

# Metropolitan Planning Commission



## Staff Reports

**May 25, 2017**



## Metro Planning Commission Meeting of 05/25/2017

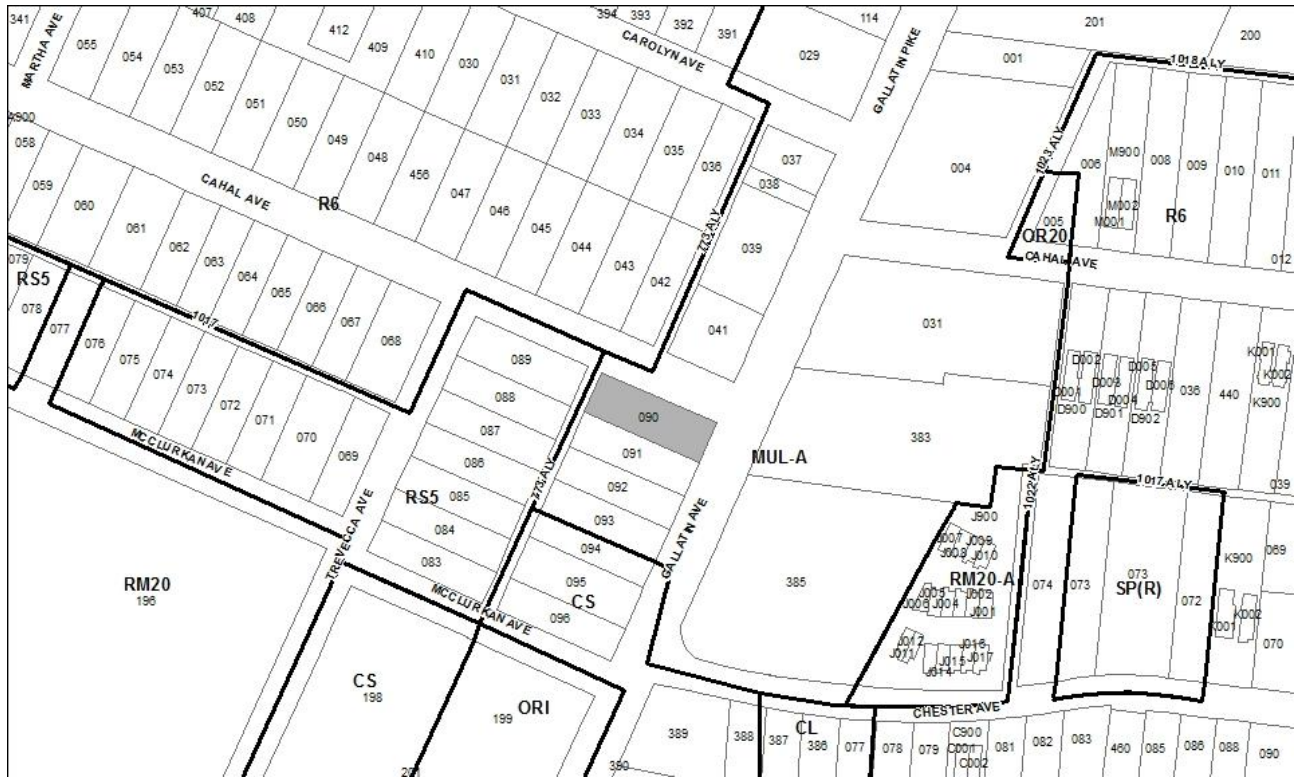
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure, 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 05/25/2017



**2016SP-097-001**  
2525 GALLATIN AVENUE SP  
Map 072-13, Parcel(s) 090  
05, East Nashville  
05 (Scott Davis)



**Project No.** Specific Plan 2016SP-097-001  
**Project Name** 2525 Gallatin Avenue SP  
**Council District** 05 – S. Davis  
**School District** 5 - Buggs  
**Requested by** 4Site, Inc., applicant; Thomas Hedley and Austin Pennington, owners.

**Deferrals** This item was deferred at the April 27, 2017, Metro Planning Commission Meeting. No Public Hearing was held.

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

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**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from Mixed Use Limited-Alternative (MUL-A) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 2525 Gallatin Avenue, at the southwest corner of Cahal Avenue and Gallatin Avenue, (0.21 acres), within the Gallatin Pike Urban Design Overlay, to permit up to nine residential units and up to 2,000 square feet of commercial space.

**Existing Zoning**

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

**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.

**EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Corridor (T4 CM) policy 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.





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### Consistent with Policy?

The proposed SP is consistent with the T4 Urban Mixed Use Corridor Policy, which encourages a greater mix of higher intensity residential and mixed use development along the corridor. The policy supports a range of commercial and residential uses. The proposed development is redeveloping an urban lot and provides for additional commercial and housing choices along the corridor.

### **PLAN DETAILS**

The site is located at 2525 Gallatin Pike, at the southwest corner of Cahal Avenue and Gallatin Pike. The site is approximately 0.23 acres and currently zoned MUL-A. The site is vacant and located within the Gallatin Pike Urban Design Overlay.

### Site Plan

The plan includes nine residential dwelling units and 2,000 square feet of office space, within two buildings. The first building orients to Gallatin Pike and consists of 2,000 square feet of commercial use with four residential units above. The height is limited to four stories and 60 feet along Gallatin Pike. The second building orients to Cahal Avenue and consists of five residential townhome units. The height is limited to three stories and 35 feet. Existing buildings located along Gallatin Pike are generally one to two stories in height. The proposed height is consistent with MUL-A zoning which allows a maximum of 60 feet and 4 stories with a setback of 15 feet at 3 stories.

Vehicular access is limited to the alley. The alley will be widened and improved per Metro Code standards. The plan proposes 12 parking stalls behind the five townhome units. Sidewalks along Gallatin Pike will be upgraded to meet the Major and Collector Street Plan standards of an 8 foot sidewalk and a 9 foot planting strip. Sidewalks will be installed along Cahal Avenue to meet the local street standards of a five foot sidewalk and a four foot wide grass strip.



Gallatin Pike view



## Metro Planning Commission Meeting of 05/25/2017



Cahal Avenue

### **Analysis**

The plan is consistent with the T4 Urban Mixed Use Corridor policy as it provides a mixed use development that includes a housing option in the area. Sidewalks will be improved along the Gallatin Pike frontage and installed along Cahal Avenue to provide an improved pedestrian environment along the corridor.

### **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. FYI - MWS policy does not allow shared private sewer service lines among individually-owned units. Please revise the utility plan on the Final SP to remove this shared sewer. Please also show the public sewer line crossing under the near side of Cahal Avenue, on the Final SP. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- With submittal of Final SP, locate the lip of the gutter at the existing EOP on Cahal.
- Submit recorded ROW dedication prior to the building permit approval by MPW.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**





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### Maximum Uses in Existing Zoning District: MUL-A

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (814)        | 0.21  | 1 F         | 9,147 SF                    | 429                   | 15           | 44           |

### 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) | 0.21  | -           | 9 U                         | 60                    | 5            | 6            |

### 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)        | 0.21  | -           | 2,000 SF                    | 124                   | 9            | 27           |

### Traffic changes between maximum: MUL-A and SP-MU

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | -245                  | -1           | -11          |

### METRO SCHOOL BOARD REPORT

**Projected student generation existing MUL-A district: 1 Elementary 1 Middle 1 High**  
**Projected student generation proposed SP-MU district: 1 Elementary 1 Middle 1 High**

The proposed SP zoning is expected to generate the same amount of students as the existing MUL-A zoning. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School and Maplewood High School. All schools have capacity for additional students. This information is based upon data from the school board last updated November 2016.

### AFFORDABLE AND WORKFORCE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? No.
2. If so, how many and what is the percentage of the entire development? 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 shall be limited to a maximum of 9 residential units and a maximum of 2,000 square feet of commercial use. Commercial uses are limited to financial institution, general office, medical office, personal care services, general retail, convenience retail and restaurant, take-out only.



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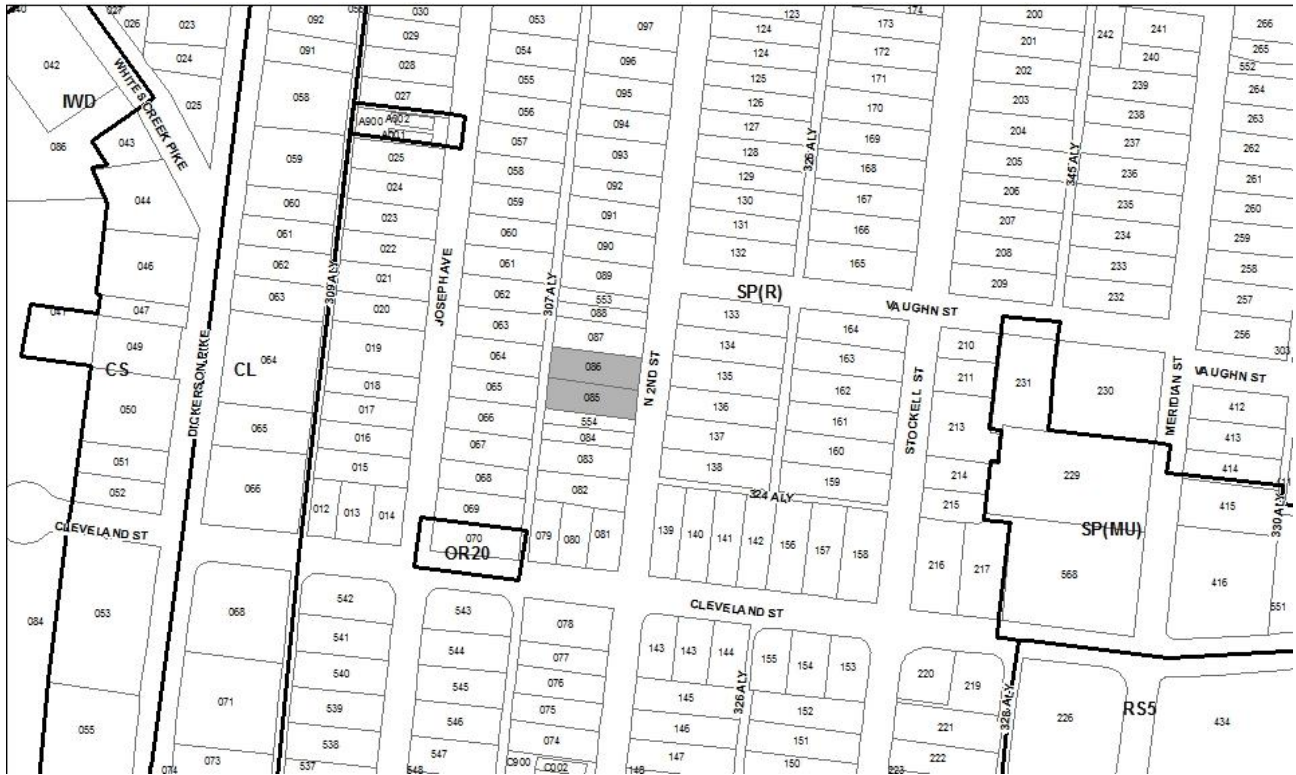
2. Height shall be limited to a maximum of 4 stories in 60 feet, measured to the roofline, for the building oriented along Gallatin Pike.
3. Height shall be limited to a maximum of 3 stories and 35 feet, measured to the roofline, for the building oriented along Cahal Avenue. Townhome units fronting Cahal Avenue shall have a porch or a stoop. A raised foundation of 18”- 36” is required for the building along Cahal Street.
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 MUL-A zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. 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.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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# Metro Planning Commission Meeting of 05/25/2017



**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 2<sup>nd</sup> Street frontage.*



# Metro Planning Commission Meeting of 05/25/2017

*Begin Proposed Regulatory SP*

## Cleveland St./N. 2<sup>nd</sup> St. Specific Plan (SP)

| Development Summary |   |
|---------------------|---|
| SP Name             | Cleveland St/N. 2 <sup>nd</sup> 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 2<sup>nd</sup> 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 05/25/2017

### 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.
- 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.

### 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 mid-block 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 2<sup>nd</sup> 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.



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### **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 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.

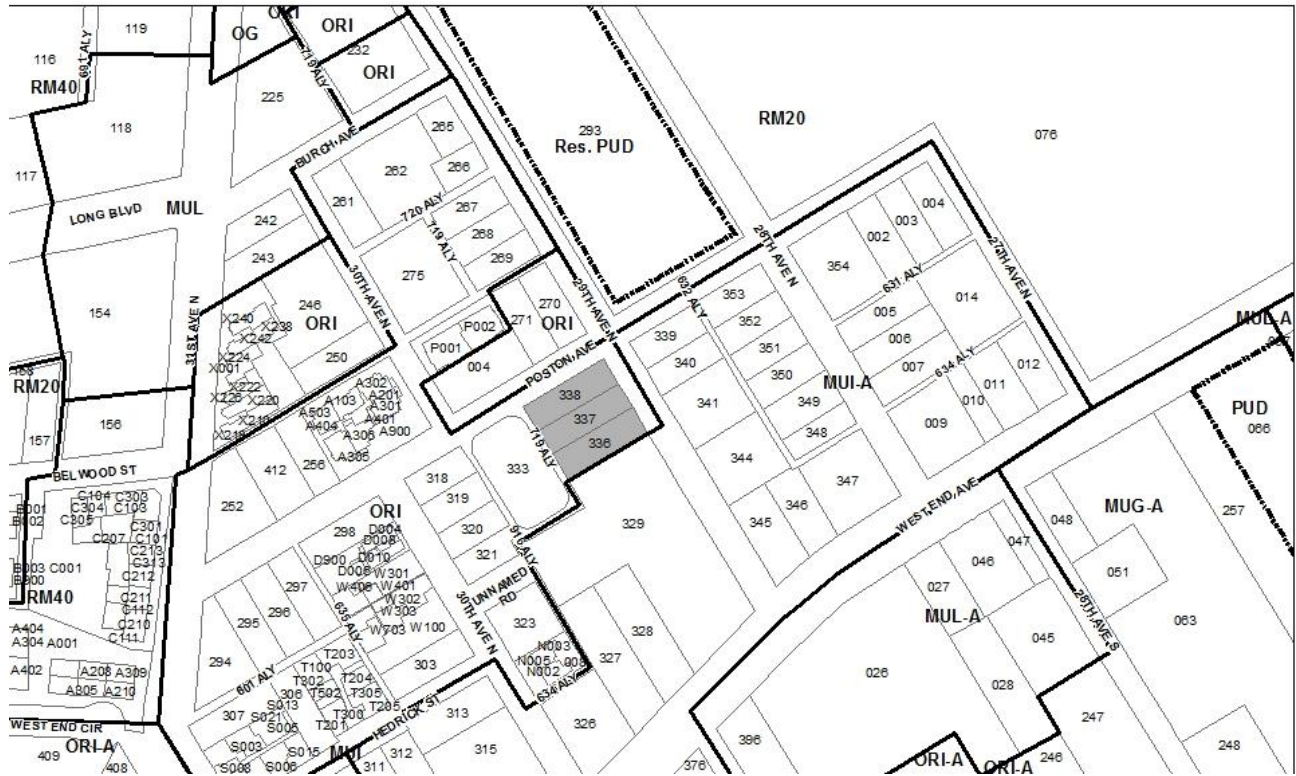




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# Metro Planning Commission Meeting of 05/25/2017



**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 at the March 9, 2017, March 23, 2017, April 13, 2017, and May 11, 2017, Planning Commission meetings. A public hearing was held on April 13, 2017, and remains open.

