains a diverse mix of residential and non-residential 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 04/13/2017

ANALYSIS

This amendment would permit medical office, personal care services, and restaurant-fast food in addition to uses allowed under the current SP zoning district, except warehouse uses. The requested uses would be allowed to be located in two commercial buildings approved on the site: a one-story, 9,100 square foot building that is currently occupied, located at the corner of 51st and Centennial and a second, 4,800 square foot building located near the back of the site behind the parking area.

The request is consistent with the T4 Urban Mixed Use Neighborhood policy. The proposed additional uses will add to a developing diverse mix of permitted uses for this site and surrounding area.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve

- Approved as a Preliminary SP Amendment only. If public water or sewer construction plans are required, these must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. If capacity fees are required, they must also be paid prior to Final Site Plan/SP approval. (To be revealed on the revised availability study.)

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.
- Provide parking per Metro Zoning Code for all uses onsite.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Approve with conditions. Provide parking per Metro Zoning Code.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions. The proposed amendment to the SP is consistent with the T4 Urban Mixed Use Neighborhood policy of the West Nashville Community Plan.



Metro Planning Commission Meeting of 04/13/2017

CONDITIONS

1. Uses within this SP shall be limited to medical office, personal care services and restaurant- fast food in addition to uses allowed under the current SP, except warehouse uses.
2. All conditions of BL2014-640 remain in effect.
3. Any development standards, regulations and requirements not specifically shown on the original SP plan and/or included as a condition of approval shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.



Metro Planning Commission Meeting of 04/13/2017



2017SP-026-001
HOLLY STREET DAYCARE SP
Map 083-09, Parcel(s) 435-436
05, East Nashville
06 (Brett Withers)



Project No. Specific Plan 2017SP-026-001
Project Name Holly Street Daycare SP
Council District 06 – Withers
School District 5 - Buggs
Requested by Gilbert/McLaughlin/Casella Architects, applicant; Holly Street Corp., owner.

Staff Reviewer Shepard
Staff Recommendation *Defer to the April 27, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations are received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST

Permit an addition to an existing daycare.

Preliminary SP

A request to rezone from Commercial Neighborhood (CN) and One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning for properties located at 1401 and 1405 Holly Street, at the northeast corner of Holly Street and S 14th Street, within the Five Points Redevelopment District and the Lockland Springs - East End Neighborhood Conservation Overlay District (0.60 acres), to permit an addition to the existing daycare.

Existing Zoning

Commercial Neighborhood (CN) is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas. A total of 0.19 acres of the site is zoned CN.

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. A total of 0.41 acres of the property is zoned R6. *R6 would permit a maximum of three lots with three duplex lots for a total of six units.*

Lockland Springs – East End Neighborhood Conservation Overlay District A Historic Preservation and Neighborhood Conservation District is defined as a geographical area which possesses a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development, and that meets one or more of the criteria outlined in Section 17.36.120 of the Metro Zoning Ordinance.

Proposed Zoning

Specific Plan-Residential 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 an expansion to an existing daycare facility.



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EAST NASHVILLE COMMUNITY PLAN

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

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 northwest portion of the site falls within an area of T4 NC policy, which is intended to preserve and enhance centers that serve urban neighborhoods with a mix of uses, including institutional uses such as daycares. The remainder of the site is located within an area of T4 NM policy, which is intended to preserve the general character of existing urban neighborhoods. T4 NM supports institutional buildings at prominent locations such as intersections. The site is currently in use by the Holly Street Daycare, which occupies formerly residential buildings. The SP proposes an addition to one of the existing buildings. The location of the site on the seam between the two policy areas allows the daycare to serve as a transition from the more intense commercial uses in the neighborhood center to the largely single-family residential development pattern of the surrounding neighborhood. The proposed addition will be located along the northern portion of the site partially within T4 NC policy. The addition sits to the side and rear of the existing buildings and is accessed via the alley in order to minimize changes to the existing rhythm of residential buildings along Holly Street. The addition is designed to mimic the existing former residences on the property in order to respond to the physical context and transition into the surrounding residential neighborhood. Sidewalk improvements proposed along 14th Street will enhance pedestrian connectivity in the area.

PLAN DETAILS

The site encompasses two parcels at the northeast corner of the intersection of South 14th Street and Holly Street. There are three existing buildings on site, all occupied by the Holly Street Daycare. Two of the existing buildings, both with blue siding, are oriented toward Holly Street and were formerly residences. The third building, described as the red building due to its siding color, is a two-story structure located near the intersection of 14th Street and the alley to the north. The red building is oriented toward 14th Street.

Site Plan

The plan proposes a 5,169 square foot addition to the red building. Approximately 2,600 square feet of classroom space will be located in two stories above grade. An additional 2,565 square feet of classroom space will be located in a basement beneath the proposed addition.



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The SP includes elevations for the proposed addition, which has been designed to match the existing structure. The primary entrance to the proposed building will be from the alley to the north, with additional entrances on the other sides to facilitate access to the playground space in the center of the property. Glazing consistent with that present on the existing buildings has been incorporated into all facades, with additional glazing provided on the south façade, which will be oriented toward the interior of the site. The main roof ridge of the addition is 28.5 feet high, to match the existing red building. The elevator will penetrate an additional 6.5 feet above the roof ridge of the building. Primary materials include painted red siding, shingle and metal roof, and brick veneer accents.

Primary vehicular access is currently provided from South 14th Street, with a number of head-in parking spaces located on the west side of the existing red building. The SP will eliminate most of the head-in parking spaces along 14th Street, with the exception of a handicapped parking space, and will shift primary vehicular access and parking for the site to the alley. An access drive to serve the handicapped parking space and facilitate pickup and drop-off will remain along 14th Street.

Holly Street is classified as a local street. An existing five-foot sidewalk and one-foot planting strip are located along Holly Street. No changes will be made to the portion of the property fronting Holly Street and the existing sidewalk and planting strip will remain. An existing five-foot sidewalk with no planting strip is located along 14th Street. South 14th Street is classified as a collector in the Major and Collector Street Plan (MCSP), which calls for an eight-foot sidewalk and a four-foot planting strip. A five-foot sidewalk and four-foot planting strip are proposed along 14th Street.

ANALYSIS

The SP permits expansion of an existing daycare, located partially within T4 NC policy, which is intended to serve the neighborhood with a mix of uses including institutional, and partially within T4 NM policy which supports institutional uses at prominent locations. The proposed building addition is located to the side and rear of the existing buildings to minimize impacts on the residential neighborhood and has been designed to match the architecture and scale of the existing buildings on the site. The SP will enhance the pedestrian realm along 14th Street by relocating primary access to the alley and removing head-in parking spaces.

The existing blue building at the corner of Holly and 14th Streets is located too close to 14th Street to permit a sidewalk consistent with the requirements of the MCSP, and there are no changes proposed to the blue building in this SP. The SP will include a five-foot sidewalk and four-foot planting strip along 14th Street. The design will avoid utility pole obstructions and existing structures, address topography constraints along Holly Street, and keep handicapped parking through an existing access along 14th Street. The proposed design buffers pedestrians from adjacent traffic with a new planting strip while meeting the documented constraints present on the site.

The property is located within the Lockeland Springs – East End Neighborhood Conservation Overlay District. The Metro Historic Zoning Commission (MHZC) approved the preliminary SP with conditions on February 15, 2017. The property is also located within the Five Points Redevelopment District. The Metro Housing and Development Agency (MDHA) approved the preliminary SP on February 14, 2017.



Metro Planning Commission Meeting of 04/13/2017

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

METRO DEVELOPMENT AND HOUSING AGENCY

Approved

METRO HISTORIC ZONING COMMISSION

Approved with conditions

- The applicant shall return to the MHZC for approval of any changes made or required by the Planning Commission, or if the SP rezoning is not approved.
- Staff shall approve the brick, metal roof colors, window and door selections, masonry, and pavers prior to purchase and installation.

STORMWATER RECOMMENDATION

Returned for corrections

- Provide a response letter stating how the comments were addressed and where they were addressed. Please be specific in where the comments were addressed by providing page numbers, note numbers, and/or references to specific locations in the calculations. This will allow the review engineer to evaluate the resubmittal more efficiently.
- Add the Grading Permit number (SWGR#) to the Title Sheet. This number should always be placed in a prominent location on the Title Sheet. This helps to expedite the delivery of plans to the review engineer.
- Provide an executed Declaration of Restrictions and Covenants and long term maintenance plan with the next submission. Attached is a blank PDF of the Declaration document. The recording fee must be provided and the documents recorded prior to issuance of the grading permit.
- Provide an Exhibit A to go with the DRC / LTMP documents. This shall be the legal description of the land and may be a map, survey, plat, or metes and bounds. This shall be legal (8.5 x 14) at the largest.
- Please be aware that Metro has revised the As-built process and requirements as a part of the February 2016 regulations update. Please note that the following are required as a part of the as-built plan:
 - A certification letter from TN registered P.E. stating that the site has been inspected and that the stormwater management system and stormwater control measures (both structural and non-structural) are complete and functional in accordance with the plans approved by MWS.
 - An as-built LID spreadsheet.
 - Hydrologic and hydraulic calculations for as-built conditions, as required.
 - As-built drawings showing final topographic features of all these facilities. This shall include invert elevations of outlet control structures.
 - Any deviations from the approved plans shall be noted on as-built drawings submitted.
 - Copy of as-built plan CAD file on a CD and should be registered to the TN State Plane Coordinate System, North American Datum 1983 (NAD83). Data should be placed in separate layers and should be labeled / named for easy identification.
 - Cut and fill balance certification for floodplain and sinkhole alterations.
 - Water quality buffers shall be surveyed and included with the as-built submittal.



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- Any public (to become the responsibility of Metro to maintain) stormwater infrastructure shall be video-inspected to verify proper installation with the video recording and any associated inspection report submitted as part of as-built record.
- Additional testing may be required as/if warranted by video inspection.
- Plan review and grading permit fees need to be paid. (\$900 fee)
- Provide the Engineer's email address on the plan submittal form.
- Identify the datum for the site benchmark.(NGVD 88 listed instead of NAVD 88 or NGVD 29)
- Provide plan set that can be scaled (full-size (24" by 36") or true half-size).
- Check for possible sinkhole at disturbance of closed contour.

Storm Structures and Pipes/Detention:

- Note that pipes/ditches draining to GIP's shall be able to contain the Q100 storm. Provide graphical HGL information to document.
- Provide additional input information for pipe and structure calculations. Mannings n, grate size, graphical HGLs, etc.
- Structure 23 listed twice on pipe table.
- Please provide a catch basin detail.
- Provide approval from MWS for connection to CSO.
- Show standard easement on 30" brick pipe using table 6.3.3 in SWMM Vol 1.

Water Quality/LID:

- For the bioretention:
 - Level 2 bioretention section should consist of the following:
 - 3" mulch or pine straw
 - 3' media (minimum)
 - 3" choker stone (#8 or #89 "clean washed")
 - 9" underdrain stone jacket (57 stone "clean washed")
 - Minimum 12" stone sump (#57 "clean washed"; below underdrain invert)
 - (Provide invert elevations at each layer)
 - Provide adequate pretreatment for bioretention area. Level 2 facilities shall have 2 forms of pretreatment with one being a pretreatment cell.
 - Provide pretreatment cell volume calculations. Pretreatment cell should be approximately 15% of the TV.
 - The pretreatment cell volume can be included as part of the TV volume, but cannot be included in the area used to calculate the volume provided using the equivalent depth. Since these should capture gross sediment, any bioretention media below them will become clogged, so it cannot be counted for providing any TV.
 - Provide a planting plan for these practices. A specific plant table for each practice is needed that calls out the common name, scientific name, quantity, size, spacing, and any other pertinent information (see GIP-01, Sec. 6.8).
- Note that the bioretention calculations have not fully been evaluated due to the items above.
- LID spreadsheet has been updated to Version 9. Please provide this version.

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.



Metro Planning Commission Meeting of 04/13/2017

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.
- Remove the indication of concrete installation within the alley ROW.
- Indicate installation of MPW standard driveway ramp on 14th at the alley.
- If sidewalks are required revise the plan to indicate sidewalk construction in compliance with the MCSP. All construction within the ROW is to be per MPW and ADA standards and specifications.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Provide location of leased off-site parking.

Maximum Uses in Existing Zoning Districts: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Day Care Center (565)	0.4	0.6	4,644 SF	368	59	57

Maximum Uses in Existing Zoning Districts: CN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.2	0.25	3,680 SF	196	11	31

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
Daycare Center (565)	0.6		12,479 SF*	989	160	111

*Based on 5,169 SF proposed addition

Traffic changes between maximum: R6, CN and SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+425	+90	+23

STAFF RECOMMENDATION

Staff recommends deferral to the April 27, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions and disapproval without all conditions.



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CONDITIONS (if approved)

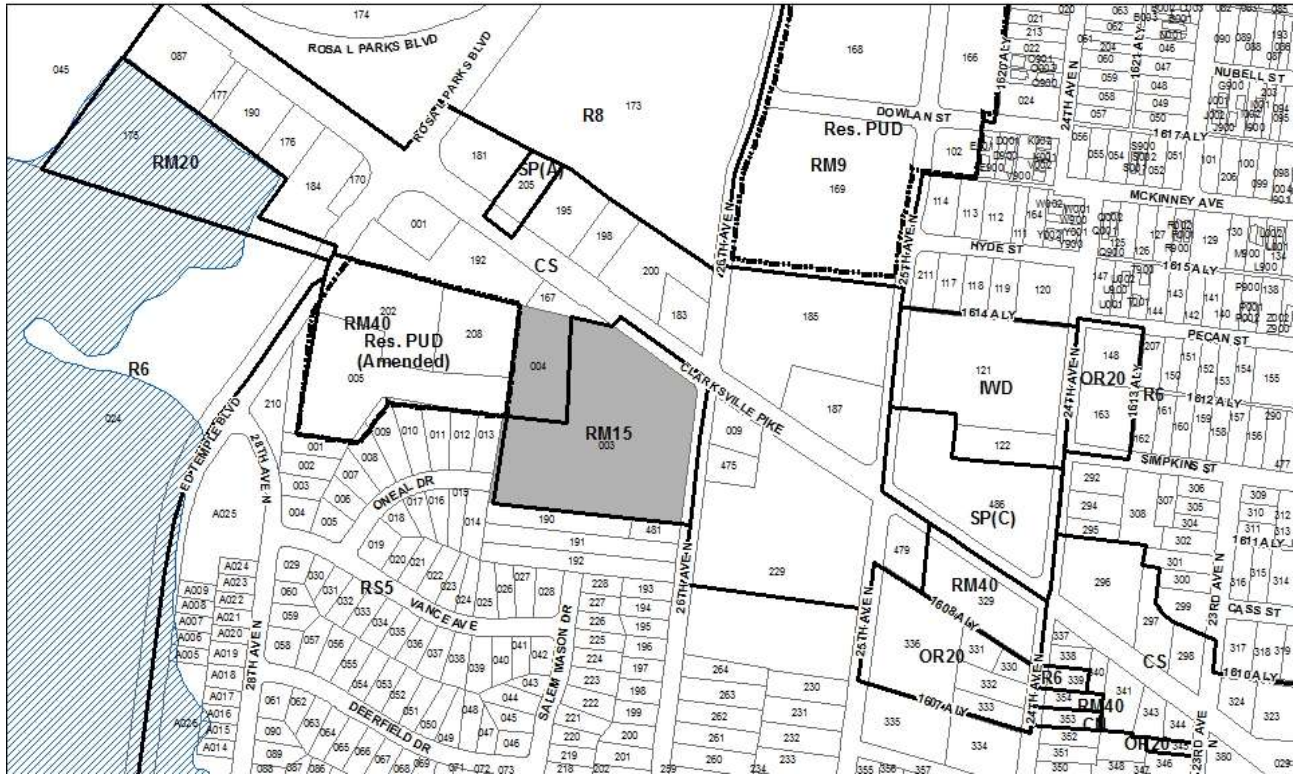
1. Permitted land uses shall be limited to a Day Care Center, with a maximum of 184 students.
2. Elevations consistent with the conceptual elevations in the Preliminary SP shall be provided with the submittal of the Final Site plan.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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. 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 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 04/13/2017



2017SP-029-001
26th AND CLARKSVILLE PIKE SP
Map 081-02 Parcels 003-004
08, North Nashville
21 (Ed Kindall)



Project No. Specific Plan 2017SP-029-001
Project Name 26th and Clarksville Pike SP
Council District 03 - Kindall
School District 1 - Gentry
Requested by Urban Housing Solutions, Inc., applicant and owner.

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

APPLICANT REQUEST

Rezone from RM15 and CS to SP-MU to permit a mixed-use development.

Preliminary SP

A request to rezone from Multi-Family Residential (RM15) and Commercial Service (CS) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 2121 26th Avenue North and 2707 Clarksville Pike, at the southwest corner of 26th Avenue North and Clarksville Pike (5.73 acres), to permit a mixed use development.

Existing Zoning

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *RM15 would permit a maximum of 71 units.*

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

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.

NORTH NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. The rezoning accommodates multi-family residential and commercial uses, consistent with the T4 CM policy. The proposed SP brings the property closer to the goals of the policy by encouraging mixed use development with higher density residential development located along the Clarksville Pike corridor. The proposed uses are compatible with the surrounding neighborhoods, and the density is appropriately scaled based on locational characteristics and surrounding context.



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Proposed Regulatory SP Start

26th and Clarksville Specific Plan (SP)

Development Summary		Site Data Table	
SP Name	26 th and Clarksville	Site Data	5.73 acres
SP Number	2017SP-029-001	Existing Zoning	CS and RM15
Council District	Kindall	Proposed Zoning	SP-MU
Map & Parcel	Map 081-02, Parcel 003-004	Allowable Land Uses	All uses permitted by the MUL-A zoning district excluding: boarding house; dormitory; auction house; automobile convenience; automobile parking; beer and cigarette market; car wash; funeral home; hotel/motel; warehouse; and construction/demolition waste processing

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to those permitted under the MUL-A zoning district excluding: boarding house; dormitory; auction house; automobile convenience; automobile parking; beer and cigarette market; car wash; funeral home; hotel/motel; warehouse; and construction/demolition waste processing.
2. Residential development shall be limited to a maximum of 168 multifamily residential units.
3. Property access (ingress/egress) shall be prohibited from O'Neal Drive and Salem Mason Drive.
4. Height restrictions shall allow: up to 4 stories on Clarksville Pike and 26th Av N (MUL-A would only permit 3); up to 3 stories on the western property boundary; and up to 2 stories on the southern property boundary.
5. These construction materials shall be prohibited: vinyl siding, untreated wood, and EIFS.

Proposed Regulatory SP End



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ANALYSIS

The properties are located at the southwest corner of the intersection of Clarksville Pike and 26th Avenue North. The smaller 0.97-acre parcel is currently zoned Commercial Service (CS), and the larger 4.76-acre parcel is currently zoned Multi-family Residential (RM15). Rezoning to Specific Plan-Mixed Use (SP-MU) would allow additional housing and would limit height, materials, specific commercial uses, and access into the site.

Future development will include a mixture of housing types and neighborhood-oriented commercial uses. Residential development will be limited to a maximum of 168 units. The first phase is a 3-story residential building, which faces Clarksville Pike, and is nearly complete and includes affordable housing units. Subsequent phases are also planned for affordable housing. Commercial uses shall be limited to all uses permitted within MUL-A, except for the following uses which shall be prohibited: boarding house, dormitory, auction house, automobile convenience, automobile parking, beer and cigarette market, car wash, funeral home, hotel/motel, warehouse, and construction/demolition waste processing.

Access into the site will be provided from 26th Avenue North only, which allows the buildings to wrap the northeastern corner of the site along the Clarksville Pike corridor. Height is limited to a maximum of 4 stories on Clarksville Pike and 26th Avenue North; 3 stories on the western property boundary; and 2 stories on the southern property boundary. Vinyl siding, untreated wood, and EIFS shall be prohibited construction materials.