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

**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**

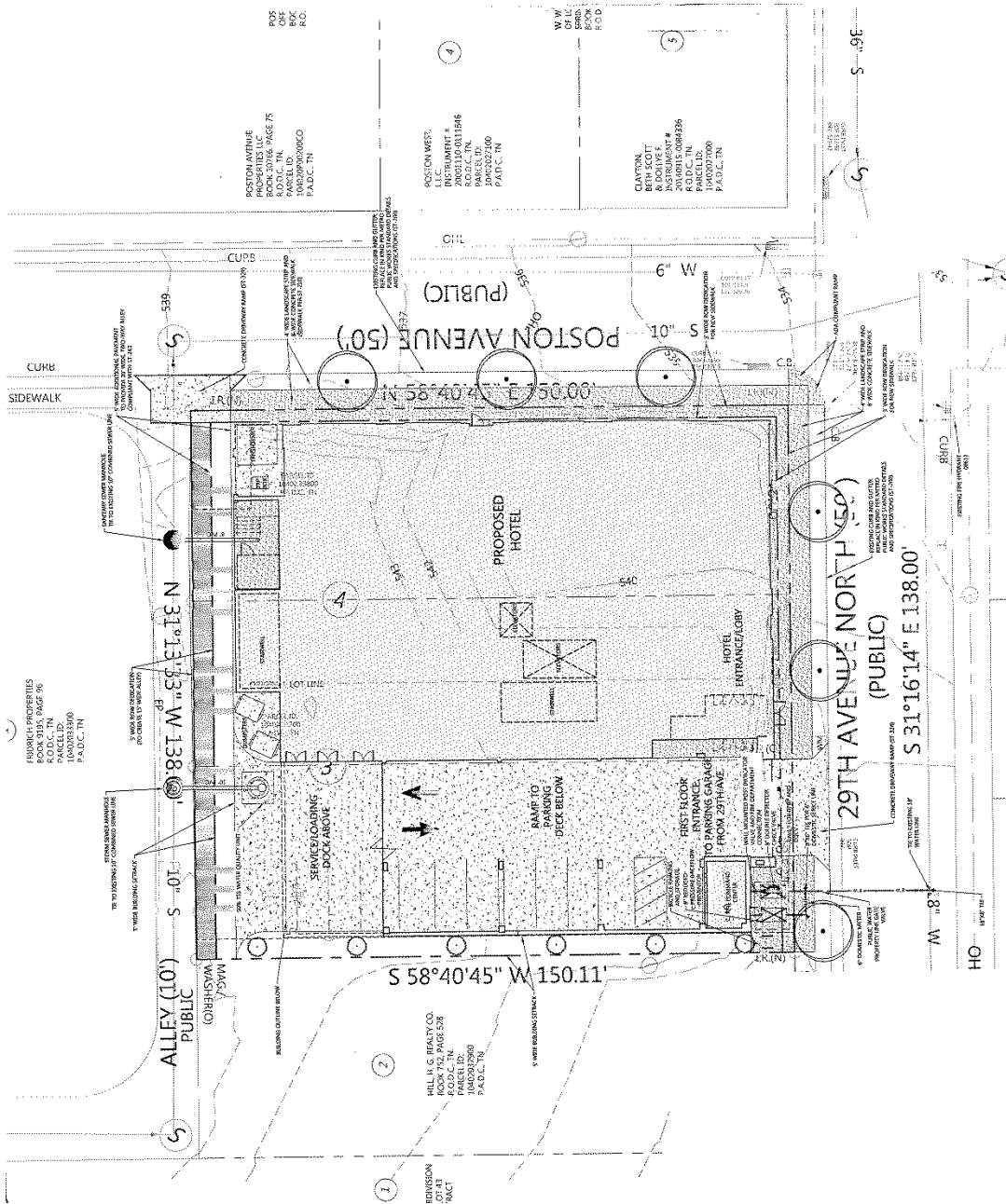
Office Residential Intensive (ORI) is intended for high intensity office and/or multifamily residential uses with limited retail opportunities.

31<sup>st</sup> Avenue and Long Boulevard Urban Design Overlay (31<sup>st</sup> 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.

### **History**

The Metro Planning Commission considered this proposal at the April 13, 2017, Planning Commission meeting. A public hearing was held. The Planning Commission had questions regarding the relationship of the proposed building to surrounding development and how the height of the building would relate to the surrounding context. The Planning Commission deferred the application to the May 11, 2017, meeting, in order to allow time for materials depicting the proposed building in context to be prepared and for the applicant to evaluate the possibility of placing some of the parking below grade to lower the overall height of the structure. The Commission specified that the public hearing would remain open.

Following the April 13, 2017 Planning Commission, the applicant submitted revised SP plans for the proposed hotel. The revised SP limits the height of the building to 90 feet as permitted by the 31<sup>st</sup> and Long UDO, a reduction of 25 feet from the 115-foot maximum height proposed in the original SP submittal. The reduced height would be accomplished by placing the structured parking below grade. Prior to the May 11, 2017, Planning Commission meeting, the applicant again requested deferral to make revisions to the plans. The most recent revisions, submitted on May 12, 2017, increase the number of rooms from 150 to 155 while decreasing the overall floor area proposed. The revisions submitted since the April 13, 2017, Planning Commission meeting, bring the height into compliance with the UDO standards and eliminate the need for a modification to the UDO as part of the SP proposal. However, an SP is still required because the FAR needed to achieve the 90-foot height exceeds the maximum FAR permitted in the base ORI zoning district.

### **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,



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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 31<sup>st</sup> 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 generally, but acknowledges that up to nine stories is appropriate where permitted by specific height ranges of the 31<sup>st</sup> and Long UDO.

### 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 90 feet. The proposed height exceeds the general guidance included in the special policy, which calls for a maximum of eight stories, but is in compliance with the standards of the 31<sup>st</sup> and Long UDO which are recognized in the policy guidance.

### **PLAN DETAILS**

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

### Site Plan

The plan proposes an 88,000 square-foot, 155-room, hotel and 55,000 square feet of structured parking. The proposed square footage results in a Floor Area Ratio (FAR) of 4.13, 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 29<sup>th</sup> Avenue North.

Vehicular access to the below-grade parking structure will be provided from 29<sup>th</sup> Avenue North. Access to the service and loading dock will be provided from the alley located to the west. A total of 157 parking spaces are required per Zoning Code; however, the site is within the Urban Zoning Overlay (UZO) and is eligible for parking adjustments based on proximity to transit and pedestrian access. Per the approved traffic study, each of the adjustments results in a 10 percent reduction in required parking, for a total of 127 required spaces. 127 parking 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 29<sup>th</sup> Avenue North and Poston Avenue. The proposed height is limited to 90 feet as stipulated in the 31<sup>st</sup> and Long UDO.

### **UDO COMPLIANCE**

The subject properties are located within the CO-1 sub-district of the 31<sup>st</sup> 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 90 feet as stipulated by the UDO. The SP also



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clarifies that for any standard, other than permitted uses, absent from the SP plan, the property shall be subject to the standards of the 31<sup>st</sup> and Long UDO. Conceptual elevations are not included with this revised SP proposal. Per the standards and procedures of the 31<sup>st</sup> and Long UDO, the Design Review Committee (DRC) will review the plans for compliance with all standards of the UDO during Final SP review. Should the final site plan or building elevations fail to comply with any standard of the UDO, the applicant would be required to bring the structure into compliance, or to seek a modification. The DRC provides recommendations to the Metro Planning Commission (MPC) regarding modifications to the 31<sup>st</sup> and Long UDO. The MPC has the authority to review proposed changes and grant modifications.

### **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 31<sup>st</sup> and Long UDO, including a maximum height of 90 feet. Height will be measured as stipulated in the standards of the 31<sup>st</sup> and Long UDO.

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 permitted by the UDO, 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 revised preliminary SP does not include conceptual elevations. 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 site plan indicates canopies that will extend over the sidewalk and into the right-of-way along 29<sup>th</sup> 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.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**



## **Metro Planning Commission Meeting of 05/25/2017**

### **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**

#### **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.
- Prior to MPW approval of the building permit submit recorded ROW dedication to the back of sidewalk.
- Comply with MPW Traffic Engineering comments.
- Prior to MPW approval of the building permit, indicate the installation of ribbon curb along the proposed alley ROW to delineate between the public and private sections of the alley.
- Prior to MPW approval of the building permit, recess the exterior doors along 29th Ave North and Poston Avenue such that they do not open into the public ROW or protect the opening with an architecture structure.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve 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 on web site to check- in area of access drive.
- 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.
- 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.
  - Provide and sign a 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.





## Metro Planning Commission Meeting of 05/25/2017

- 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
  - To accommodate two-way travel, Alley #719 should be widened to include a minimum pavement width of 20 feet between the site dumpster access and Poston Avenue.
- Parking
  - Developer shall provide parking per metro code. Per TIS, developer shall provide a minimum of 127 spaces for 155 rooms and 8 employees.

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         | 88,000 SF (155 Rooms)       | 1383                  | 92           | 91           |

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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | +436                  | -40          | -60          |

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to a hotel with a maximum height of 90 feet as stipulated in the 31<sup>st</sup> Avenue and Long Boulevard Urban Design Overlay.
2. On the corrected set, update the Maximum FAR to 4.25.
3. Prior to use and occupancy permit, a mandatory referral approving aerial encroachments for the proposed canopies shall be approved by the Metropolitan Council.
4. Final architectural elevations for all facades of the building consistent all standards of the 31<sup>st</sup> and Long UDO shall be provided with the submittal of the Final Site Plan.
5. Comply with all conditions of Public Works and Traffic and Parking in regards to traffic improvements.
6. Final site plan review for the Specific Plan and 31<sup>st</sup> Avenue and Long Boulevard Urban Design Overlay shall be combined. All requirements of the Specific Plan and Urban Design Overlay shall be met.



## **Metro Planning Commission Meeting of 05/25/2017**

7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the 31<sup>st</sup> 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.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/25/2017



**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** 07 – Pinkston  
**Requested by** Dale and Associates, applicant; SC2 Properties, LLC, owner.

**Deferrals** This item was deferred at the March 9, 2017, March 23, 2017, and the May 11, 2017, Planning Commission meeting. No public hearing was held.

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

**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.

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings. *RS10 would permit a maximum of 3 lots based on acreage only. However, application of the subdivision regulations may result in fewer lots.*

**Proposed Zoning**

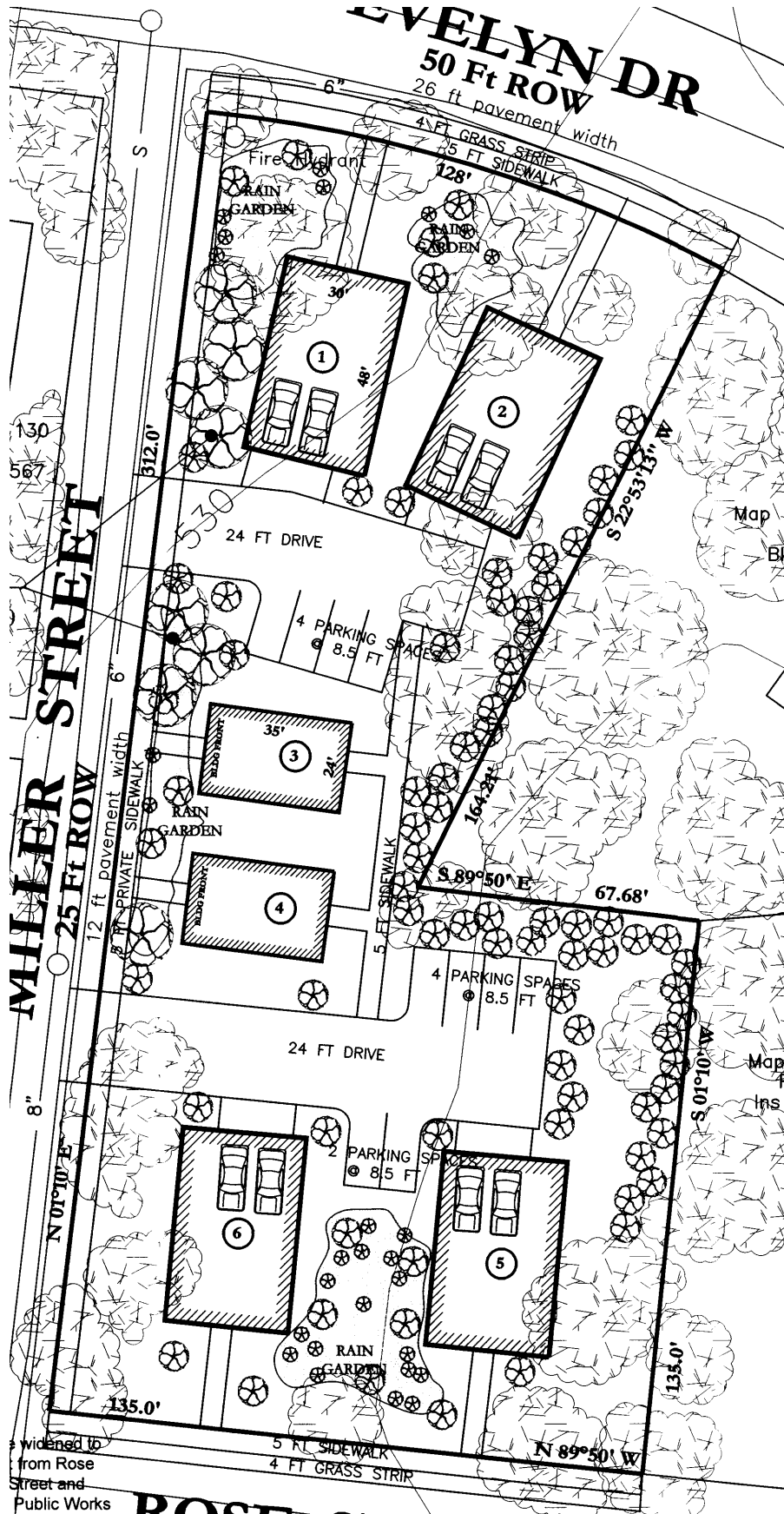
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes one type of residential buildings.

**SOUTH NASHVILLE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 05/25/2017





## Metro Planning Commission Meeting of 05/25/2017

### Proposed Site Plan

#### Consistent with Policy?

Yes. The policy supports the proposed residential uses of this SP. T3 Suburban Maintenance policy notes that areas will experience some change over time, primarily when buildings are expanded or replaced. The proposal provides a transition from the smaller lot pattern to the west and the larger lot pattern to the east. The plan incorporates buildings with smaller footprints internal to the site providing additional transition and sensitivity to the existing lot pattern and adjacent context.

### PLAN DETAILS

The site is located at 98 Rose Street and 99 Evelyn Drive in the Woodbine neighborhood of South Nashville. The site is bordered by Rose Street on the south, Evelyn Drive on the north, Miller Street on the west, and single-family residential homes on the east. Properties to the west of Miller Street are zoned RS5 while properties to the east are zoned RS10. The site consists of two parcels, each with an existing single-family residential structure and accessory uses.

The proposed Specific Plan includes six detached units, four of which will have attached garages. Two units will front Rose Street, two units will front Miller Street and two units will front Evelyn Drive. There will be onsite surface parking with a total of ten parking spaces. Surface parking will be accessed from Miller Street via two twenty-four foot (24') wide private drives.

Rose Street and Evelyn Drive will be improved with sidewalks according to local street standards. Miller Street will be widened to a pavement width of twenty-feet (20') and will meet the standards of Metro Public works. All dwelling units will have pedestrian access throughout the site via shared sidewalks. The internal sidewalk network will provide a pedestrian connection from each dwelling unit to the sidewalks on Rose Street and Evelyn Drive. Onsite stormwater mitigation will be provided through rain gardens adjacent and between each unit along street frontage of Miller Street, Evelyn Drive and Rose Street.

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

### ANALYSIS

The six residential units will provide a well-designed development along Evelyn Drive, Rose Street and Miller Street that will be consistent with the established development pattern in the Woodbine neighborhood. Units 3 and 4 are smaller in floor area than the other units and will have a maximum height of 24 feet to the roof line. These units will serve as a transition area between the RS5 zoning district which requires a smaller lot size and the RS10 zoning district which requires a larger lot size.

### FIRE DEPARTMENT RECOMMENDATION

#### **Approve with conditions**

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

### STORMWATER RECOMMENDATION

#### **Approve**



# Metro Planning Commission Meeting of 05/25/2017

## WATER SERVICES

### Approve

- 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

### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate construction of Miller St to 20' minimum pavement width to comply with a modified MPW standard ST-263 cross section.
- With Final SP, coordinate stormwater outfall with MPW and Metro Stormwater.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- Provide adequate sight distance at access points and provide at a minimum parking per metro code.

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

| Land Use (ITE Code)             | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.82  | 4.35 D      | 2 U                         | 20                    | 2            | 3            |

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) | 0.82  |             | 6 U                         | 58                    | 5            | 7            |

Traffic changes between maximum: **RS10 and SP-R**

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

## METRO SCHOOL BOARD REPORT

Projected student generation existing **RS10** district: 0 Elementary 0 Middle 0 High

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

The proposed SP zoning district could generate 1 more student than what is typically generated under the existing RS10 zoning district. Students would attend Whitsitt Elementary School, Wright Middle School, and Glencliff 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.