Specific standards outlined in the plan will ensure that the property is developed in a manner that creates higher density development along the corridor that is sensitive to the surrounding residential developments. Therefore, staff recommends approval as the requested zone change is consistent with the T4 Urban Mixed Use Corridor land use policy.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TIS may be required with redevelopment.



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Maximum Uses in Existing Zoning District: **RM15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.76		71 U	554	39	57

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.97	0.60	25,351 SF	1123	28	83

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.76		168 U	1142	87	111

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.97		20,000 SF	2036	111	181

Traffic changes between maximum: **RM15 & CS and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Unit	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+359	+44	+41

SCHOOL BOARD REPORT

Projected student generation existing CS district: 0 Elementary 0 Middle 0 High
Projected student generation existing RM15 district: 19 Elementary 12 Middle 9 High
Projected student generation proposed SP district: 44 Elementary 28 Middle 22 High

The proposed SP zoning district will generate 54 additional students beyond what would be generated under the existing CS and RM15 zoning districts. Students would attend Churchwell Elementary School, John Early Middle School, and Pearl-Cohn High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated 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? The 23-unit first phase building on this site, which was made possible by a Barnes Affordable Housing Trust Fund grant in 2014 and which will be finished in the next month, includes 16 units that will be affordable to people with household incomes at or below 60 AMI. The second phase building, which is what prompted this rezoning application, just received a \$4.6 M grant from the Barnes Fund, and 37 of the 63 planned units will be affordable to people under 60 AMI. Combined,



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that would create 53 units affordable for people with incomes at or below 60% of the median household income. We have not finalized the total number of apartments that will eventually be developed on 2121 26th Av N and 2707 Clarksville Pike, but we can safely commit that at least 20% of the entire development will be affordable to people earning at or below 60% of the median household income.

3. How will you enforce the affordability requirements? Each Barnes Fund grant requires a 15-year deed restriction on the property and this compliance will be monitored by Barnes Fund staff.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within this SP shall be limited to a maximum of 168 multi-family residential units and those permitted under the MUL-A zoning excluding: boarding house; dormitory; auction house; automobile convenience; automobile parking; beer and cigarette market; car wash; funeral home; hotel/motel; warehouse; and construction/demolition waste processing.
2. Vehicular access (ingress/egress) shall be prohibited from O'Neal Drive and Salem Mason Drive.
3. Height restrictions shall allow: up to 4 stories on Clarksville Pike and 26th Avenue North; up to 3 stories on the western property boundary; and up to 2 stories on the southern property boundary.
4. These construction materials shall be prohibited: vinyl siding, untreated wood, and EIFS.
5. Sidewalks shall be required along Clarksville Pike consistent with the requirements of the Major and Collector Street Plan, and along 26th Avenue North consistent with local street standards.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
7. 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.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits



Metro Planning Commission Meeting of 04/13/2017



2017Z-036PR-001
Map 071-16, Parcel 082
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2017Z-036PR-001
Council District	05 - Davis
School District	5 - Buggs
Requested by	Veda M. Spann Rainey, applicant; Mattie Pearl Harris-Spann, owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Disapprove RM15-A; Approve RM9-A.</i>

APPLICANT REQUEST

Zone change from RS5 to RM15-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multifamily Residential – Alternative (RM15-A) zoning on property located at 1308 Montgomery Avenue, approximately 295 feet north of Douglas Avenue (0.68 acres).

Existing Zoning

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

Proposed Zoning

Multifamily Residential – Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of ten units.*

Multifamily Residential – Alternative (RM9-A) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM9-A would permit a maximum of six units.*

EAST 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.



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Consistent with Policy?

The proposed RM15-A zoning is inconsistent with T4 Urban Neighborhood Evolving policy at this location. While T4 NE policy supports a variety of housing types and development patterns, in infill or redevelopment areas the policy calls for consideration of some elements of the existing developed character. In particular, development should transition from more intensity along centers and corridors to less intensity within the neighborhood. This transition helps ensure that higher intensity development has adequate access to major transportation corridors and transit and minimizes impacts on existing lower intensity one and two-family residential as the neighborhood evolves. The property is located on the edge of a T4 NE policy area, adjacent to T4 Mixed Use Neighborhood policy. The adjacent property in the T4 MU policy is located on Douglas Avenue, which is identified as a collector avenue, and is developed with residential and office at an approximate density of 14 units per acre. The interior of the neighborhood north of the Douglas Avenue corridor contains a mix of lower intensity one and two-family dwellings. The requested zoning, RM15-A, is as intense as the development located on the corridor and does not result in a transition in intensity to the rest of the neighborhood.

ANALYSIS

The request is to rezone .47 acres located at 1308 Montgomery Avenue, approximately 300 feet north of the intersection of Montgomery Avenue and Douglas Avenue. Douglas Avenue is identified as a collector avenue on the Major and Collector Street Plan (MCSP). Montgomery Avenue is a local road. The property is not located on a corner or along a corridor. There is no alley to facilitate access from the rear of the property.

RM15-A would permit multifamily residential uses of up to 15 units per acre. RM15-A would permit up to 10 units on this parcel. The adjacent property at the corner of Montgomery and Douglas Avenues is zoned Specific Plan (SP); the SP permits up to 29 residential units and office use at an approximate density of 14 units per acre. The requested RM15-A zoning would result in development equal in intensity to what is permitted along the corridor and within T4 MU policy, which is intended for a mix of residential, commercial, mixed use and even light industrial uses. Although the property is located on the edge of a T4 NE policy area, the requested zoning does not provide a transition between higher intensity development along the corridor and lower intensity development in the neighborhood interior. Therefore, the request is inconsistent with T4 NE policy.

RM9-A zoning would permit multifamily residential uses of up to nine units per acre, which would allow for up to six units on this parcel. Like the requested RM15-A zoning, RM9-A would permit single-family, two-family or multifamily residential, allowing for a variety of housing types unavailable under the existing single-family zoning. This variety is more consistent with the goals of T4 NE policy, which calls for increased housing diversity. However, RM9-A would allow for residential development at an intensity that provides a better transition between higher density development along the corridor and the lower intensity one- and two-family residential interior to the neighborhood than would be achieved by RM15-A. Therefore, staff finds that RM9-A is more consistent with the T4 NE policy in this location.

FIRE MARSHAL RECOMMENDATION

N/A



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PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.68	8.71 D	5 U	48	4	6

Maximum Uses in Proposed Zoning District: **RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.68	-	10 U	73	7	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.68	-	6 U	46	5	5

Traffic changes between maximum: **RS5 and RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+5 U	+25	+3	+2

Traffic changes between maximum: **RS5 and RM9-A**

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



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METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM15-A district: 2 Elementary 1 Middle 1 High

Projected student generation proposed RM9-A district: 1 Elementary 1 Middle 1 High

The proposed RM15-A zoning is expected to generate one additional student beyond the existing zoning. RM9-A zoning is not expected to generate any students beyond the existing zoning. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Base on getting density of RM15, workable layout of lots, size of units, layout of units (garages and or roof top decks?) concept is to make majority of units in workforce housing pricing in the low to mid \$300K range.
2. If so, how many and what is the percentage of the entire development? Per above – majority in low to mid \$300k range.
3. How will you enforce the affordability requirements? Project will be design around this concept.
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

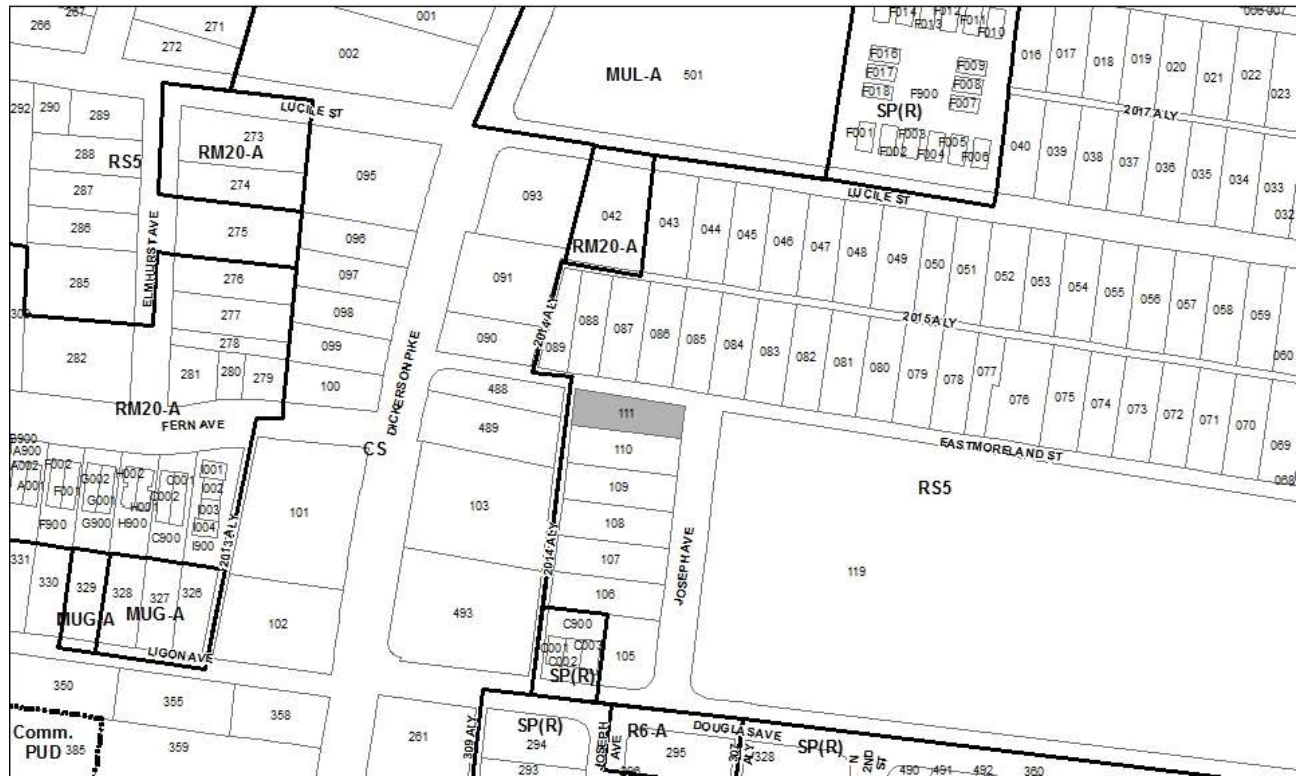
Staff recommends disapproval of RM15-A zoning, as the request is inconsistent with the T4 Neighborhood Evolving policy in this location. Staff recommends approval of RM9-A zoning, which is consistent with the T4 Neighborhood Evolving policy in this location.



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2017Z-039PR-001
Map 071-15 Parcel 111
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2017Z-039PR-001
Council District	05 – Davis
School District	5 - Buggs
Requested by	Said Mohammed, applicant and owner.
Staff Reviewer	Rickoff
Staff Recommendation	Approve

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential – Alternative (R6-A) zoning on property located at 1314 Joseph Avenue, at the southwest corner of Eastmoreland Street and Joseph Avenue (0.16 acres).

Existing Zoning

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

Proposed Zoning

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

EAST 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?

The proposed zone change is consistent with policy. The property is located directly east of higher intensity uses along Dickerson Pike in an area characterized by single-family development, with scattered two-family dwellings as well. The lot is located on a corner and has access via an existing alley. Determinations of duplex eligibility are made by the Metro Codes Department, but if the lot is determined to be duplex eligible, the proposed zone change would permit a two-family residential unit which contributes to increased housing choice in the neighborhood. Alternatively, a detached



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accessory dwelling unit may be allowed. The availability of alley access minimizes the need for curb cuts along the front of the property and enhances the pedestrian environment.

ANALYSIS

The site is located at the southwest corner of Joseph Avenue and Eastmoreland Street, west of Dickerson Pike. The property contains a residential structure which fronts Joseph Avenue. The existing land use pattern in the neighborhood is primarily single-family residential, with pockets of two-family residential. Should the site be determined eligible for a duplex, its location on a corner and the availability alley access make the site an appropriate location for two-family residential development, which would increase the variety of housing choices available in the neighborhood. The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment. Since the existing rear alley is improved, access shall be from the alley only. The proposed rezoning is consistent with the goals of the T4 Urban Neighborhood Evolving land use policy.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.16	8.7 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.16	7.26 D	2 U	20	2	3

Traffic changes between maximum: **RS5 and R6-A**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing **RS5** district: 0 Elementary 0 Middle 0 High

Projected student generation proposed **R6-A** district: 0 Elementary 0 Middle 0 High

The proposed zoning is not expected to generate any additional students beyond the existing zoning. Students would attend Shwab Elementary School, Jere Baxter Middle School, and



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Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

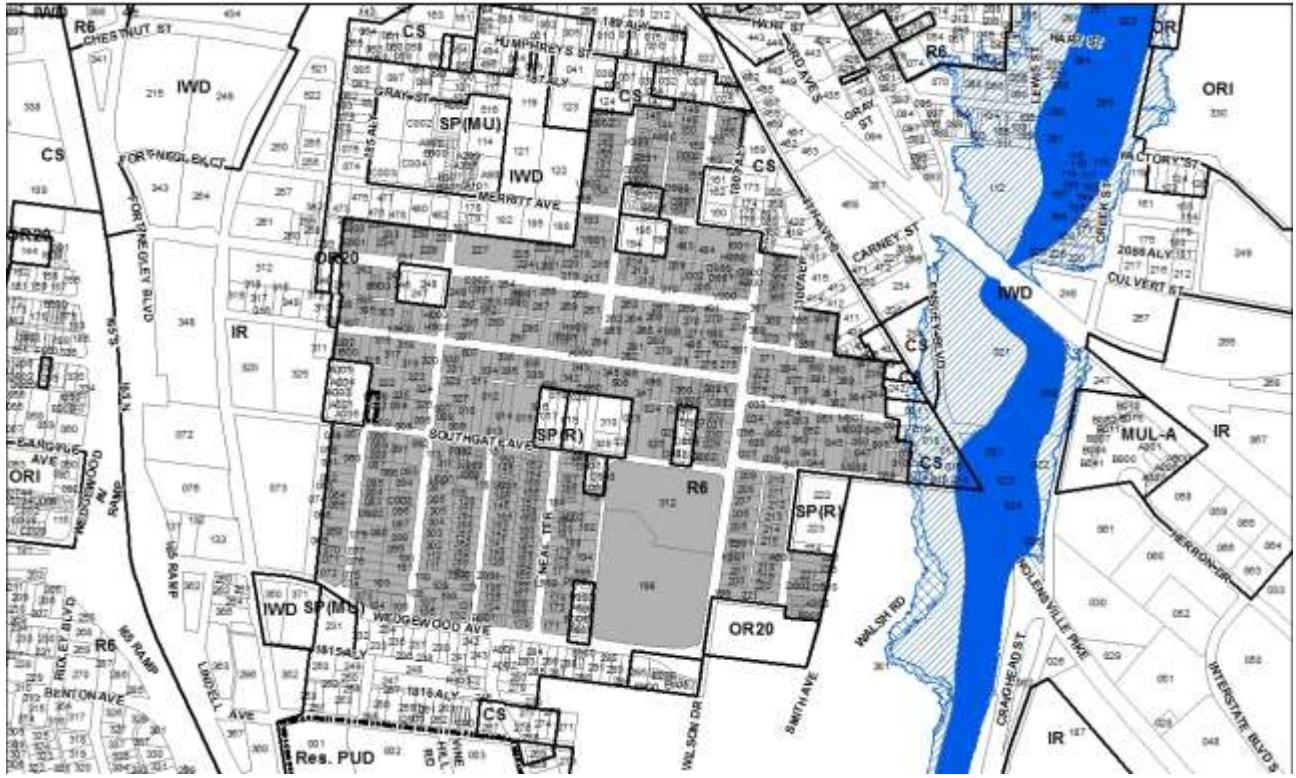
1. Will this project include any affordable or workforce housing units? No
2. If so, how many and what is the percentage of the entire development? No
3. How will you enforce the affordability requirements? No
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy.



Metro Planning Commission Meeting of 04/13/2017



2017Z-040PR-001
Various Maps, Various Parcels
11, South Nashville
17 (Colby Sledge)



Project No.	Zone Change 2017Z-040PR-001
Council Bill No.	BL2017-668
Council District	17 – Sledge
School District	05 – Buggs
Requested by	Councilmember Colby Sledge, applicant; various property owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Zone change from R6 to R6-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to One and Two-Family Residential-Alternative (R6-A) zoning for various properties located along Little Hamilton Avenue, Pillow Street, Rains Avenue, Mallory Street, Moore Avenue, Wingrove Avenue, Byrum Avenue, Carvell Avenue, Neal Terrace, Allison Place, Martin Street, Stewart Place, Southgate Avenue, Hamiton Avenue, Merrit Avenue, and Wedgewood Avenue (109.3 acres)

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development

Infill development should complement the intended development pattern with attention to building setbacks, types, massing, orientation, scale and incorporation of design elements of the surrounding buildings. The proposed R6-A zone district would enhance walkability along both streets through the orientation of buildings and enhancement of the pedestrian network.

SOUTH NASHVILLE COMMUNITY PLAN

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



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

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

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

Consistent with Policy?

Yes. The proposed R6-A zoning district is supported by the T4 Neighborhood Evolving and T4 Mixed Use Neighborhood policies. The alternative design standards require shallow setbacks and alley access which is consistent with an urban environment. There is an existing network of alleys within the area. The alternative design standards also provide standards for driveways and parking as well as attached and detached garages. These standards will reduce pedestrian and vehicle conflict and reduce the number of new driveways connecting to an existing street.

ANALYSIS

The proposed zoning is appropriate for the Urban Neighborhood Evolving and Urban Mixed Use policies. As this area continues to evolve and redevelop, the R6-A zoning district will foster a more pedestrian friendly environment by requiring access from existing alleys and limiting new driveways to a maximum width of 12 feet.

FIRE DEPARTMENT RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.



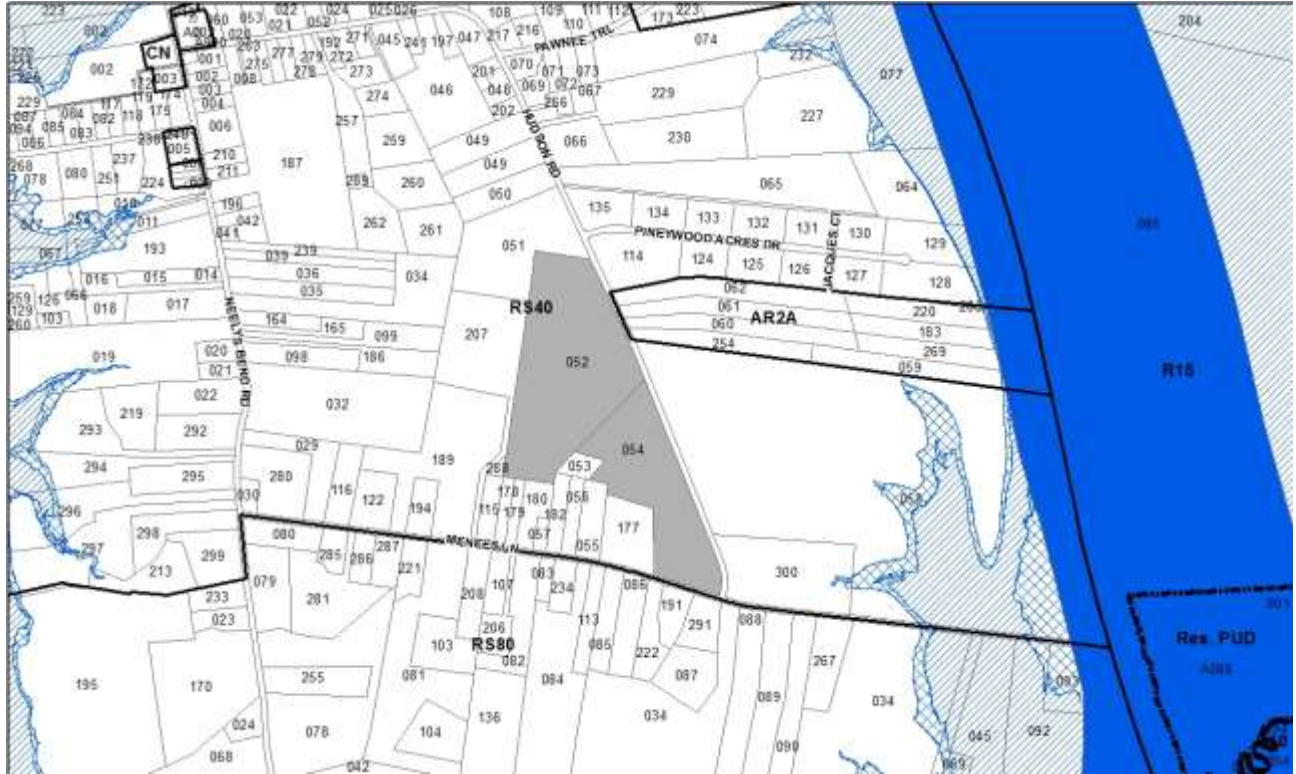
Metro Planning Commission Meeting of 04/13/2017

STAFF RECOMMENDATION

Staff recommends approval of the proposed R6-A zoning district as it is consistent with the T4 NE and T4 MU land use policies.