## Metro Planning Commission Meeting of 05/25/2017

### **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. The proposed SP is consistent with the T3 Suburban Neighborhood Maintenance policy of the South Nashville Community Plan.

### **CONDITIONS**

1. Uses within this SP shall be limited to a maximum of six (6) multi-family residential units.
2. Internal shared sidewalks shall be five feet (5') in width.
3. The final site plan shall add the following note to the internal private five-foot (5') north-south sidewalk on the west side of the site fronting Miller Street connecting to Evelyn Drive and Rose Street: five-foot (5') private sidewalk shall be maintained by the Homeowner's Association.
4. Provide a public pedestrian access easement for the sidewalk along Miller Street.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 05/25/2017



**2017SP-037-001**  
**HICKORY TRAILS SP**  
Map 42-11, Parcel(s) 029  
04, Madison  
8 (Nancy VanReece)



**Project No.** Specific Plan 2017SP-037-001  
**Project Name** Hickory Trails SP  
**Council District** 08 - Van Reece  
**School District** 3 - Speering  
**Requested by** ASE Consulting, LLC, applicant; Craft Properties, LLC, owner.

**Deferrals** This item was deferred at the May 11, 2017, Planning Commission meeting No public hearing was held.

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

**APPLICANT REQUEST**

**Preliminary SP to permit 13 residential units.**

Preliminary SP

A request to rezone from Single-Family Residential (RS20) to Specific Plan-Residential (SP-R) zoning on property located at 630 Old Hickory Boulevard, at the northeast corner of Old Hickory Boulevard and North Marthona Road (0.96 acres), to permit up to 13 residential units.

**Existing Zoning**

Single Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 2 units based on acreage only.*

**Proposed Zoning**

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

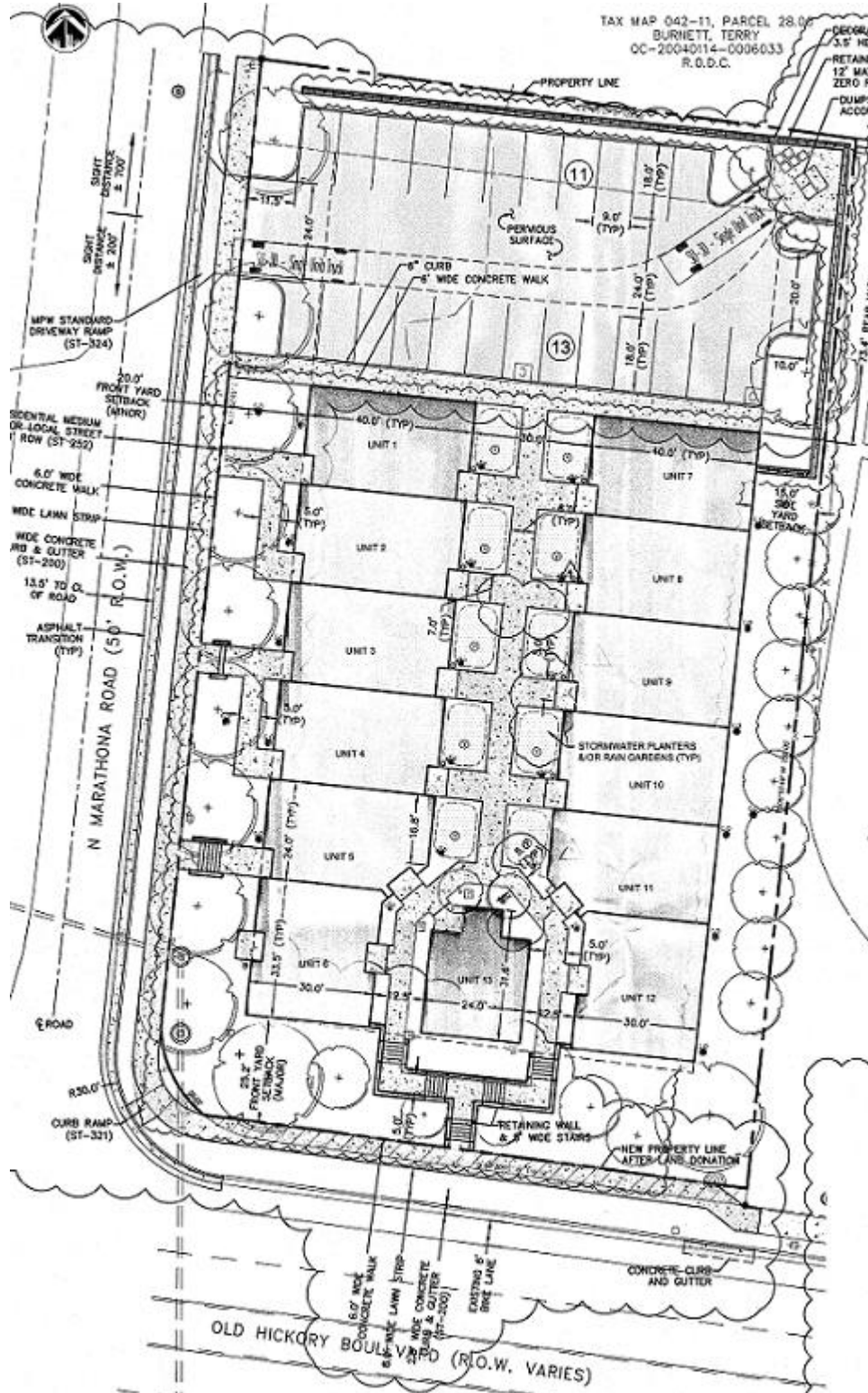
**CRITICAL PLANNING GOALS**

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

This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. This SP will provide sidewalks which meet the local road and Major and Collector Street Plan Standards. These sidewalks will allow for access to public transportation as well as a safe path of travel for pedestrians. Old Hickory Boulevard is located on an existing MTA bus route which provides an alternative method of transportation.



# Metro Planning Commission Meeting of 05/25/2017



Proposed Site Plan



## Metro Planning Commission Meeting of 05/25/2017

### MADISON COMMUNITY PLAN

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

#### Consistent with Policy?

Yes. The rezoning to SP-R is consistent with the policy and is appropriate given the site's location in a suburban area. The T3 RC policy is a residential policy intended to enhance suburban corridors by providing a range of housing choices that are compatible with the general character of suburban residential neighborhoods. This policy is intended to accommodate all modes of transportation in an efficient manner. The proposed SP achieves this intention of the policy by providing access from a local street at the rear of the site, and providing the required sidewalks and bike lane. Additionally, the rezoning would meet the goals of the policy by placing increased density in close proximity to alternative methods of transportation such as the MTA route located on Old Hickory Boulevard.

### PLAN DETAILS

The site is located at 630 Old Hickory Boulevard and currently contains one single-family home on 0.96 acres. Old Hickory Boulevard is designated as an arterial Boulevard by Major and Collector Street Plan.

The proposed SP includes 12 attached and 1 detached residential dwelling units. Two structures will contain six units each: one building will have units fronting North Marthona Drive and the interior courtyard; and the second building will front the interior courtyard. A single unit will front Old Hickory Boulevard.

A single point of access will be provided from North Marthona Road. Parking will be provided through a surface parking lot at the rear of the site. A sidewalk will be installed along North Marthona Road which exceeds the standards for a local street, a 4 foot wide grass strip and a 6 foot wide sidewalk. A sidewalk, grass strip, and bike lane which meet the standards of the Major and Collector Street plan will be installed along the Old Hickory Boulevard frontage. The standards for these improvements include a 6 foot bike lane, 8 foot wide grass strip, and a 6 foot wide sidewalk. The site plan indicates all interior sidewalks will be 5 feet wide. These sidewalks will provide a safe path of travel for pedestrians to the surface parking in the rear and the sidewalk fronting Old Hickory Boulevard.

The site plan indicates a retaining wall will be located along east and north property lines. The wall will have a maximum height of 12 ft. and will gradually lower in height from the east towards the rear of the site and along the north property line. Landscape screening will be provided along the north property line to provide an appropriate transition to the single family dwelling to the north.

The proposed residential units shall have a maximum height limitation of 3 stories in 35 feet.



# Metro Planning Commission Meeting of 05/25/2017

## ANALYSIS

The proposed site plan is consistent with the T3 Suburban Residential Corridor policy and supports three critical planning goals. This infill development will provide an additional housing choice within the neighborhood. Architectural elevations, shown below, have been provided with the preliminary site plan, which illustrate exactly how the façades along North Marthona and Old Hickory Boulevard will address the street. These elevations indicate raised foundations, primary entrances along North Marthona and Old Hickory Boulevard, and glazing which exceeds 25 percent of the total façade for each frontage. These design principles along with the moderate setback from Old Hickory Boulevard will create a defined edge for the residential corridor framing Old Hickory Boulevard. Staff recommends approval as the bulk, massing, and setback of the multi-family structures will create the beginning of a defined edge along the corridor meeting the intent of the T3 RC policy.



**Old Hickory Boulevard Elevation**



**North Marthona Elevation**

## FIRE DEPARTMENT RECOMMENDATION

**Approve with conditions**

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

## STORMWATER RECOMMENDATION

**Approve**



# Metro Planning Commission Meeting of 05/25/2017

## WATER SERVICES

### Approve 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. Water provided by Madison Suburban Utility District, please contact them for information related to water service.

## PUBLIC WORKS RECOMMENDATION

### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Add note indicating recycling container in the dumpster enclosure.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve

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

| Land Use (ITE Code)             | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.96  | 2.17        | 2 U                         | 20                    | 2            | 3            |

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

| Land Use (ITE Code)            | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 0.96  | -           | 13 U                        | 87                    | 7            | 9            |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | +11 U                       | +67                   | +5           | +6           |

## METRO SCHOOL BOARD REPORT

Projected student generation existing **RS20** district: 0 Elementary 0 Middle 0 High

Projected student generation proposed **SP-R** district: 2 Elementary 1 Middle 1 High

The proposed SP-R zoning district would generate 4 additional students than what is typically generated under the existing RS20 zoning district. Students would attend Stratton Elementary, Madison Middle School and Hunters Lane School. All schools have capacity for additional students. This information is based upon data from the school board last updated November 2016.



## **Metro Planning Commission Meeting of 05/25/2017**

### **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 13 multi-family residential units.
2. Multi-family parking requirements of the Metro Zoning Code must be met 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 RM9 zoning district as of the date of the applicable request or application.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall 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.

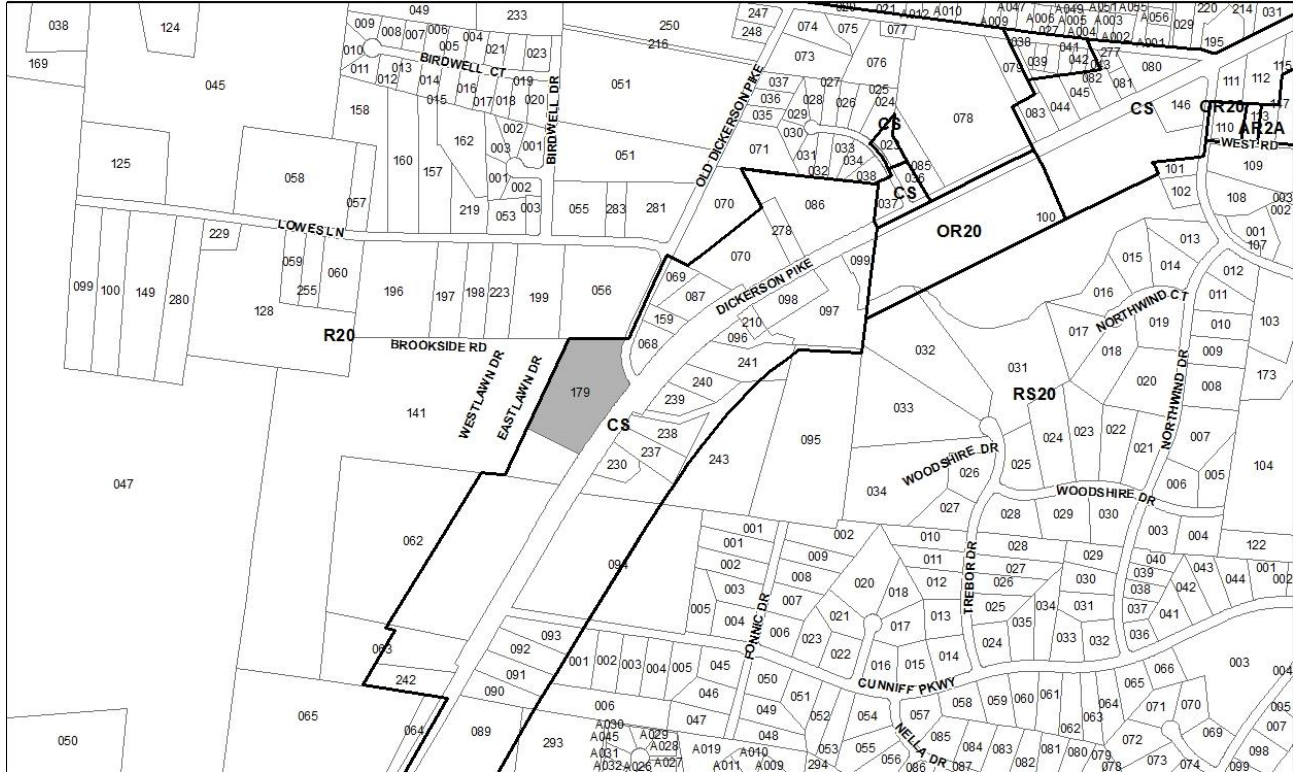




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/25/2017



**2017SP-038-001**  
1339 SOUTH DICKERSON PIKE SP  
Map 033, Parcel(s) 179  
02, Parkwood-Union Hill  
03 (Brenda Haywood)



**Project No.** Specific Plan 2017SP-038-001  
**Project Name** 1339 South Dickerson Pike SP  
**Council District** 03 - Haywood  
**School District** 3- Speering  
**Requested by** Dale and Associates, applicant; SC2 Properties, LLC, owner.

**Deferrals** This item was deferred at the May 11, 2017, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Burse  
**Staff Recommendation** *Defer to the June 8, 2017, Planning Commission meeting.*

**APPLICANT REQUEST**

Zone change to permit 10,800 square feet of bus service/repair and 6,000 square feet of office.