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2017Z-041PR-001

Map 063, Parcel(s) 052, 054

04, Madison

09 (Bill Pridemore)



Project No.	Zone Change 2017Z-041PR-001
Council District	09 – Pridemore
School District	3 – Speering
Requested by	Adam Sawyer, applicant and owner
Staff Reviewer	Shepard
Staff Recommendation	Approve

APPLICANT REQUEST

Zone change from RS40 to AR2a.

Zone Change

A request to rezone from Single-Family Residential (RS40) to Agricultural/Residential (AR2a) zoning on properties located at Hudson Road (unnumbered), at the northwest corner of Hudson Road and Menees Lane (55.26 acres).

Existing Zoning

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 60 units, however, the requirements of the Metro Subdivision Regulations for Rural Character subdivisions would apply. The actual number of achievable units would vary based on site layout and surrounding context, but is likely fewer.*

Proposed 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 27 lots with 6 duplex lots for a total of 33 units. However, the requirements of the Metro Subdivision Regulations for Rural Character subdivisions would apply. The actual number of achievable units would vary based on site layout and surrounding context, but is likely fewer.*

MADISON 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.

T2 Rural Maintenance (T2 RM) is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density



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of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

Consistent with Policy?

The proposed zone change is consistent with policy. The property consists of two large parcels that are currently vacant. Small wetland areas, streams and associated buffers are present in the northeast and southwest corners of the property, as indicated by the presence of Conservation policy. The existing zoning, RS40, would permit a large-lot suburban residential development pattern. The proposed zoning, AR2a, is more consistent with the intent of the policy, which is to preserve rural character and not to create a holding or transitional zone for future urban development. AR2a permits a maximum density of one dwelling unit per two acres, and any future subdivision of this property would be subject to the Rural Character standards of the Metro Subdivision Regulations. The proposed zoning, along with the rural subdivision regulations, will ensure the protection of sensitive environmental features identified by the presence of Conservation policy, and will help achieve the intent of the T2 RM zoning district.

ANALYSIS

The site consists of two parcels located at the intersection of Hudson Road and Menees Lane, east of Neelys Bend Road. Both parcels are currently vacant. The surrounding land use pattern consists primarily of single-family residential uses and vacant land. The requested zoning, AR2a, would permit low-density residential development; however, it would also allow for agricultural and related accessory and support uses as an alternative to residential development. These uses are consistent with the goals of the policy to preserve rural character, including protection of viewsheds, sensitive environmental features, and farmland. The Rural Character subdivision regulations would apply to any future subdivision of this property, ensuring that the arrangement of lots is consistent with the lot pattern of the surrounding area and avoids disturbance of sensitive environmental features.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	55.26	1.08 D	59 U	640	52	67

Maximum Uses in Proposed 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)	55.26	0.5 D	27 U	312	29	33

Traffic changes between maximum: **RS40 and AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-32 U	-328	-23	-34

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T2 Rural Maintenance policy.



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2017Z-042PR-001
Map 072-13, Parcel(s) 088
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2017Z-042PR-001
Council District	05 - Davis
School District	5 - Buggs
Requested by	Rodney Jarvis, applicant and owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 2510 Trevecca Avenue, approximately 90 feet south of Cahal Avenue (0.2 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at an overall density of 8.71 dwelling units per acre. *RS5 would permit 1 lot with a maximum of 1 unit.*

Proposed Zoning

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6-A would permit 1 lot that may be eligible for a maximum of 2 units.*

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The proposed R6-A zoning district is consistent with T4 Urban Neighborhood Maintenance policy as it provides for a development that contributes to and is consistent with the development pattern that has been established for the Renraw neighborhood.

ANALYSIS

The site is located at 2510 Trevecca Avenue, one block west of Gallatin Pike, and consists of an existing residential structure. Nearby land uses include commercial uses one block east of the site along Gallatin Pike and one and two-family residential uses west of the site. Lincoln College of Technology, an institutional use, is south of the site. Some of the nearby residential developments currently serve as housing for students of Lincoln College of Technology. Adjacent zoning districts



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include the RS5 and R6 zoning districts. The site is located near existing transit service along Gallatin Pike. Additional residential development permitted by the proposed R6-A zoning district is appropriate for an area, which has access to bus service, given the location and policy. Also, the site is served by an existing alley. Future development of the site in the R6-A zoning district will incorporate additional design standards and require access to the site from the alley only.

According to the Codes Department, the property may be eligible for a two-family (duplex) unit. The proposed rezoning and potential redevelopment will serve as an appropriate transition area between the existing commercial uses along Gallatin Pike east of the site and the less intense one and two-family residential development west of the site within the interior of the Renraw neighborhood .

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: **RS5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.2	8.71 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.2	7.26 D	2 U	20	2	3

Traffic changes between maximum: **RS5 and R6**

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



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METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R6-A district: 1 Elementary 1 Middle 1 High

The proposed R6-A zoning district will not generate more students than what is typically generated under the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood 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)

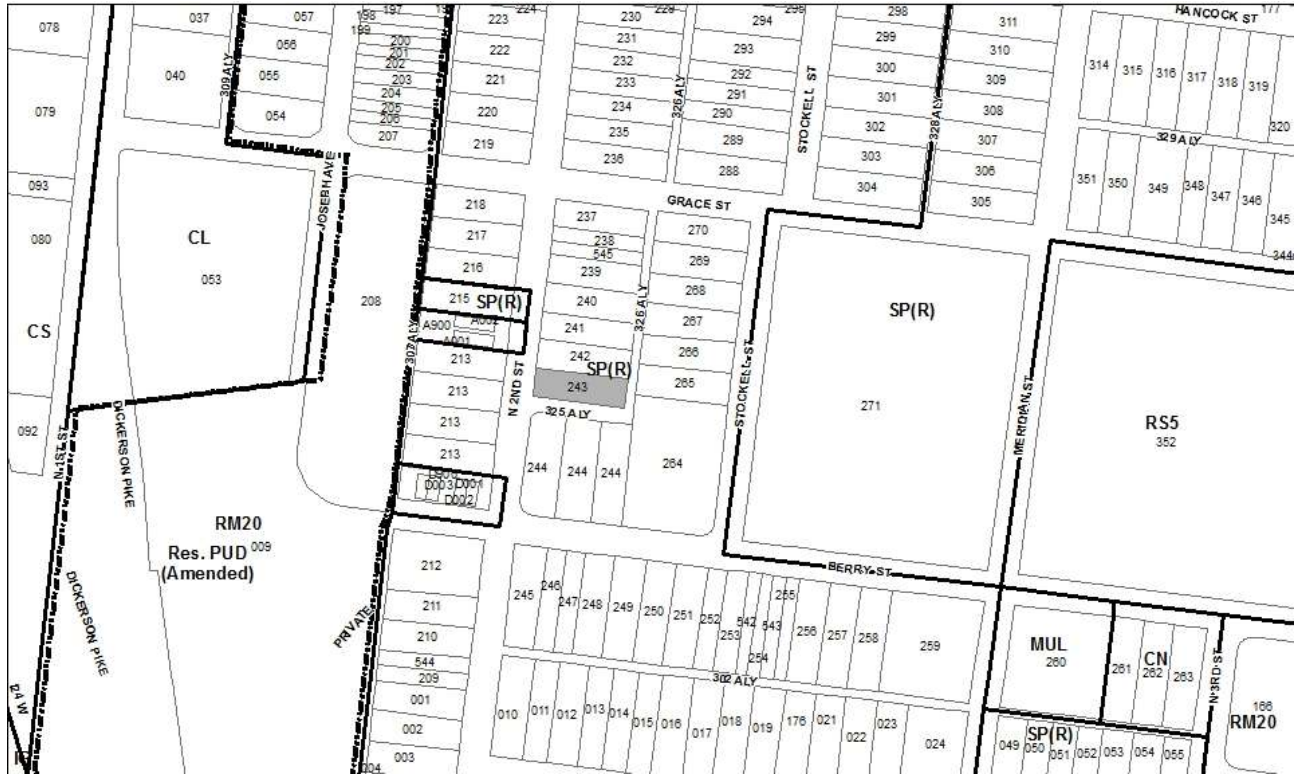
1. Will this project include any affordable or workforce housing units? No plans
2. If so, how many and what is the percentage of the entire development? None
3. How will you enforce the affordability requirements? I have no plans
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends approval. The proposed rezoning is consistent with the T4 Urban Neighborhood Maintenance policy of the East Nashville Community Plan.



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2017Z-043PR-001
Map 082-07, Parcel(s) 243
5, East Nashville
5 (Scott Davis)



Project No.	Zone Change 2017Z-043PR-001
Council District	05 - Davis
School District	5 - Buggs
Requested by	Goodhope Development Consulting, LLC, applicant; Michael Yang, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from SP-R to R6-A.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 609 N 2nd Street, approximately 210 feet north of Berry Street (0.19 acres).

Existing Zoning

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

Proposed Zoning

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

EAST 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.



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Consistent with Policy?

The proposed zone change is consistent with policy. The property is located in an area with an existing mix of one, two-family and multi-family residential dwellings. The lot is located along North 2nd Street, north of Berry Street. The property abuts an improved alley along the southern and eastern property lines. Determinations of duplex eligibility are made by the Metro Codes Department. If the lot is determined to be duplex eligible, the proposed zone change would permit a two-family residential unit that contributes to increased housing choice in the neighborhood. Alternatively, a detached accessory dwelling unit may be allowed. The availability of alley access minimizes the need for curb cuts along the front of the property and enhances the pedestrian environment.

ANALYSIS

The site is located along North 2nd Street, north of Berry Street. The property is currently vacant. Should the site be determined eligible for a duplex, the availability of alley access make the site an appropriate location for two-family residential development, which would help increase the variety of housing choices available in the neighborhood. The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment. The proposed rezoning is consistent with the goals of the T4 Urban Neighborhood Evolving land use policy.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

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

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)	0.19	-	1 U	10	1	2

Maximum Uses in Proposed 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)	0.19	7.26 D	2 U	20	2	3

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

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



Metro Planning Commission Meeting of 04/13/2017

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed zoning is not expected to generate any additional students beyond the existing zoning. Students would attend Chadwell Elementary School, Gar-Mar Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

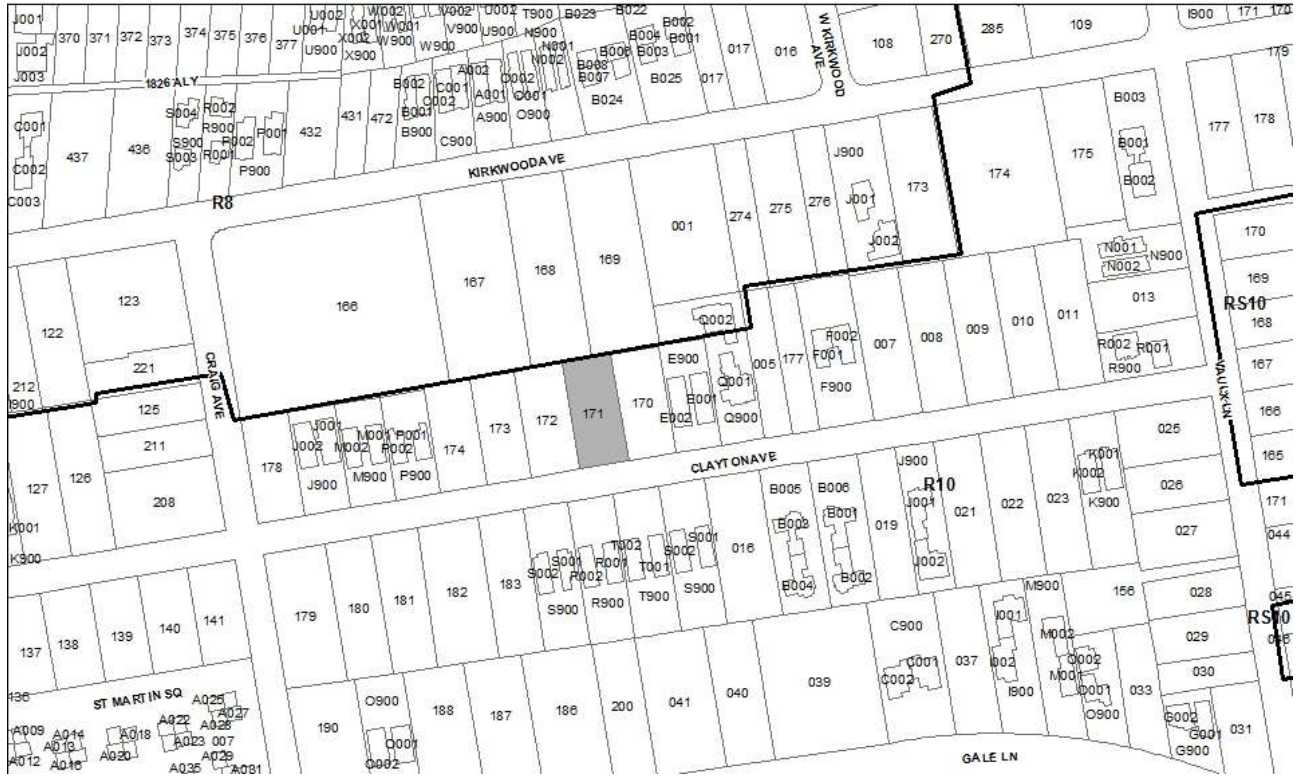
1. Will this project include any affordable or workforce housing units? No.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy.



Metro Planning Commission Meeting of 04/13/2017



2014UD-001-008
838 CLAYTON AVENUE
Map 118-05, Parcel(s) 171
10, Green Hills - Midtown
14 (Colby Sledge)



Project No. Urban Design Overlay 2014UD-001-008
Modification and Final Site Plan
Project Name 838 Clayton Avenue
Council District 17 – Sledge
School District 7 – Pinkston
Requested by The Marchetti Company, applicant; Scott Mele, owner.
Staff Reviewer Saliki
Staff Recommendation Approve with conditions.

APPLICANT REQUEST

Modification to the garage location/setback standard of the Clayton Avenue Urban Design Overlay and final site plan approval.

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), on property located at 838 Clayton Avenue, approximately 535 feet northeast of Craig Avenue, zoned One and Two-Family Residential (R10), (0.32 acres), to permit an attached garage accessed from the front façade of a principal structure and final site plan approval.

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. *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 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

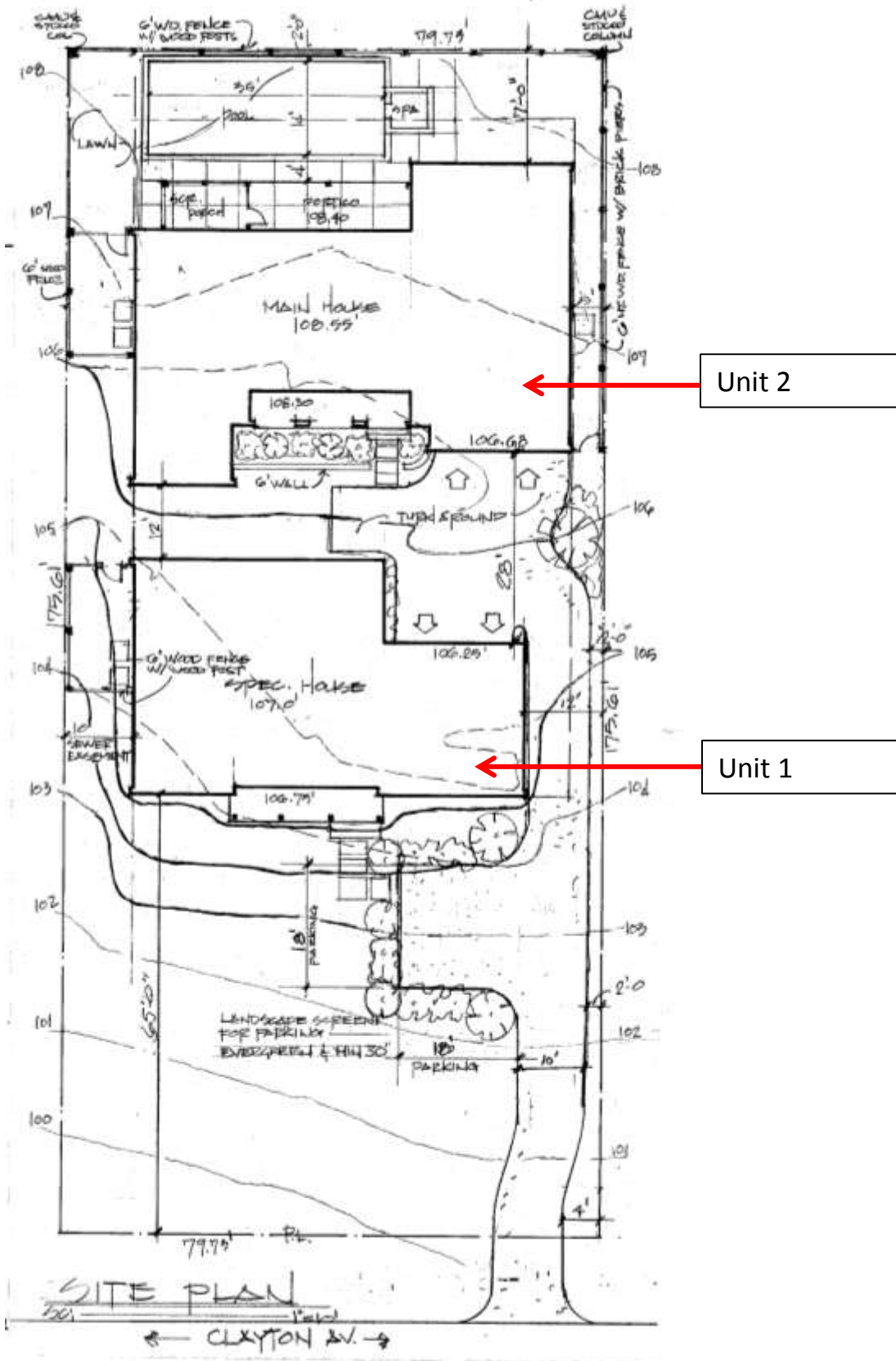
T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the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



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Proposed Site Plan



Proposed Unit 2 Front Elevation



Proposed Street Elevation (Unit 1 and Unit 2)

PLAN DETAILS

The property contains an existing one-story residential dwelling, which will be demolished, and is proposed for two dwelling units, Unit 1 and Unit 2. The dwelling units are proposed to be two-story and located front-to-back on the lot – Unit 1 directly fronts Clayton Avenue with Unit 2 proposed in the rear of the lot, with its front façade largely facing the back of Unit 1.

Unit 2 is set back approximately 116 feet from the front property line and has an attached garage which is proposed to be accessed from the front façade of Unit 2. The attached garage is for two vehicles and has two separate garage doors located side by side.