Preliminary SP

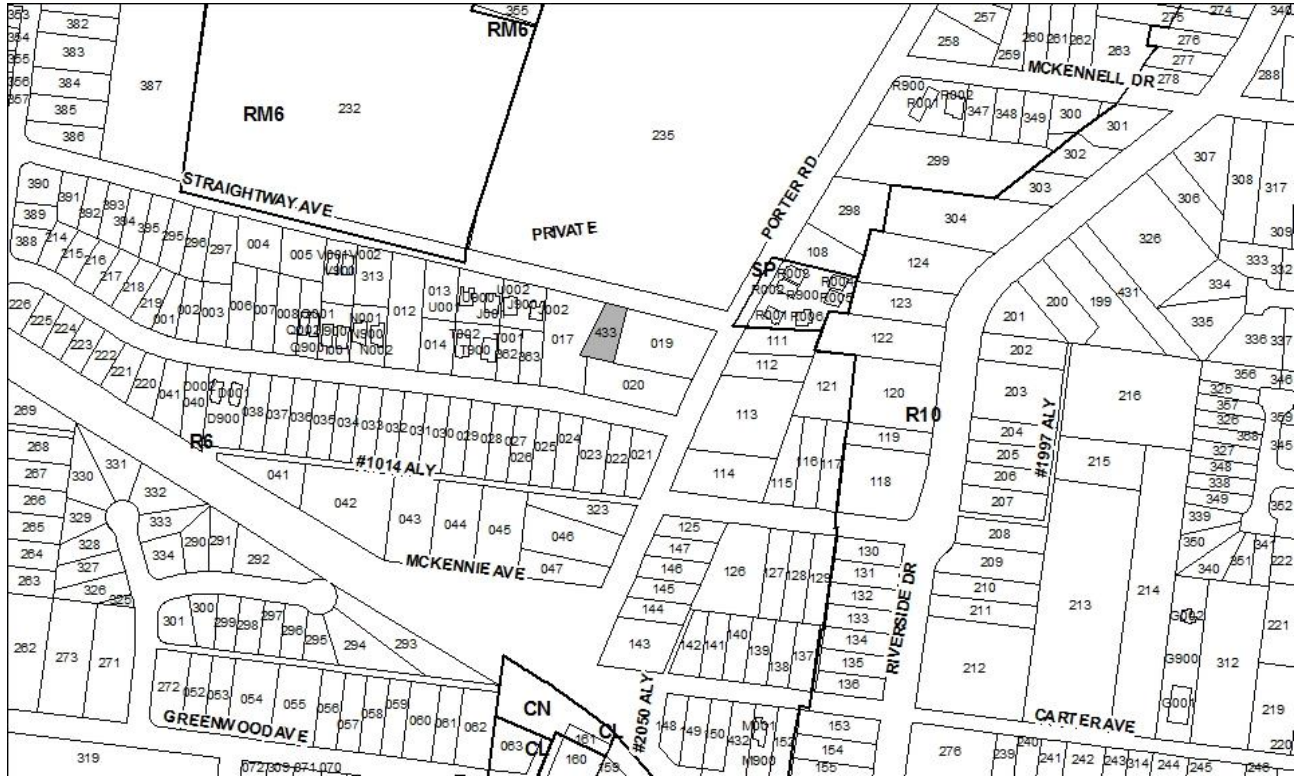
A request to rezone from Commercial Service (CS) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 1339 Dickerson Pike, at the corner of Dickerson Pike and Old Dickerson Pike (4.93 acres), to permit 10,800 square feet of bus service/repair and 6,000 square feet of office.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 8, 2017, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 05/25/2017



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



|                             |   |
|-----------------------------|---|
| <b>Project No.</b>          | <b>Final Plat 2015S-165-001</b>                         |
| <b>Project Name</b>         | <b>2044 Straightway</b>                                 |
| <b>Council District</b>     | 06 - Withers  |
| <b>School District</b>      | 5 - Buggs   |
| <b>Requested by</b>         | Dale and Associates, Inc., applicant; D222, LLC, owner. |
| <b>Staff Reviewer</b>       | Birkeland   |
| <b>Staff Recommendation</b> | <i>Disapprove.</i>                                      |

**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

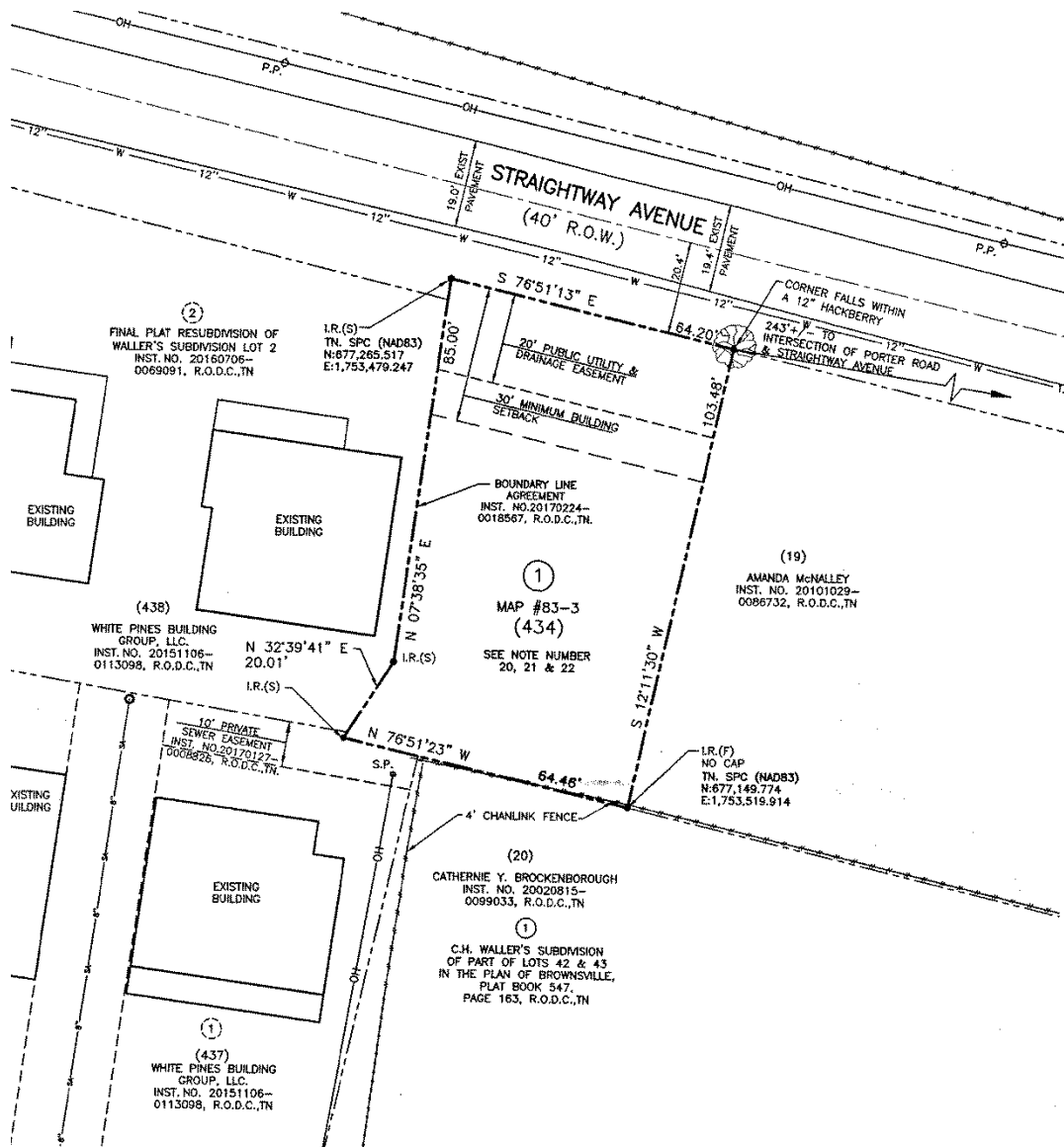
**PLAN DETAILS**

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 05/25/2017



**Proposed Subdivision**



## Metro Planning Commission Meeting of 05/25/2017

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. The proposed lot does not meet the required frontage.

| <b>Lot Frontage Analysis</b>       |            |
|------------------------------------|------------|
| Minimum Proposed                   | 64.20'     |
| 70% of Average                     | 65.80'     |
| <b>Smallest Surrounding Parcel</b> | <b>75'</b> |

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. The proposed lot does not meet the required lot size.

| <b>Lot Size Analysis</b>           |                 |
|------------------------------------|-----------------|
| Minimum Proposed                   | 6,296 SF        |
| 70% of Average                     | 7,479 SF        |
| <b>Smallest Surrounding Parcel</b> | <b>7,869 SF</b> |

3. Street Setback: Lot 1 shall have a minimum building setback of 30 feet, consistent with the neighboring houses.
4. Lot Orientation: Lot 1 will be orientated to Straightway Avenue.

#### 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



## **Metro Planning Commission Meeting of 05/25/2017**

development of the community. In this case, the applicant has proposed conditions to attempt to meet this provision: limiting height to a maximum of two stories within 35 feet as measured to the roofline, a minimum building setback of 30 feet, and requiring a raised foundation of 18 to 36 inches for residential structures. However, parking and access has not been limited on the proposed plat. Given the limited lot width, parking pads located in front of the units is likely without such a restriction.

### **FIRE MARSHAL RECOMMENDATION**

**N/A**

### **PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- If in-lieu fee is to be paid remove Note # 23 concerning sidewalks.

### **STORMWATER RECOMMENDATION**

**Approve**

### **TRAFFIC & PARKING RECOMMENDATION**

**No exception taken**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- The land development project on this site is subject to the installation, operation, and maintenance agreements found within Instrument # 20170127-0008826, and within the sewer variance approved by Metro Water for 2044 Straightway Avenue.”

### **STAFF RECOMMENDATION**

Staff recommends disapproval as the proposed lot does not meet Subdivision Regulations.





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/25/2017



**2017S-068-001**  
**CROLYWOOD SUBDIVISION BLOCK K LOT 6**  
Map 091-13, Parcel(s) 229  
07, West Nashville  
20 (Mary Carolyn Roberts)



**Project No.** Final Plat 2017S-068-001  
**Project Name** Crolywood Subdivision Block K Lot 6  
**Council District** 20 –Roberts  
**School District** 9 - Frogge  
**Requested by** Cherry Land Surveying, Inc., applicant; Lightfoot Graham Development, LLC, owner.

**Deferrals** This item was deferred from the May 11, 2017 Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Rickoff  
**Staff Recommendation** Disapprove.

**APPLICANT REQUEST**

**Request for final plat approval to create two lots.**

Final Plat

A request for final plat approval to create two lots on property located at 426 Croley Drive, at the corner of O'Brien Avenue and Croley Drive, zoned One and Two-Family Residential (R8) (0.41 acres).

**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 5.45 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units, based on the acreage only. However, application of the Subdivision Regulations would result in fewer units on this property. A final determination on duplex eligibility is made by Codes.*

**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.

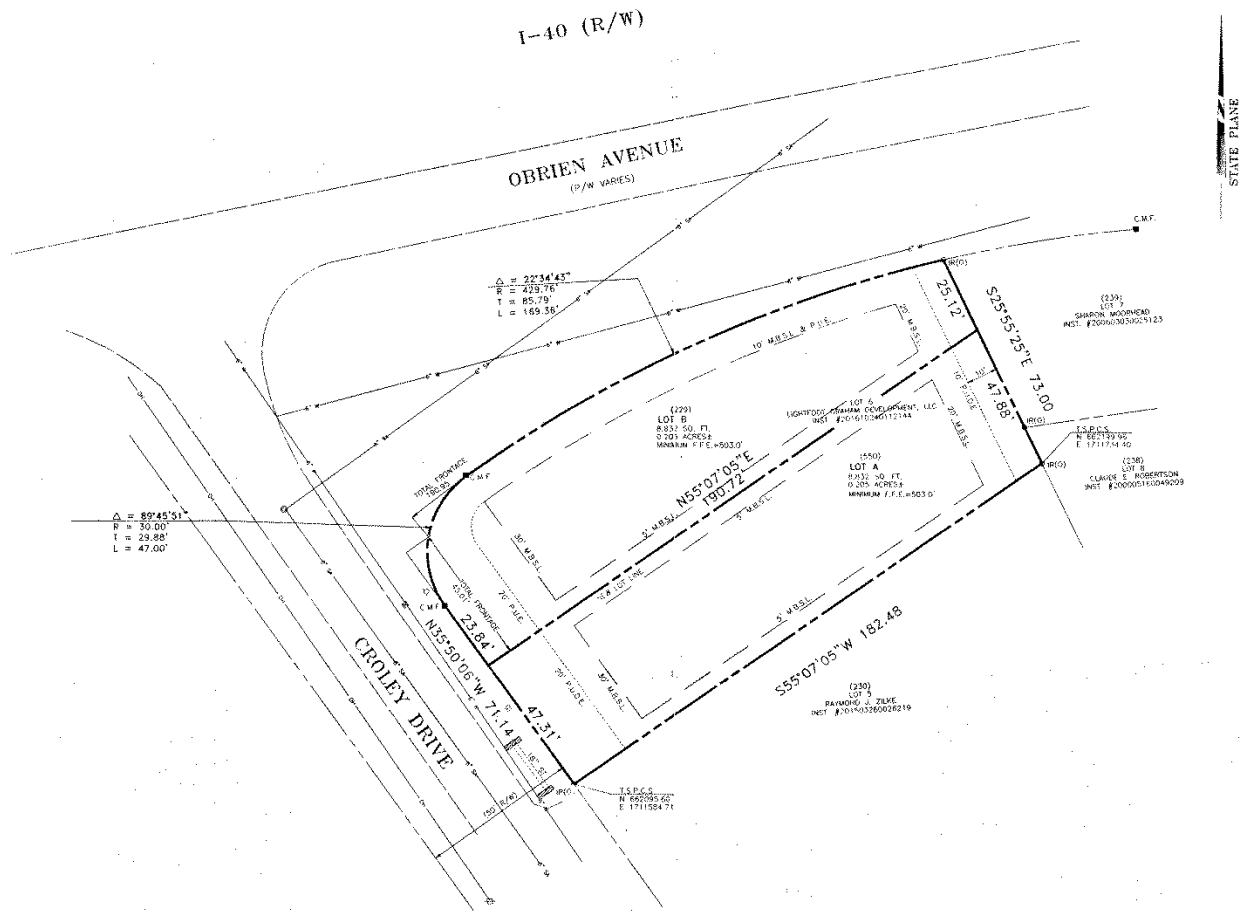
**PLAN DETAILS**

This request is for final plat approval to create two lots on property located at 426 Croley Drive. The existing lot is 17,664 square feet (0.41 acres) and currently contains one single family dwelling unit. The proposed plat would subdivide one parcel into two lots as follows:

- Lot A: 8,832 SF (0.205 acres) and 47.31 feet of frontage
- Lot B: 8,832 SF (0.205 acres) and 47.34 feet of frontage



# Metro Planning Commission Meeting of 05/25/2017



**Proposed Subdivision**



## Metro Planning Commission Meeting of 05/25/2017

There are no sidewalks along Croley Drive or O'Brien Avenue. If the final plat is approved, the applicant has elected to pay the fee-in-lieu of constructing sidewalks.

### **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 R8 zoning district.

#### Street Frontage

Both proposed lots have frontage on a public street.

#### Community Character

Section 3-5.2.d of the Subdivision Regulations requires that newly created lots in areas that are previously subdivided and predominately developed must be comparable to the surrounding lots in regards to frontage, area, setback, and orientation. For the purposes of this analysis, "surrounding parcels" is defined by the Subdivision Regulations as the five R, RS, AR2A, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less.

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

In this instance, there are no surrounding parcels to the north because the block face ends at the subject property. Therefore, the 5 surrounding parcels to the south are reviewed for compatibility. Along Croley Drive, lots created must have frontage at least equal to 55.35 feet. The proposed lots have 47.31 and 47.34 feet of frontage and do not meet compatibility requirements for frontage.

| <b>Lot A Frontage</b>   |                  |
|-------------------------|------------------|
| Proposed Frontage       | 47.31 ft.        |
| <b>Minimum Frontage</b> | <b>55.35 ft.</b> |
| 70% Average             | 41.35 ft.        |

| <b>Lot B Frontage</b>   |                  |
|-------------------------|------------------|
| Proposed Frontage       | 47.34 ft.        |
| <b>Minimum Frontage</b> | <b>55.35 ft.</b> |
| 70% Average             | 41.35 ft.        |

2. 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, there are no surrounding parcels to the north because the block face ends at the subject property. Therefore, the 5 surrounding parcels to the south are reviewed for compatibility. Along Croley Drive, lots created must be equal to 8,276 square feet (0.19 acres). The proposed lots are 8,832 square feet and meet compatibility requirements for lot area.



## Metro Planning Commission Meeting of 05/25/2017

|                         |                 |
|-------------------------|-----------------|
| <b>Lot A and B Size</b> |                 |
| Proposed Size           | 8,832 SF        |
| <b>Minimum Size</b>     | <b>8,276 SF</b> |
| 70% Average             | 6,586 SF        |

3. Street setbacks: Future structures would have to comply with setbacks as established by Metro Zoning Code.

4. Lot orientation: Orientation of the proposed lots shall be consistent with the surrounding parcels.

### Analysis

Based on the Subdivision Regulation's criteria for determining compatibility for infill subdivisions, neither of the proposed lots meets the frontage requirements of the surrounding lots. However, the Planning Commission may grant approval if it determines that the subdivision is generally compatible with the larger area.

The existing lot continues the development pattern of the properties along the same blockface to the south along Croley Drive. The applicant seeks to construct duplexes on the lots created by the proposed subdivision. The impact of a duplex or two-family unit on each lot, coupled with lot frontages that do not meet the minimum frontage requirement, is not consistent with the established single-family character of the surrounding area. Staff does not find that the proposed subdivision is generally in character with the surrounding residential development pattern south of O'Brien Avenue.