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MODIFICATION REQUEST DETAILS

The modification request consists of an attached garage accessed from the front façade of a principal structure (Unit 2), where attached garages are only permitted to be accessed from the side or rear of the principal structure, behind the front façade:

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 (Unit 2).

ANALYSIS

Unit 2 is located largely behind Unit 1 and only a seven foot wide portion of the east half of its front façade is visible from the Clayton Avenue street frontage. Approximately 56% of the total garage door area on Unit 2 is located behind Unit 1; therefore, visibility of the attached garage is greatly diminished from Clayton Avenue. In addition, Unit 2 has a front setback of approximately 116 feet from the front property line, further reducing the prominence of the garage doors from the street frontage. Additionally, a detached, front loaded garage in the same location would be permitted under the UDO with no modification.

The proposed site plan is consistent with the UDO's vision to reflect the scale and placement of the existing single family homes. The proposed location of Unit 2 largely behind Unit 1 maintains the development pattern of the neighborhood, with residential buildings fronting the street. Therefore, the modification request is consistent with the intent of the UDO to retain the existing character of the neighborhood, in terms of its development pattern, building form, and land use.

FIRE DEPARTMENT RECOMMENDATION

Approve with Conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with Conditions

- As all our previous issues have been addressed on the latest SP revision (stamped received 3/21/17), MWS recommends approval, on the following two conditions: 1) Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin. 2) No structures with permanent foundations shall be built with the active public sewer easement along the western property line.



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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.

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval of the modification and final site plan with conditions. The modification and site plan are 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, Water Services and Public Works must be met prior to the issuance of building permits.



Project No.	Planned Unit Development 208-67P-005
Project Name	Hermitage Carwash
Council District	14 – Rhoten
School District	4 – Shepard
Requested by	SWR 1, LLC, applicant and owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise a PUD to permit a car wash.

Revise Preliminary PUD

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District to permit a car wash on property located at 3925 Lebanon Pike, approximately 620 feet northeast of Jacksonian Drive, zoned Shopping Center Regional (SCR) (1.51 acres).

Existing Zoning

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional market area.

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

CRITICAL PLANNING GOALS

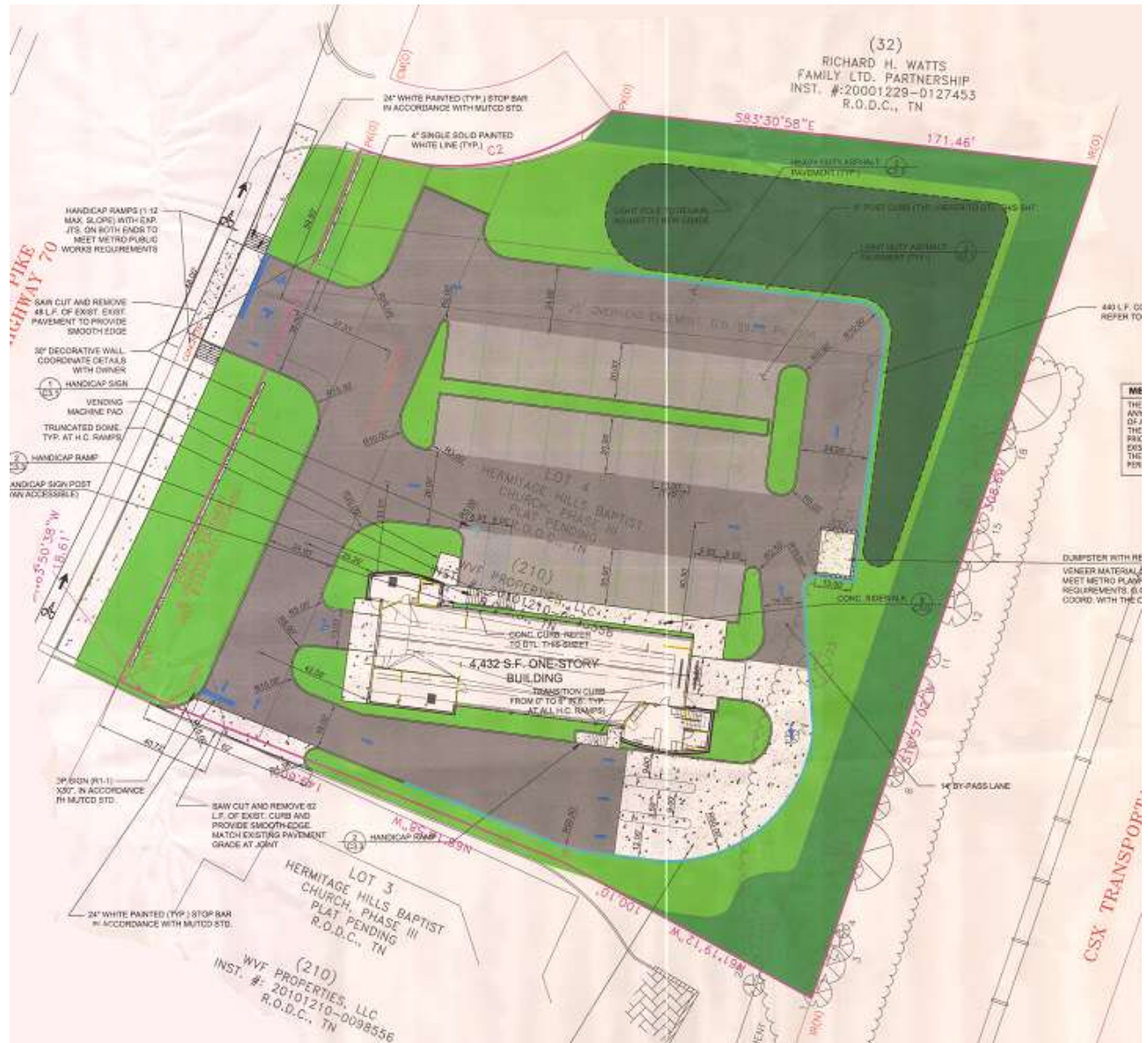
N/A

PLAN DETAILS

The site is located along Lebanon Pike, 620 feet northeast of Jacksonian Drive. The site is surrounded by commercial uses in all directions. The site is currently vacant and zoned SCR, which permits the use of the property as a car wash.



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Proposed Site Plan



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History

Metro Council approved the PUD in 1967 and allowed 74,500 square feet of commercial space. The PUD was revised in 2010 to permit a total of 54,390 square feet of retail, restaurant, and offices uses. To date, final site plan approvals have been granted for a total of 42,430 square feet within the PUD; therefore, 11,960 square feet of approved floor area remains. If the currently proposed revision is approved, the PUD will have 7,528 square feet of approved floor area remaining. There are no remaining vacant parcels within the PUD.

Site Plan

The plan proposes a 4,432 square foot car wash facility with a maximum height of 30 feet. The site plan meets all of the conditions related to car washes included in the Zoning Code. The site will contain multiple points of access. The primary point of access for this site will be from Lebanon pike. This access will align with Bonnaspring Drive directly across Lebanon Pike. Cross access will be provided by a connection to the existing parcels located to the southwest and northeast. A condition of approval will require cross access to be provided for the existing parcel to the northeast.

The site plan indicates three parking spaces for employees per Metro Zoning Code standards. A 6 foot bike lane, 6 foot grass strip, and an 8 ft. sidewalk will be installed along Lebanon Pike.

ANALYSIS

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

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
 2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;



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

The proposal is for a revision to the preliminary and for final site plan approval to permit the use of a car wash. This use is permitted in the base zoning district and the previously approved preliminary PUD plan. The proposed revision does not exceed the 10 percent threshold for additional floor area established by section 17.40.120.G.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION



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Approved

STAFF RECOMMENDATION

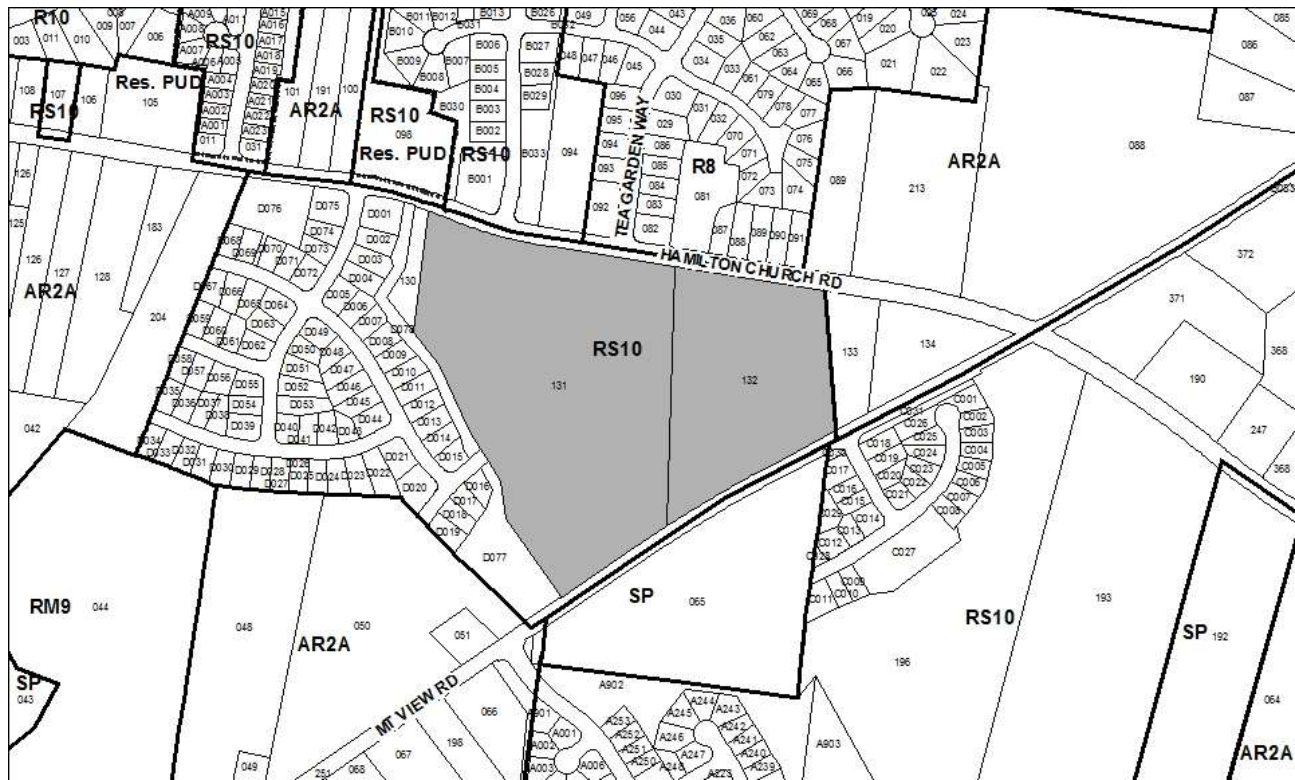
Staff recommends approval with conditions.

CONDITIONS

1. The access stub street shown as a future connection to the adjacent northeastern parcels shall be constructed to the property line to provide access to the adjacent parcel.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



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2016S-102-001
KEENELAND DOWNS PHASE 2
Map 150, Parcel(s) 131-132
13, Antioch-Priest Lake
33 (Sam Coleman)



Project No.	Concept Plan 2016S-102-001
Project Name	Keeneland Downs Phase 2
Council District	33 - Coleman
School District	6 - Hunter
Requested by	Civil Site Design Group PLLC, applicant; KDNS Ventures, LLC, owners.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Revise an approved subdivision concept plan to create 74 cluster lots.

Proposed Revision to Subdivision Concept Plan

A request to revise an approved concept plan to create up to 74 cluster lots on properties located at 6033 Mt. View Road and Mt. View Road (unnumbered), 160 feet northeast of Cottage View Lane (24.8 acres), zoned Single-Family Residential (RS10).

Existing Zoning

Single-Family Residential (RS10) zoning requires a minimum 10,000 square foot lot and is intended for single-family dwellings at an overall density of 4.35 dwelling units per acre. *RS10 would permit 91 lots with a maximum of 91 units based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

History

The original concept plan for Keeneland Downs was approved for a total of 161 single-family lots in 2005 and consisted of four phases. This application proposes to revise the phase boundaries on the preliminary plan to eliminate Phase 3 and Phase 4, thereby having only Phase 1 and Phase 2 consisting of the west side and east side of the existing stream buffer respectively. Also, this application proposes to decrease the number of lots for the new Phase 2 area (shaded in gray on the sketch). The portion of Keeneland Downs located on the west side of the existing stream buffer area has been platted and is partially built.

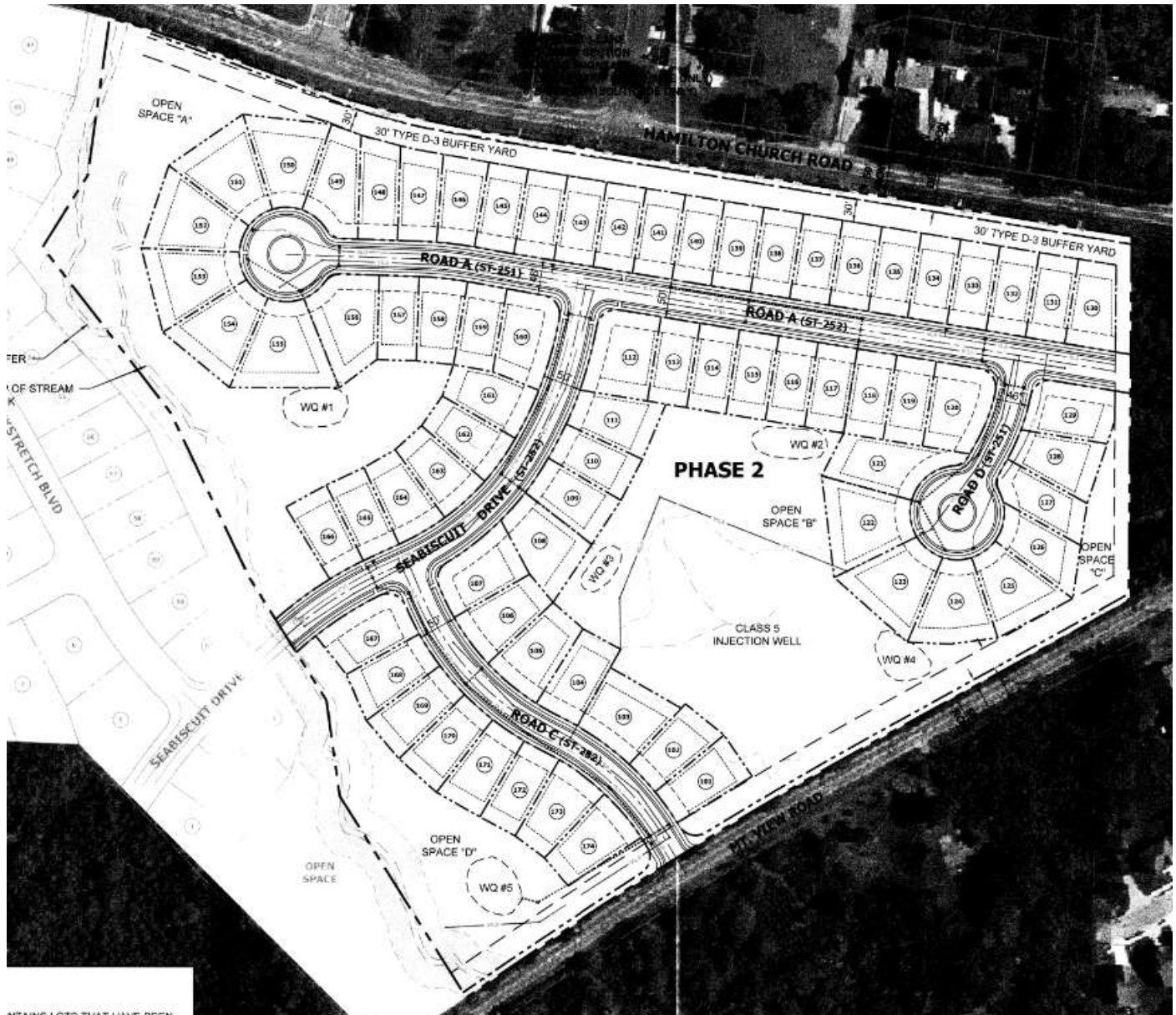
The area east of the stream buffer area, shaded in gray on the sketch, was approved for 84 single-family lots on the preliminary plan in 2005. The revised concept plan proposes 74 single-family residential lots with a minimum lot size of 5,000 square feet, utilizing the cluster lot option of the subdivision regulations for this portion of Keeneland Downs.

ANALYSIS

The vacant site is located at 6033 Mt. View Road near the intersection of Hamilton Church Road and Mt. View Road, 160 feet northeast of Cottage View Lane. This site abuts Keeneland Downs Phase 1, a partially built subdivision, on the eastern side of the stream buffer crossing the site. This plan improves upon the approved preliminary by removing lots from environmentally sensitive areas.



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CONTAINS LOTS THAT HAVE BEEN
RETRACTED PURSUANT
TO THE METRO CODE AND THE

NOTES:

SERVICE SUPPLIED BY METRO NASHVILLE WATER SERVICES.

CONSTRUCTED AT STREET CROWN

Proposed Concept Plan



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Phase 2 will be accessed from Mt. View Road, a designated arterial-boulevard, which requires 6-foot wide sidewalks and 8-foot wide planting strips. Hamilton Church Road, a MCSP designated collector-avenue, requires 6-foot sidewalks and 6-foot wide planting strips. Phase 2 will extend Seabiscuit Drive from Phase 1 eastward to the interior of Phase 2 and intersect with Road A and Road C. Cul-de-sacs are included and will be located at the western terminus of Road A and southern terminus of Road D. The cul-de-sac on Road A is 394 feet from the centerline of Seabiscuit Drive. The cul-de-sac on Road D is approximately 223 feet from the centerline of Road A. Each cul-de-sac has a radius of 63 feet and is less than 750 feet away from an intersecting street which is consistent with the travel distance standards of the International Fire Code.

The proposed plan includes open space along Mt. View Road frontage and adjacent to the existing stream located on the interior of the site between Phase 1 and Phase 2. The applicant is proposing 37%, or 9.11 acres, of open space, which exceeds the minimum requirement of 15%. Open spaces A, B and D contain bio retention areas that will aide managing storm water runoff. A 30-foot Type D buffer will be located along site frontage on Hamilton Church Road and connect with Open Space A at the northwestern corner of Phase 2. A landscape buffer will also be located along the eastern property boundary providing a buffer between the site and the abutting church property. A 30-foot Type D buffer will also be located along site frontage on Mt. View Road. The developer will dedicate eight feet of right-of-way along site frontage on Mt. View Road and will also dedicate six feet of right-of-way along site frontage on Hamilton Church Road. The developer will install 6-foot wide sidewalks and a 6-foot planting strip along site frontage on Hamilton Church Road.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with conditions

- Approved as a Concept Plan only. Public water and 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.

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

In accordance with TIS findings,

- Developer shall dedicate ROW along Mt View frontage to allow construction of a 3 lane x-section for Mt View Rd with any required pedestrian infrastructure.



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- Developer shall construct 1 access road on Mt View aligned with the approved SP access road opposite Keeneland property.
- Developer shall provide adequate sight distance at access road with Mt View Rd and at roads internal to subdivision. Submit pavement marking and signage plans with construction documents.
- Prior to final plat approval, Developer shall contribute pro rata share of \$18,000 for offsite roadway widening for turn lanes and traffic signal installation at the intersection of Mt. view and Hamilton Church Rd which is planned by Metro Public Works .

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITONS

1. The developer shall install sidewalks and grass strips according to the following: Sidewalks six feet in width and a grass strip six feet in width shall be installed along site frontage on Mt. View Road. Sidewalks six feet in width and a grass strip eight feet in width shall be installed along site frontage on Hamilton Church Road. Sidewalks five feet in width and grass strips four feet in width shall be installed on each side and run the length of internal streets labeled Seabiscuit Drive, Road A, Road C and Road D.