The applicant requests approval under Section 3-5.2 of the Subdivision Regulations, which states that when surrounding parcels do not meet the criteria to be used in the analysis, the Planning Commission may grant an exception to the compatibility requirement by considering whether the subdivision can provide for the harmonious development of the community. The applicant has proposed additional conditions to attempt to meet the harmonious development provision: limiting building height to a maximum of 30 feet, limiting exterior materials to hardy plank and/or brick, and limiting garage access to the rear only provided through a shared access drive off of O'Brien Avenue. The Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility, if it finds it appropriate.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

Approve

### **PUBLIC WORKS RECOMMENDATION**

Approve with conditions

- If sidewalks are required by Planning:
  - On the plat show and label curb and gutter, the required grass strip, and sidewalk per Planning Department Dimensions. Each element must be dimension and labeled 'Proposed'.
  - Show any above ground utilities that will conflict with said improvements. Vertical obstructions in the sidewalk are not allowed.



## **Metro Planning Commission Meeting of 05/25/2017**

- Add a note stating 'Sidewalk construction plans must be submitted to and approved by Public Works prior to initiating any sidewalk work.'
- Or, pay the sidewalk in-lieu fee if applicable – coordinate with Planning.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

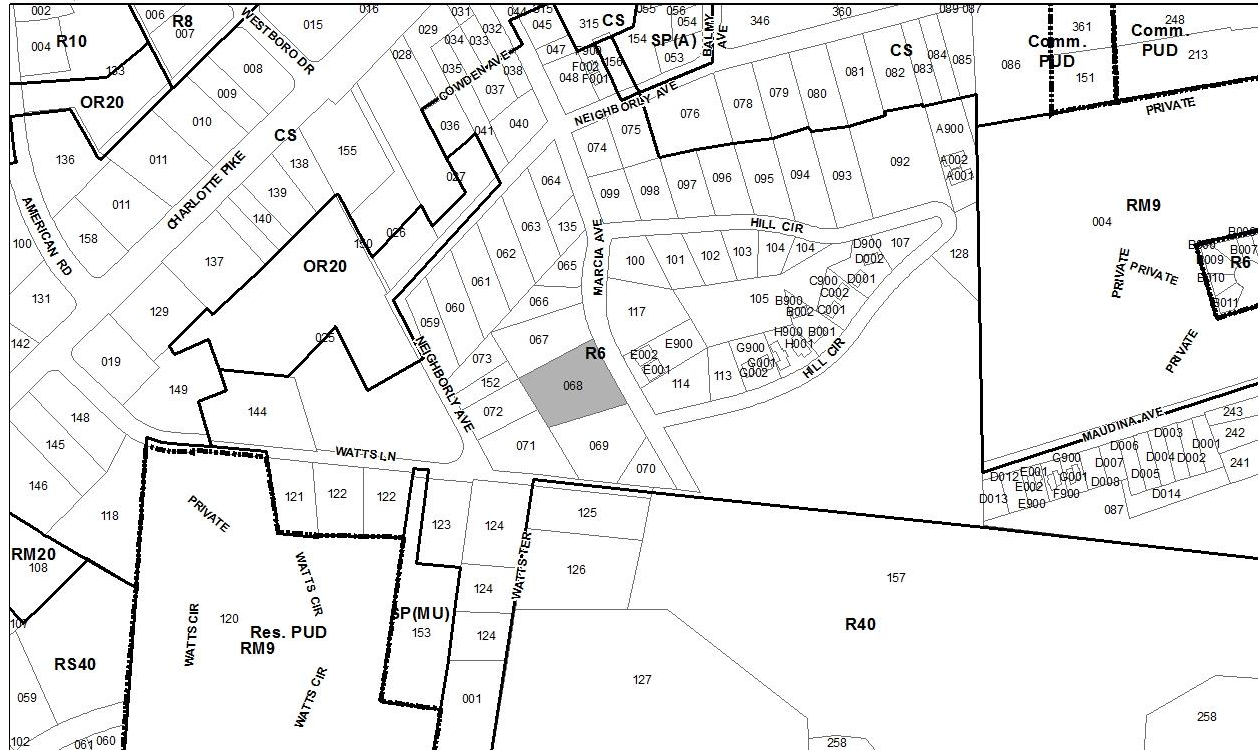
**Approve**

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 05/25/2017



## 2017S-082-001

RESUBDIVISION OF LOTS 3 & 4 ON THE PLAT SHOWING THE DIVISION OF THE JOHN B COWDEN PROPERTY

Map 103-01, Parcel(s) 160-162

07, West Nashville

20 (Mary Carolyn Roberts)





**Project No.**  
**Project Name**

**Final Plat 2017S-082-001**  
**Resubdivision of Lots 3 & 4 on the Plat Showing the**  
**Division of the John B Cowden Property**

**Council District**  
**School District**  
**Requested by**

05 - Roberts  
9 - Frogge  
Clint T. Elliott Surveying, applicant; James and Jessica  
McCoy, owners.

**Deferrals**

This item was deferred at the April 27, 2017, Planning  
Commission meeting at the request of the applicant. No  
public hearing was held.

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

Burse  
*Defer to the June 8, 2017, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Final plat approval to create three lots.**

Final Plat

A request for final plat approval to create three lots on property located at 227 Marcia Avenue, approximately 545 feet south of Neighborly Avenue, zoned One and Two-Family Residential (R6) (0.91 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 8, 2017, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 05/25/2017



**2017S-111-001**

**H.G. MCNABB SUBDIVISION RESUB OF RESERVED TRACT**

Map 119-13, Parcel(s) 201

11, South Nashville

16 (Mike Freeman)



**Project No.** Final Plat 2017S-111-001  
**Project Name** H.G. McNabb Subdivision Resub of Reserved Tract  
**Council District** 16 - Freeman  
**School District** 7 - Pinkston  
**Requested by** James Terry & Associates, applicant; Larry Everett, owner.

**Deferrals** This item was deferred at the May 11, 2017, Planning Commission meeting No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the June 8, 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 removal of the reserve status and approval with conditions.*

**APPLICANT REQUEST**

**Final plat approval to create two lots.**

Preliminary SP

A request for final plat approval to create two lots and to remove the reserve parcel status on property located at 522 Radnor Street, approximately 185 feet east of Louise Drive, zoned Single-Family Residential (RS7.5) (0.42 acres).

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 2 lots.*

**SOUTH NASHVILLE COMMUNITY PLAN**

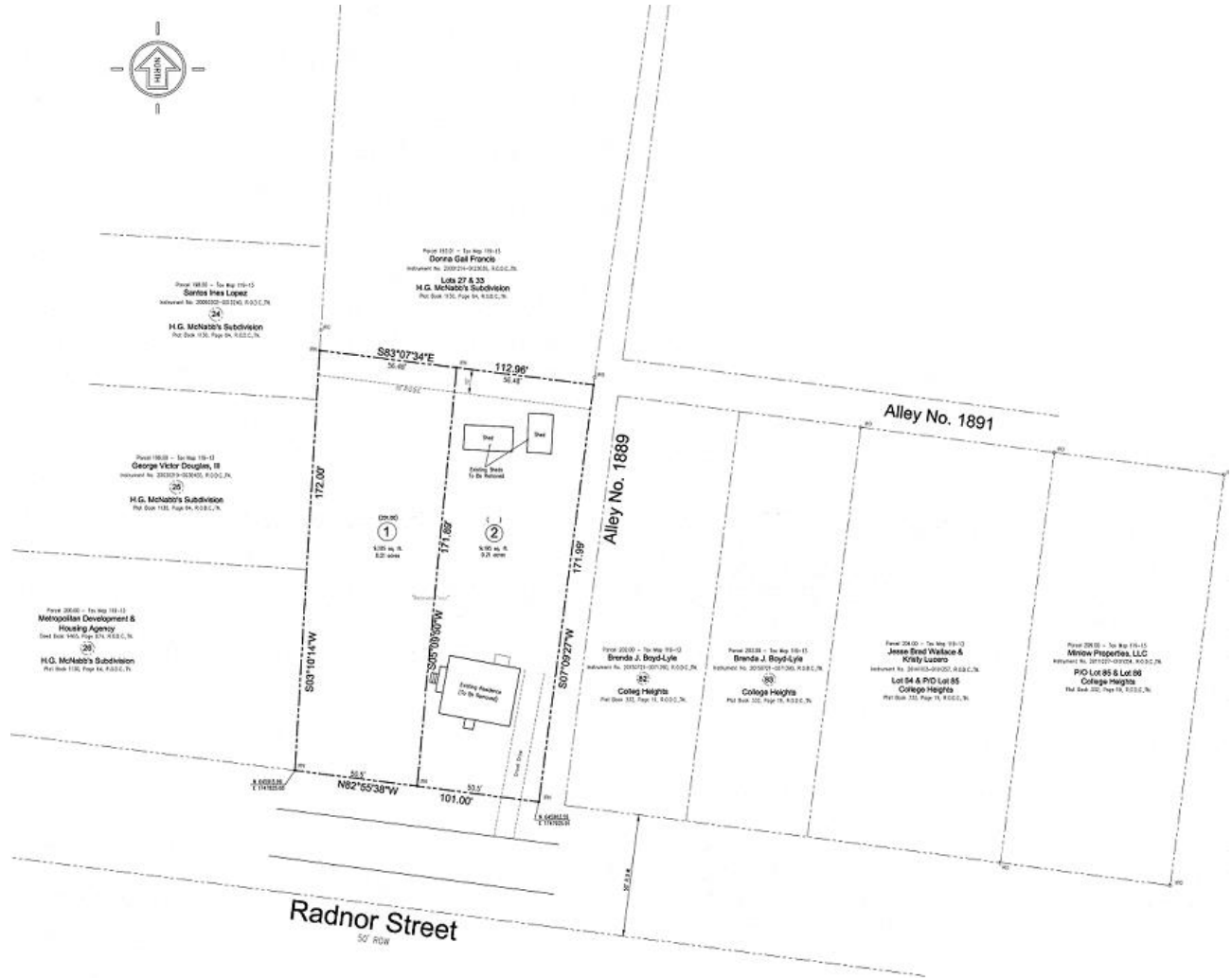
T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character 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 to create two lots and remove the reserve status for property located at 522 Radnor Street. This parcel currently contains one single-family dwelling unit and is approximately 0.42 acres in size.



# Metro Planning Commission Meeting of 05/25/2017



Proposed Final Plat



## Metro Planning Commission Meeting of 05/25/2017

### ANALYSIS

**This proposal includes two parts: removal of reserve status and approval of a final plat to create two lots.**

#### **Reserve Status**

Section 2-8.1 of the Subdivision Regulations establishes criteria for removing the reserve status on property. The original plat designating reserve status did not specify why the parcel was being held in reserve; therefore, the Planning Commission must approve removal. In determining whether to remove the reserve status the Planning Commission shall consider the following:

- That the parcel fits into the character of the area and is consistent with the general plan
- That all minimum standards of the Zoning Code are met
- That the parcel has street frontage
- That the current standards of all reviewing agencies are met

Staff finds that removal of the reserve status fits the character of the area and is consistent with the Neighborhood Maintenance policy established by the general plan. The lot meets all minimum standards of the Zoning Code and has street frontage. At this time, there are outstanding agency reviews.

#### **Infill Review**

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

#### Zoning Code

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

#### Street Frontage

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.

There are no surrounding lots as defined by the Subdivision Regulations with which to compare the proposed lots.

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.

There are no surrounding lots as defined by the Subdivision Regulations with which to compare the proposed lots.

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



## Metro Planning Commission Meeting of 05/25/2017

### **Harmonious Development**

Where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The Planning Commission determines if the subdivision can provide for the harmonious development of the area.

While there are no surrounding lots as defined by the Subdivision Regulations, if the adjacent lots east of the alley right of way are used for comparison, the lots would meet the compatibility requirements for an infill subdivision. Staff finds that the lots resulting from the proposed final plat would achieve harmony with the surrounding lots by providing a consistent lot pattern and orientation when compared to the existing lots within the neighborhood.

### **FIRE DEPARTMENT RECOMMENDATION**

- N/A

### **STORMWATER RECOMMENDATION**

**Approved**

### **WATER SERVICES**

**Returned for corrections**

- Show the PRV Note, and the minimum sewer FFE's on the plat, as marked.
- The required capacity fees must be paid prior to plat approval (see MWS letter to White Pines Building Group, dated 4/18/2017, for details).

### **PUBLIC WORKS RECOMMENDATION**

**Approved**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends deferral to the June 8, 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 removal of the reserve status and approval with conditions.

### **CONDITIONS (if approved)**

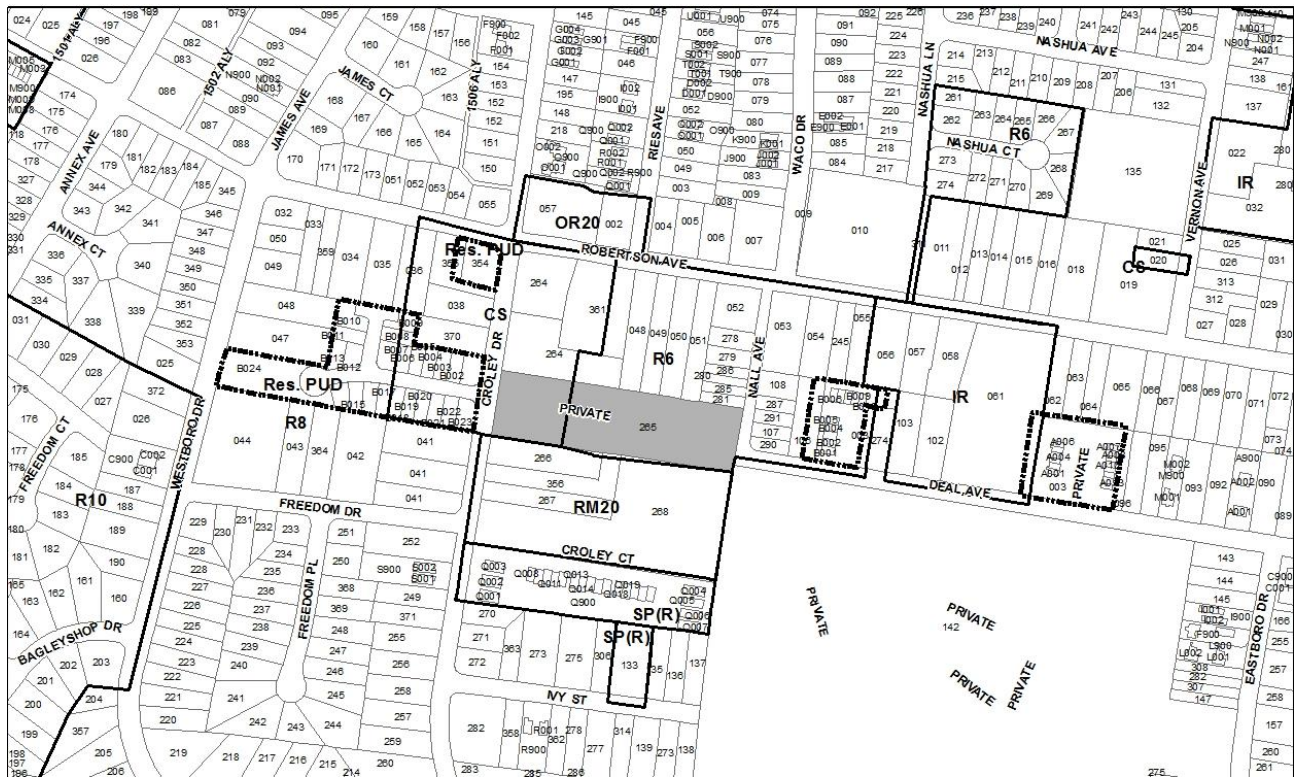
1. Sidewalks are required along Radnor Street frontage of the proposed subdivision. Prior to final plat recordation, one of the options must be chosen related to the required sidewalks:
  - a. Submit a bond application and post a bond with the Planning Department,
  - b. Construct sidewalk and have it accepted by Public Works,
  - c. Submit contribution in-lieu of construction to the Planning Department for the linear feet of frontage (101 linear feet) to Pedestrian Benefit Zone 5-B. The rate of payment shall be as currently set by the Department of Public Works, or
  - 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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/25/2017



**2017Z-050PR-001**  
Map 090-12, Parcel(s) 265  
07, West Nashville  
20 (Mary Carolyn Roberts)





|                             |   |
|-----------------------------|---|
| <b>Project No.</b>          | <b>Zone Change 2017Z-050PR-001</b>                                |
| <b>Council District</b>     | 20 – Roberts  |
| <b>School District</b>      | 9 – Frogge  |
| <b>Requested by</b>         | Dale and Associates, applicant; Michaels Real Estate, LLC, owner. |
| <b>Staff Reviewer</b>       | Napier  |
| <b>Staff Recommendation</b> | <i>Disapprove.</i>  |

**APPLICANT REQUEST**

**Zone change from R6 and CS to RM15.**

Zone Change

A request to rezone from Commercial Service (CS) and One and Two-Family Residential (R6) to Multi-Family Residential (RM15) zoning on property located at 622 Croley Drive, west of the terminus of Deal Avenue (2.64 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. *R6 would permit a maximum of 16 lots with 4 duplex lots for a total of 20 units, based on acreage only. Total number of lots may vary based on application of the Subdivision Regulations.*

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

**Proposed Zoning**

Multi-Family Residential (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 39 units.*

**WEST NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Maintenance (T4 NM) policy 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.

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.



## Metro Planning Commission Meeting of 05/25/2017

### Consistent with Policy?

No. The proposed zoning, RM15, would not achieve the goals of either policy. Although some change and more intense redevelopment may be appropriate at this location, the RM15 zoning does not contain appropriate bulk or design standards to achieve the stated goals of the T4 NM and NC policies. Additionally, the site has access on both Croley Drive and Nall Avenue. A design-based zoning is more appropriate to ensure coordinated circulation and access and to ensure appropriate transitions to surrounding land uses.

### **ANALYSIS**

The current use on the site is a mobile home park and the adjacent uses are a mixture of single-family, commercial, and multi-family uses. A park is located near the property to the east. The closest transit stop to this site is located 1.4 miles away along Charlotte Avenue. This site contains frontages on two local streets, Croley Drive and Nall Avenue. These streets provide a vehicular connection to Robertson Avenue yet both lack sidewalks and bike lanes.

The property contains Neighborhood Center policy along Croley Drive and Neighborhood Maintenance policy along a majority of the property and fronting on Nall Avenue. A design based zoning would allow for coordination between the two policies and would ensure that the plan met the goals of both policies. The property is surrounded by a mixture of land uses primarily within Neighborhood Maintenance policy areas. Careful consideration must be given to transitions to existing lot patterns, which can be achieved with a design based zoning.

Additionally, given the unique access challenges presented by the site, a design based zone district would provide the necessary tools to coordinate access in an east/west direction through the site. Without a design based zone district, there is no assurance of public street connections being created resulting in a disconnected and disjointed street network.

The requested RM15 zoning would not ensure that policy goals are met, would not require coordinated public access, and would not ensure appropriate transitions; therefore, staff recommends disapproval of the request. A design based zoning may be appropriate if policy goals are met.

### **FIRE DEPARTMENT RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **WATER SERVICES**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study may be required at time of development



## Metro Planning Commission Meeting of 05/25/2017

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)        | 0.79  | 0.6         | 20,647 SF                   | 921                   | 24           | 72           |

Maximum Uses in Existing Zoning District: R6

| Land Use (ITE Code)           | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential* (210) | 1.85  | 7.26 D      | 16 U                        | 154                   | 12           | 17           |

\*Based on two-family lots

Maximum Uses in Proposed 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) | 2.64  |             | 39 U                        | 360                   | 23           | 40           |

Traffic changes between maximum: CS, R6 and RM15

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | -715                  | -13          | -49          |

### METRO SCHOOL BOARD REPORT

**Projected student generation existing CS, R6 district: 2 Elementary 1 Middle 1 High**

**Projected student generation proposed RM15 district: 7 Elementary 3 Middle 3 High**

The proposed RM15 zoning district would generate nine additional students than what is typically generated under the existing CS and R6 zoning districts. Students would attend Cockrill Elementary, 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)

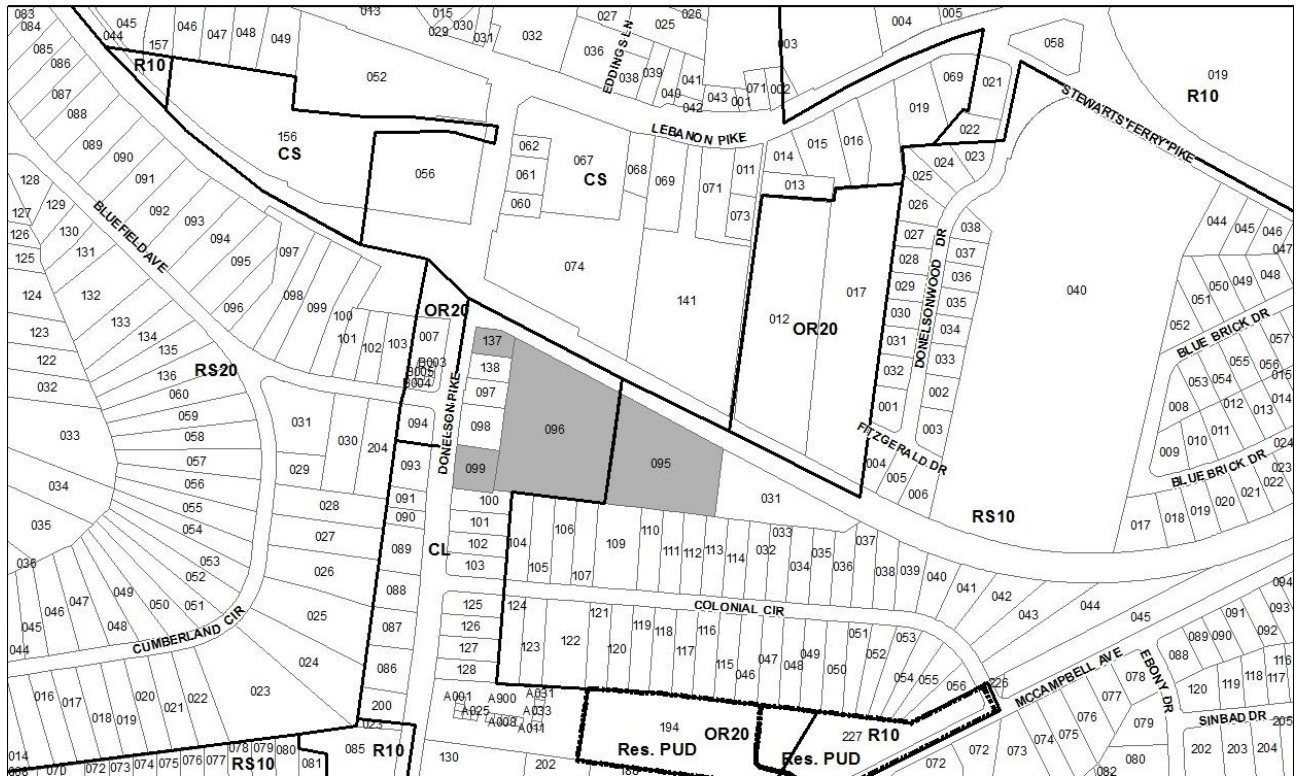
1. Will this project include any affordable or workforce housing units? No
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

### STAFF RECOMMENDATION

Staff recommends disapproval.



# Metro Planning Commission Meeting of 05/25/2017



## 2017SP-033-001

DONELSON STATION SP

Map 096-01, Parcel(s) 137

Map 096-05, Parcel(s) 095-096, 099

14, Donelson-Hermitage-Old Hickory

15 (Jeff Syracuse)



**Project No.** Specific Plan 2017SP-033-001  
**Project Name** Donelson Station SP  
**Council District** 15 – Syracuse  
**School District** 4 – Shepherd  
**Requested by** Ragan-Smith and Associates, applicant; Harold Deal, Donelson-Hermitage Chamber of Commerce, Pratap and Bharati Kakkad and Rondol and Mary Oakley, owners.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Defer to the June 8, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.*

**APPLICANT REQUEST**  
**Permit 208 residential units and commercial space.**

Preliminary SP  
 A request to rezone from Commercial Limited (CL) and Single-Family Residential (RS10) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 119, 121, 125 and 135 Donelson Pike, east of the terminus of Bluefield Avenue (6.39 acres), to permit 208 residential units and commercial space.

**Existing Zoning**  
Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses. A total of 4.10 acres within the project site are zoned CL.

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. A total of 2.29 acres within the project site are zoned RS10. *RS10 would permit a maximum of nine units.*

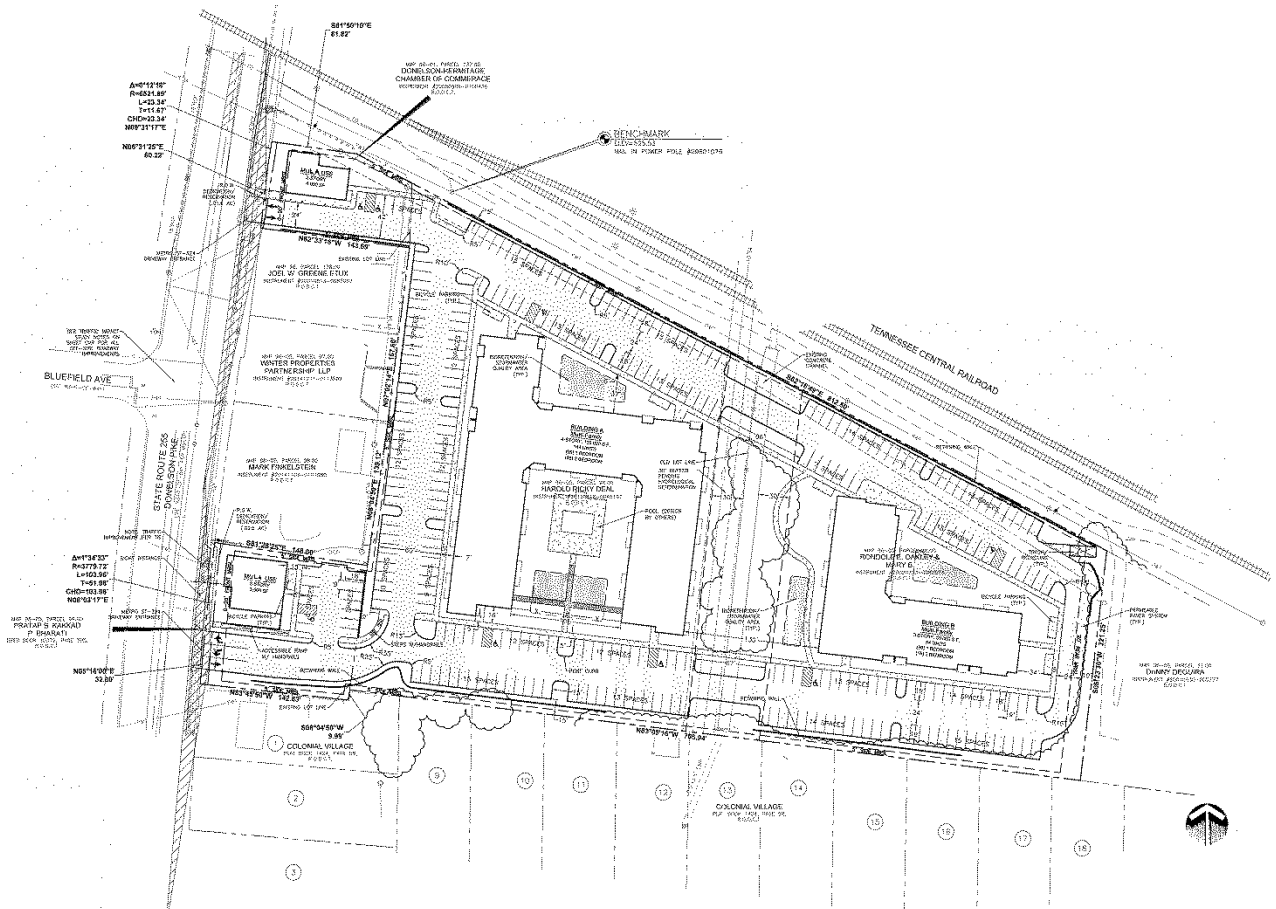
**Proposed Zoning**  
Specific Plan – Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential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

- CRITICAL PLANNING GOALS**
- Creates Walkable Neighborhoods
  - Supports a Variety of Transportation Choices

The proposed development meets two critical planning goals. The request creates walkable neighborhoods by incorporating mixed uses within two buildings along Donelson Pike. The mixed use buildings will create destinations that can be walked to from the residential units within the



# Metro Planning Commission Meeting of 05/25/2017



**Proposed Site Plan**



## Metro Planning Commission Meeting of 05/25/2017

development and from nearby residential areas. The proposal includes sidewalks meeting the standards of the Major and Collector Street Plan and crosswalks and pedestrian signals at the intersection of Donelson Pike and Bluefield Avenue. The enhancements to the pedestrian network will enable residents of the development and surrounding areas to access businesses and services without using their vehicles. The proposal also supports a variety of transportation choices. The site is located in proximity to the Donelson Music City Star commuter rail station and within 0.15 miles of an existing bus line. The intensity of residential and mixed uses in the development will support mass transit and help to create a more pedestrian-oriented environment around the transit station.

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

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

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

### Consistent with Policy?

The site lies in two different policy areas. The front half of the site lies in an area of T3 CM policy, which encourages a mix of higher density residential and mixed use development along corridors in pedestrian-friendly areas served by multiple modes of transportation. The site is located approximately 0.15 miles from a commuter rail station. The provision of higher intensity residential and mixed use in proximity to existing commuter rail and an existing bus line along Lebanon Pike is consistent with the goals of T3 CM policy. The portion of the site in T3 CM policy is comprised of three parcels which form a u-shape. Two smaller parcels with frontage on Donelson are separated from one another by three intervening parcels that are not part of this development. The SP is consistent with the goals of the T3 CM policy as it includes mixed use buildings along the Donelson Pike frontage to address the street.

A key constraint associated with the plan is that the largest multi-family building is separated from the Donelson Pike corridor by three parcels, which are not included in the proposal. For any development to fully express the goals of T3 CM Policy, full frontage along the corridor is desirable. However, the proposed arrangement of the buildings and access on the site does not preclude future opportunities to integrate the three intervening parcels into the development.

The back portion of the site lies in an area of T3 NM policy, which is intended to preserve the character of developed suburban residential neighborhoods. T3 NM policy acknowledges that some change may occur over time as buildings are replaced, and that areas with adequate infrastructure, access, and the ability to form transitions and support future mass transit are appropriate for higher



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density. This site is located immediately south of an existing commuter rail station and along an arterial boulevard. The proposed SP includes multifamily residential in a 3-story stacked flat on the portion of the site within T3 NM policy. The SP transitions in height from four stories in T3 CM policy to three stories in T3 NM policy and includes large building setbacks and preservation of existing tree canopy along the perimeter to help transition to the surrounding large-lot residential. All access for the development is provided via the Donelson Pike corridor, with no access points through the adjacent residential neighborhood. The location of the site in proximity to transit makes it an appropriate location to provide transitions to higher intensity development.

### PLAN DETAILS

The site encompasses four parcels totaling 6.39 acres on the east side of Donelson Pike. Two of the parcels have frontage on Donelson Pike and contain existing office uses. Two parcels to the rear of the site contain single-family residential dwellings. The two parcels with frontage on Donelson Pike are separated from each other by three intervening commercial properties which are not part of this development. The site is bounded to the north by a railroad line which serves the Music City Star commuter rail. The Music City Star's Donelson station is located immediately north of the railroad tracks on the west side of Donelson Pike, approximately 250 feet north of the northern boundary of the project site.

#### Site Plan

The plan proposes a maximum of 208 multifamily residential units and 9,500 square feet of commercial uses. Uses are limited to those permitted in the Mixed Use Limited – Alternative (MUL-A) zoning district. Commercial and mixed uses are proposed for buildings on the two parcels that front Donelson Pike. A 4,000-square-foot, two-story building would be located at the north end of the site, adjacent to the railroad. A second, 5,500-square-foot building, also in two stories, would be located at the south end of the site. The multifamily residential units are proposed in two stacked flat buildings—a four-story building located in the center of the site, and a three-story building located to the rear.

Vehicular access to the site will be from Donelson Pike. One two-way access drive will be provided on the northern parcel fronting Donelson Pike, and a second two-way access drive will be located on the southern parcel with frontage on Donelson. An eight-foot sidewalk and six-foot planting strip is proposed for the property frontage along Donelson Pike, consistent with the requirements of the Major and Collector Street Plan, and interior sidewalks are proposed throughout to connect residents to the street. Crosswalks and pedestrian signals are proposed at the existing intersection of Donelson Pike and Bluefield Avenue, to assist residents of the development and surrounding areas in accessing the commuter rail station, which is located on the west side of Donelson Pike, north of the development. A total of 303 surface parking spaces are provided to the rear of the mixed use buildings and around the perimeter of the site.

The building height is limited to a maximum of two stories in 28 feet for the commercial/mixed use buildings, four stories in 43 feet for the center multifamily building, and three stories in 33 feet for the rear multifamily building. The plan includes architectural standards requiring the commercial and multifamily portions of the development to be consistent in architectural style and for permitted materials. Façade materials are required to wrap the corners of the commercial buildings. A conceptual elevation for a multifamily building is included in the Preliminary SP.





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### **ANALYSIS**

The project site is located along an arterial boulevard and is less than 0.15 miles of both an existing commuter rail station and an existing bus line. The location along a corridor and in proximity to transit makes this area appropriate for a higher intensity of mixed use and residential development which would support mass transit and help to create and enhance a more pedestrian-oriented environment surrounding the transit station.

As noted above, the frontage of the site directly on the corridor is limited, due to the three intervening parcels that are not part of the proposal. However, the proposed SP includes mixed-use buildings addressing the street at each corner in order to maximize the impact of the limited frontage on Donelson Pike. Staff recommends conditions to ensure that the mixed-use buildings address Donelson Pike as the primary frontage, including requirements for an entrance along Donelson, minimum glazing, and tying the entrances into the sidewalks. The four-story building is separated from the intervening parcels along Donelson Pike by an access drive, which could be incorporated into a new circulation pattern and does not preclude establishment of a new centralized access should the intervening parcels be acquired and redeveloped in the future. The location of the four-story stacked flat building in the center of the site could serve as a focal point for a new central entrance to the development aligned with Bluefield Avenue. Staff recommends a condition requiring an articulations or alternating materials to avoid uninterrupted wall planes, as well as a requirement that the western façade of the four-story building be treated as a principle frontage.

The proposed SP transitions from the T3 CM policy area to the T3 NM through a decrease in height from four stories to three stories and by reducing the bulk and massing of the rear stacked flat building. The development is bordered to the east and south by single-family residential dwellings on large lots with deep rear setbacks. The combination of those deep rear setbacks, the location of the proposed buildings in the center of the project site with parking to the perimeter, and existing tree canopy along the property perimeter to be preserved will help to buffer the surrounding single-family residential from the more intense residential proposed. Staff recommends conditions requiring wider landscape buffer yards along the southern and eastern property lines, with details regarding the height and materials for walls and fences as well as specific plantings to be provided with the final site plan.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- This project requires 2 means of ingress/egress as shown.
- Fire Code issues will be addressed in the permit phase.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **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.



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### **PUBLIC WORKS RECOMMENDATION**

#### **Returned for corrections**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- ROW dedication(s) as shown on the plans are to be recorded prior to MPW sign off on the building permit.
- Driveway on the north side of the development needs additional analysis from MPW prior to approval. The final design of the driveway connection to the public street is to be coordinated with MPW prior to Final SP.
- Comply with approved TIS recommendations.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

In accordance with findings of the Traffic Impact Study, developer shall construct the following improvements.

- Donelson Pike at Lebanon Pike
  - No intersection control changes, traffic signal modifications, or additional laneage are recommended at the intersection of Donelson Pike at Lebanon Pike as part of Donelson Station to provide traffic operations that meet Metro Nashville – Davidson County's policy goal for level of service.
- Donelson Pike at Bluefield Avenue
  - No intersection control changes or additional laneage are recommended at the intersection of Donelson Pike at Bluefield Avenue as part of Donelson Station to provide vehicular traffic operations that meet Metro Nashville – Davidson County's policy goal for level of service.
  - Crosswalk markings across the south approach of Donelson Pike and across Bluefield Avenue should be installed by developer to meet current Metro Public Works standards.
  - Pedestrian signal heads and push buttons shall be installed by the developer at this intersection for each installed crosswalk.
  - Developer shall design signal plan to provide pedestrian infrastructure and submit to MPW traffic engineer for approval and install ped improvements when directed by traffic engineer.
- Donelson Pike at McCampbell Avenue
  - No intersection control changes, traffic signal modifications, or additional laneage are recommended at the intersection of Donelson Pike at McCampbell Avenue as part of Donelson Station to provide traffic operations that meet Metro Nashville – Davidson County's policy goal for level of service.
- Donelson Pike at Primary Project Access
  - The Donelson Station access to Donelson Pike should be a Metro Public Works ST-324 driveway ramp with a width of 35 feet of pavement to allow for two egress lanes (11 feet each) and one ingress lane (13 feet).
  - The Donelson Station access will be a private drive, therefore, the existing two-way left turn lane on Donelson Pike should remain in place to service the new development access and existing driveways along Donelson Pike.



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- A Tennessee Department of Transportation Highway Entrance Permit or Grading Permit may be required since Donelson Pike is a State Route.
- Donelson Pike at Secondary Project Access
  - The Donelson Station secondary access to Donelson Pike should be a Metro Public Works ST-324 driveway ramp with a width of 24 feet of pavement to allow for two lanes for ingress/egress.
  - The secondary access could be restricted to emergency use only and signed emergency use only and gated an appropriate distance from Donelson Pk. The analysis of this study indicates that all site traffic can use the primary project access and that traffic operations will be characterized by acceptable levels of service.
  - Due to the proximity of the Nashville and Eastern Railroad at-grade crossing north of this access, left turn movements into the site should be prohibited to prevent queueing across the railroad crossing.
  - The left turn movement into the site should be restricted with a physical barrier in the existing two-way center turn lane and flush median of Donelson Pike. This physical barrier could be an arrangement of plastic delineators, a raised concrete median, or another solution acceptable to the developer and Metro Nashville Public Works. At the time of this study, discussions related to the final design of this barrier were ongoing with Metro Nashville Public Works staff. To provide time for continued discussions with Metro Nashville Public Works and for internal review and discussion by Public Works staff, the final design for this barrier should be determined prior to or as part of the Final SP for Donelson Station.
  - Due to the existing driveways on the opposite side of Donelson Pk, it is unlikely that a physical barrier can be approved that does not adversely impact the access for these existing drives.
  - The secondary access shall be restricted to emergency use only and signed emergency use only and gated an appropriate distance from Donelson Pk.
  - An optional secondary drive design may be allowed to access limited commercial development with no more than 7 required parking spaces and with the installation of the emergency gate blocking vehicular access from the commercial area to the apartment driveway.
- Additional Traffic analysis may be required prior to Final SP approval.
- A Tennessee Department of Transportation Highway Entrance Permit or Grading Permit may be required since Donelson Pike is a State Route.
- Developer shall reserve an area along apartment development's Donelson Pk frontage for a future transit shelter if a future bus route is extended along Donelson Pk . At that time, developer/owner shall work with MTA to install bus shelter.
- Identify commercial loading zones per Metro code. Identify postal and package delivery facilities.
- Any ride share activity shall be on site and not along Donelson Pk.

Maximum Uses in Existing Zoning District: CL

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (820)        | 4.1   | 0.6         | 107,157 SF                  | 7104                  | 161          | 667          |



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

| Land Use (ITE Code)             | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 2.29  | 4.35 D      | 9 U                         | 87                    | 7            | 10           |

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

| Land Use (ITE Code)            | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 5.68  | -           | 208 U                       | 1385                  | 106          | 133          |

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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (814)        | 0.71  | -           | 9,500 SF                    | 445                   | 15           | 45           |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | -                           | -5,361                | -47          | -499         |

### METRO SCHOOL BOARD REPORT

Projected student generation existing CL district: 0 Elementary 0 Middle 0 High  
 Projected student generation existing RS10 district: 1 Elementary 1 Middle 1 High  
 Projected student generation proposed SP-MU district: 13 Elementary 7 Middle 9 High

The proposed SP zoning is expected to generate 26 more students than the existing zoning. Students would attend Hickman Elementary School, Donelson Middle School and McGavock 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.

### AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? No. This was discussed at the neighborhood meeting.
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, not to our knowledge.



## Metro Planning Commission Meeting of 05/25/2017

### STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 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.

### CONDITIONS (if approved)

1. Permitted land uses shall be limited to those permitted in the MUL-A zoning district and a maximum of 208 multi-family residential units.
2. To ensure that Donelson Pike is addressed as the principle frontage, the following architectural standards shall apply to mixed-use or commercial buildings with frontage on Donelson Pike:
  - A minimum of one entrance shall be provided on the façade fronting Donelson Pike or at the corner of the building addressing both Donelson Pike and the access drive. The entrance shall be connected to the sidewalk along the Donelson Pike frontage.
  - A minimum of 40% glazing shall be required on the façade fronting Donelson Pike.
  - The ground floor of the mixed use or commercial buildings with frontage on Donelson Pike shall have a minimum floor to ceiling height of 14 feet.
  - Primary façade materials shall not change at outside corners and shall wrap all sides of the building fronting a public street or private drive.
  - Revise the standard addressing wall planes along Donelson to read as follows: Long, uninterrupted wall planes along Donelson Pike shall be avoided through the incorporation of articulations or alternating building materials.
3. Articulations or alternating building materials shall be incorporated into the buildings to avoid long uninterrupted wall planes. The western façade of the four-story building should be treated as a principle frontage.
4. A minimum 12-foot landscape buffer yard that may incorporate the proposed retaining walls shall be provided along all portions of the southern property boundary adjacent to Map 096-05, Parcels 104-113, depicted on the plan as Lots 9-18, Colonial Village. A detailed landscaping plan including retaining wall height, materials, and plantings shall be provided with final site plan submittal.
5. A 10-foot landscape buffer yard or a 5-foot landscape buffer yard with an opaque fence or masonry wall shall be provided along the eastern property boundary. A detailed landscaping plan including fence or wall height, materials, and plantings shall be provided with final site plan submittal.
6. With submittal of the Final SP, a note shall be added to the plan that requires the development to include a minimum of two cross-access easements to create opportunities for future connections between this development and the three intervening parcels with frontage along Donelson Pike. The final locations of the access easements shall be determined at such time as any of the three intervening parcels along Donelson Pike redevelops, in order to allow for coordination with planned redevelopment and for accommodation of slopes.
7. Elevations consistent with the architectural standards and conceptual elevations in the Preliminary SP shall be provided with the submittal of the Final Site plan.
8. Comply with all conditions of Public Works and Traffic and Parking in regards to traffic improvements.
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



## Metro Planning Commission Meeting of 05/25/2017

the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

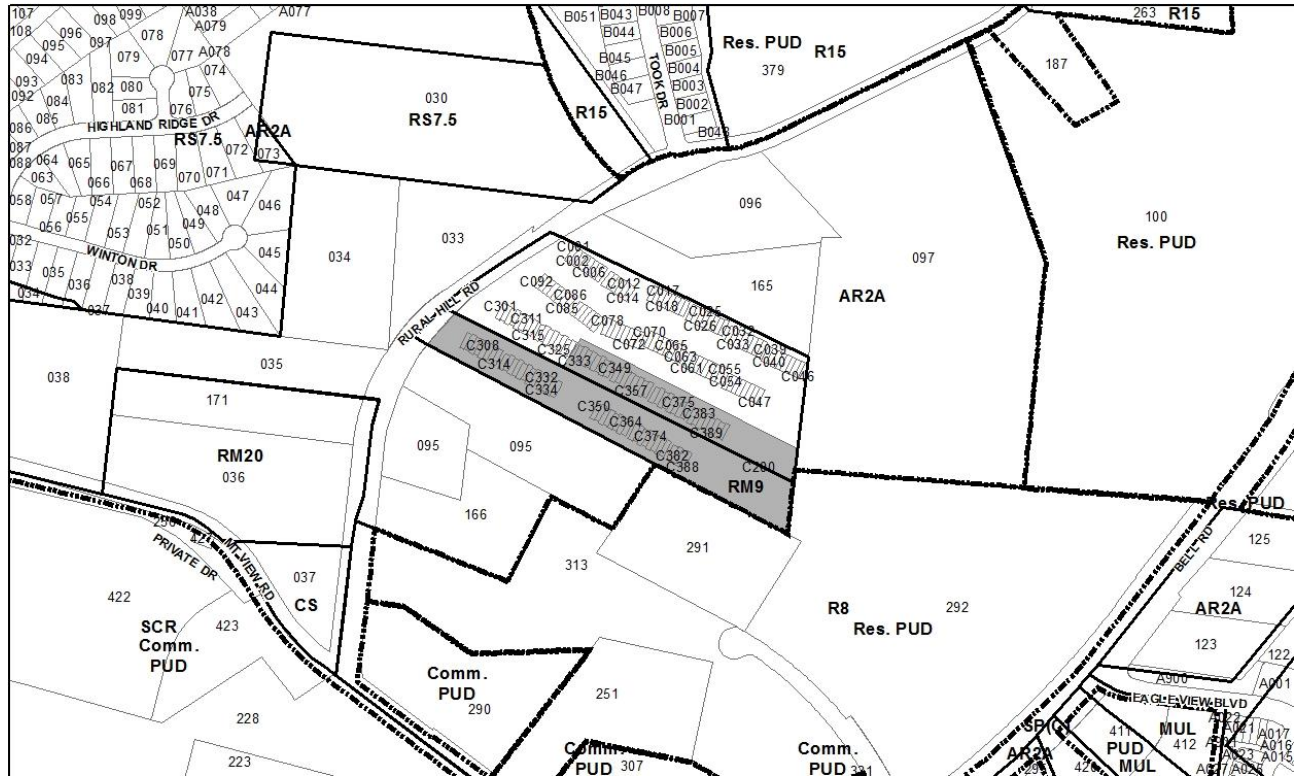
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/25/2017



**2017SP-041-001**  
**AUTUMN RIDGE RURAL HILL SP**  
Map 163-02-0-C, Various Parcels  
13, Antioch – Priest Lake  
32 (Jacobia Dowell)





**Project No.** Specific Plan 2017SP-041-001  
**Project Name** Autumn Ridge Rural Hill SP  
**Council District** 32 – Dowell  
**School District** 6 – Hunter  
**Requested by** Councilmember Jacobia Dowell, applicant; Ashraf W. Mannan and Mecheal A. Faltas, owners.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Defer to the June 8, 2017, Planning Commission meeting.*

**APPLICANT REQUEST**  
**Zone change from RM9 and RM20 to SP-R.**

Preliminary SP  
 A request to rezone from Multi-Family Residential (RM9) and Multi-Family Residential (RM20) to Specific Plan – Residential (SP-R) zoning for various properties along Rural Hill Road, east of Mt. View Road, (6.3 acres), to permit up to 72 units.

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the June 8, 2017, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 05/25/2017



**2017SP-042-001**  
**100 FERN AVENUE SP**  
Map 071-14, Parcel 403  
03, Bordeaux-Whites Creek  
02 (DeCosta Hastings)



|                             |  |
|-----------------------------|--|
| <b>Project No.</b>          | <b>Specific Plan 2017SP-042-001</b>  |
| <b>Project Name</b>         | <b>100 Fern Avenue SP</b>  |
| <b>Council District</b>     | 02 - Hastings  |
| <b>School District</b>      | 1 - Gentry   |
| <b>Requested by</b>         | Councilmember DeCosta Hastings, applicant; Heithcock Construction, LLC, owner. |
| <b>Staff Reviewer</b>       | Rickoff  |
| <b>Staff Recommendation</b> | <i>Approve with conditions and disapprove without all conditions.</i>          |

**APPLICANT REQUEST**

**Rezone from RS5 to SP-R to permit two residential units.**

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for property located at 100 Fern Avenue, approximately 355 feet west of Brick Church Pike (0.22 acres), to permit up to two units with appropriate design standards.

**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**

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.

**CRITICAL PLANNING GOALS**

- Supports Infill Development

This request creates an opportunity for urban development that fills in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure.

**BORDEAUX-WHITES CREEK COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 05/25/2017

### *Proposed Regulatory SP Start*

#### **100 Fern Avenue Specific Plan (SP)**

| Development Summary |                               |
|---------------------|-------------------------------|
| SP Name             | 100 Fern Avenue Specific Plan |
| SP Number           | 2017SP-042-001                |
| Council District    | Hastings                      |
| Map & Parcel        | Map 071-14; Parcel 403        |

| Site Data Table     |                                |
|---------------------|--------------------------------|
| Site Data           | 0.22 acres                     |
| Existing Zoning     | RS5                            |
| Proposed Zoning     | SP-R                           |
| Allowable Land Uses | Two residential dwelling units |

#### Specific Plan (SP) Standards

1. Uses within this SP shall be limited to a single-family dwelling unit or one two-family residential dwelling unit.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6 zoning district as of the date of the applicable request or application.
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. Only one curb cut is permitted along the Fern Avenue frontage.
5. Building facades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
6. EIFS, vinyl siding and untreated wood shall be prohibited.
7. A raised foundation of 18"-36" is required for all residential structures where they orient a public street.
8. Porches shall provide a minimum of six feet of depth.
9. A 4' grass planting strip and 5' sidewalk shall be installed along the Fern Avenue frontage prior to the issuance of any use & occupancy permits.
10. Front-loaded garages shall be recessed a minimum of 5' from the front façade of the structure. For purposes of this condition, the front porch may count for the front façade.
11. 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.

### *Proposed Regulatory SP End*



## **Metro Planning Commission Meeting of 05/25/2017**

Conservation (CO) is intended to preserve environmentally sensitive land within 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.

### Consistent with Policy?

The proposed SP is consistent with Neighborhood Evolving policy, which is intended to enhance urban neighborhoods with a variety of housing choices and high levels of connectivity. The development will permit up to two residential units located near an existing MTA bus route along Brick Church Pike, which provides an alternative method of transportation for future residents. Sidewalks will be required with the redevelopment of this site. A small area of Conservation policy is located towards the back of the site and is associated with steep slopes.

### **ANALYSIS**

The site is located on the south side of Fern Avenue, west of Brick Church Pike. The 0.22-acre parcel is currently vacant. Surrounding land uses to the east near Interstate 65 are more intense and include a mix of residential, commercial, and industrial. A multi-family development, located directly east of the site, is zoned MUG-A. However, land uses to the west along Fern Avenue are primarily single and two-family residential. The proposed SP will serve as a transition from the MUG-A zoned property to the less intense residentially zoned properties located to the west of the site.

The SP proposes two residential dwelling units. 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. Front-loaded garages shall be recessed a minimum of 5 feet from the front façade of the residential structure, and only one curb cut is permitted along the Fern Avenue frontage. A five-foot sidewalk and four-foot planting strip, consistent with Metro Public Works standards for a local road, shall be provided along the Fern Avenue frontage prior to the issuance of any use and occupancy permits.

### **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: **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) | 0.22  | 8.71 D      | 1 U                         | 10                    | 1            | 2            |

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

| Land Use (ITE Code)           | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential* (210) | 0.22  | 7.26 D      | 2 U                         | 20                    | 2            | 3            |

\*Based on two-family lots

Traffic changes between maximum: **RS5 and SP-R**

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

### SCHOOL BOARD REPORT

**Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High**

The proposed SP-R zoning district will generate no additional students beyond what would be generated under the existing RS5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek 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? The project will not include affordable or workforce housing.
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 structures have been demolished in the last 12 months.

### STAFF RECOMMENDATION

Staff recommends approval as the requested zone change is consistent with the T4 Urban Neighborhood Evolving land use policy.

### CONDITIONS

1. Uses within this SP shall be limited to a single-family dwelling unit or one two-family residential dwelling unit.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6 zoning district as of the date of the applicable request or application.

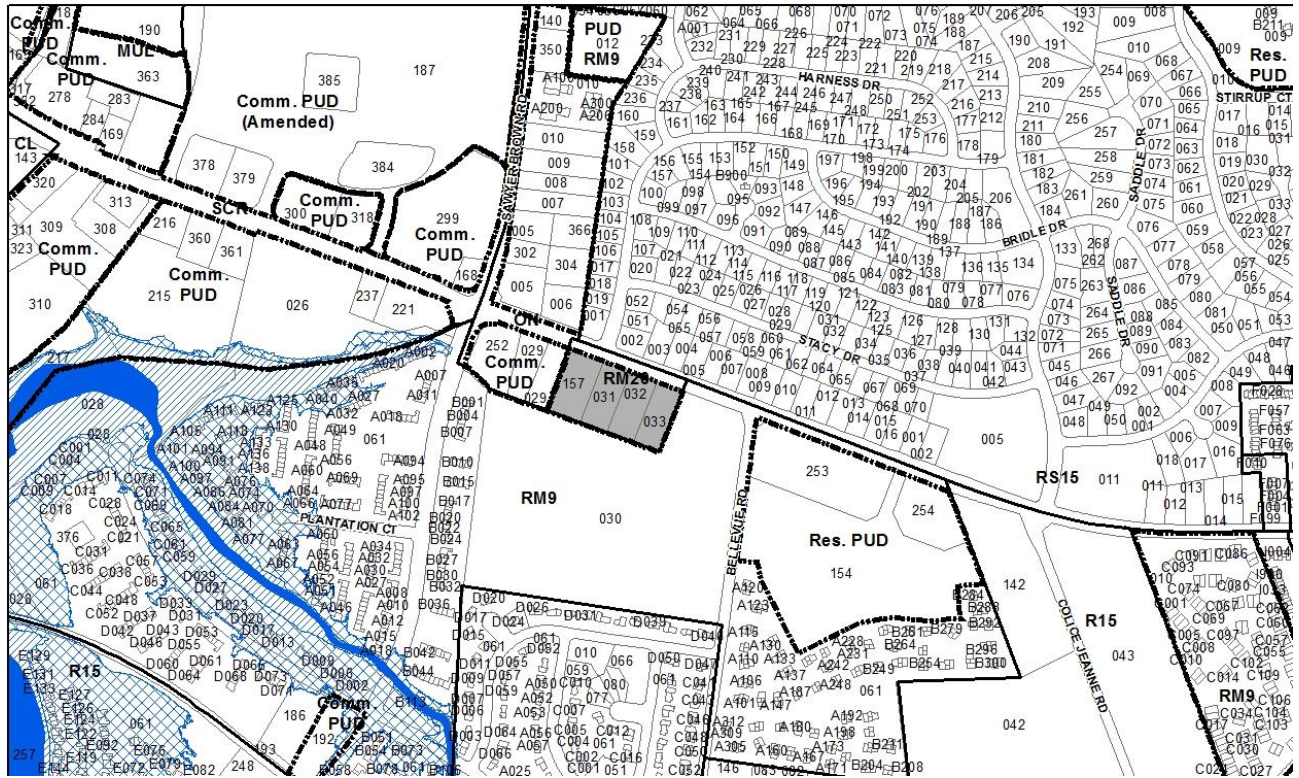


## Metro Planning Commission Meeting of 05/25/2017

3. Only one curb cut is permitted along the Fern Avenue frontage. Vehicular access shall be limited to a driveway a maximum of 16 feet wide.
4. Building facades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
5. EIFS, vinyl siding and untreated wood shall be prohibited.
6. A raised foundation of 18"-36" is required for all residential structures that orient to a public street.
7. Porches shall provide a minimum of six feet of depth.
8. A 4 foot grass planting strip and 5 foot sidewalk shall be installed along the Fern Avenue frontage prior to the issuance of any use & occupancy permits.
9. Front-loaded garages shall be recessed a minimum of 5 feet from the front façade of the structure. For purposes of this condition, the front porch may count for the front façade.
10. 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.
11. 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.
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.



# Metro Planning Commission Meeting of 05/25/2017



**2017SP-043-001**  
**HIGHWAY 70 SP**  
 Map 142, Parcel(s) 031-033, 157  
 06, Bellevue  
 22 (Sheri Weiner)





|                             |   |
|-----------------------------|---|
| <b>Project No.</b>          | <b>Specific Plan 2017SP-043-001</b>                             |
| <b>Project Name</b>         | <b>Highway 70 SP</b>  |
| <b>Associated Case</b>      | 94P-025-003   |
| <b>Council District</b>     | 22 – Weiner   |
| <b>School District</b>      | 9 – Frogge  |
| <b>Requested by</b>         | Councilmember Sheri Weiner, applicant; various property owners. |
| <b>Staff Reviewer</b>       | Napier  |
| <b>Staff Recommendation</b> | <i>Defer to the June 22, 2017, Planning Commission meeting.</i> |

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**APPLICANT REQUEST**  
**Rezone from RM20 to SP-R.**

Preliminary SP

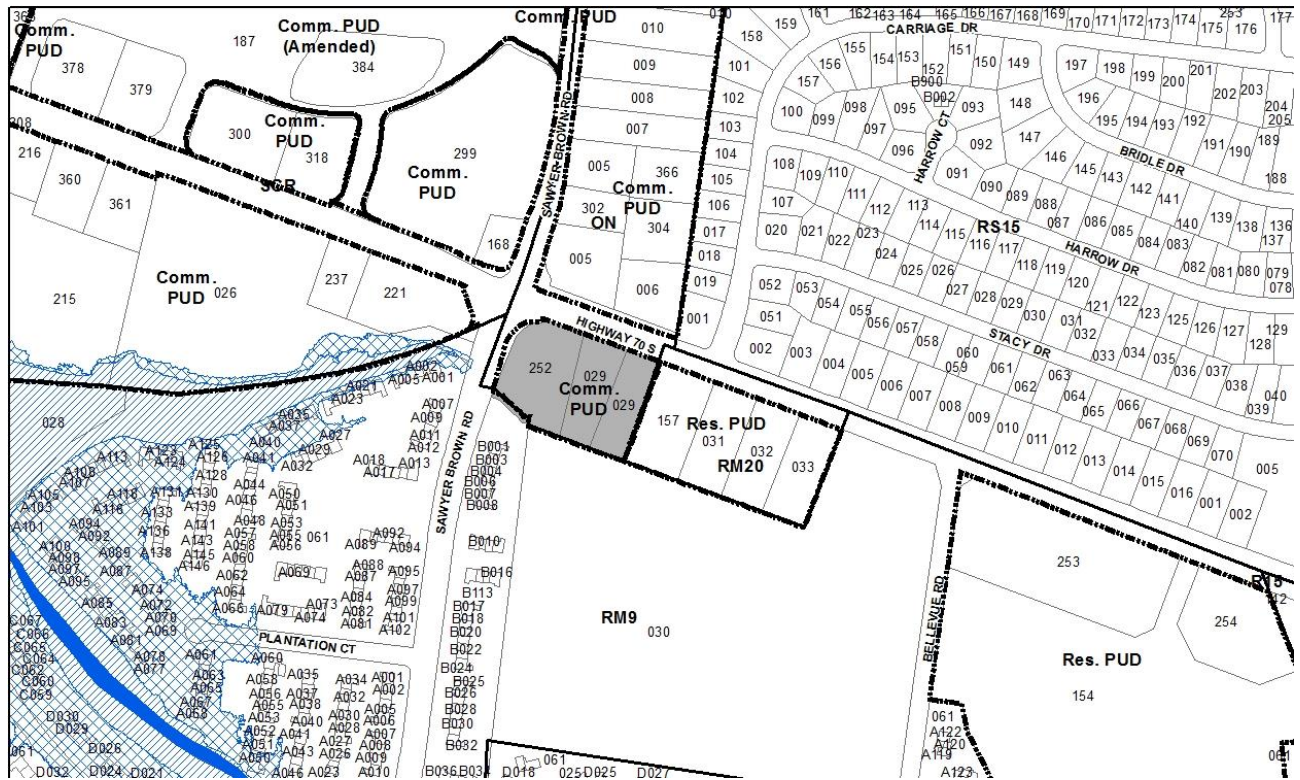
A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Residential (SP-R) zoning for properties located at 7447, 7483, 7487, and 7501 Highway 70 South, approximately 465 feet east of Sawyer Brown Road (4.47 acres), to permit up to 80 multi-family units with appropriate design standards.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 22, 2017, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 05/25/2017



**2017SP-044-001**  
**SAWYER BROWN SP**  
Map 142, Parcel(s) 029.02, 029, 252  
06, Bellevue  
22 (Sheri Weiner)



|                             |   |
|-----------------------------|---|
| <b>Project No.</b>          | <b>Specific Plan 2017SP-044-001</b>                             |
| <b>Project Name</b>         | <b>Sawyer Brown SP</b>  |
| <b>Associated Case</b>      | 94P-025-003   |
| <b>Council District</b>     | 22 – Weiner   |
| <b>School District</b>      | 9 – Frogge  |
| <b>Requested by</b>         | Councilmember Sheri Weiner, applicant; various property owners. |
| <b>Staff Reviewer</b>       | Napier  |
| <b>Staff Recommendation</b> | <i>Defer to the June 22, 2017, Planning Commission meeting.</i> |

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**APPLICANT REQUEST**

**Rezone from ON to SP-MU to permit general office, medical office and personal instruction uses.**

Preliminary SP

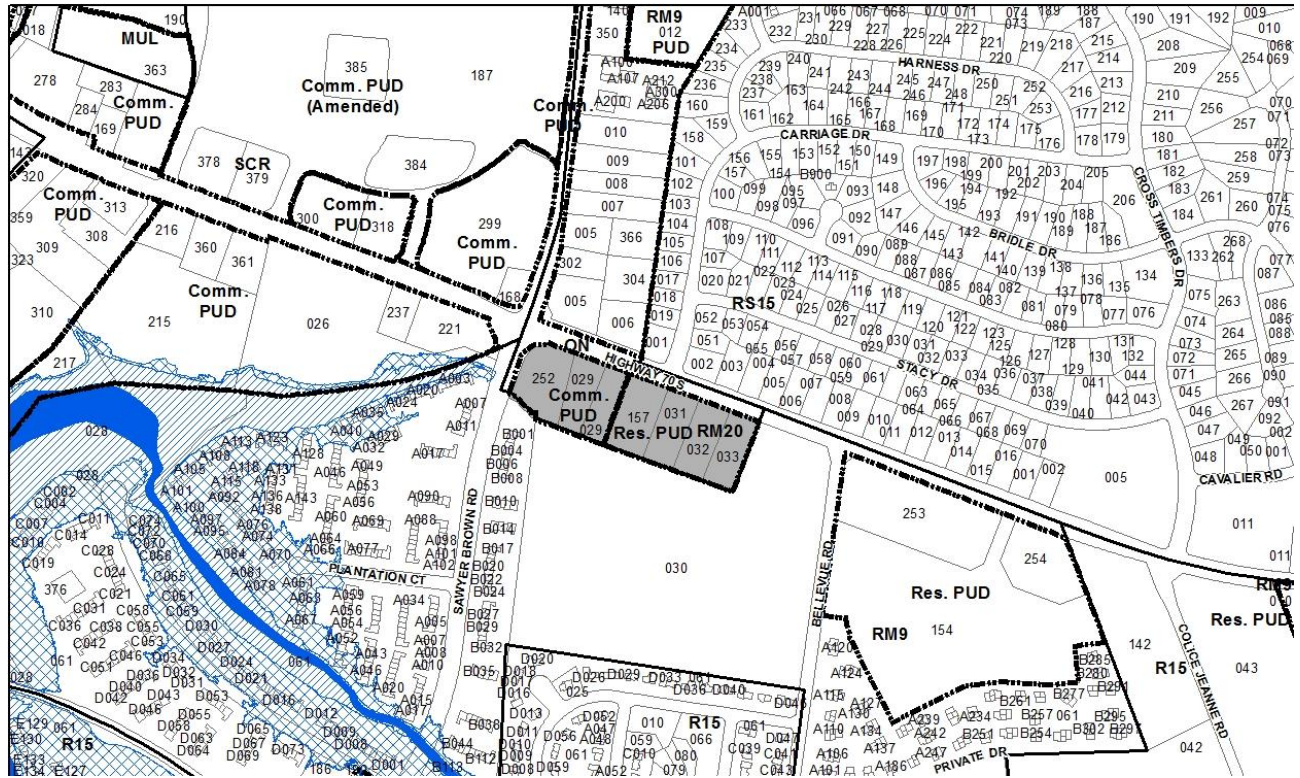
A request to rezone from Office Neighborhood (ON) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 7505, 7513, and 7527 Highway 70 S, at the southeast corner of Highway 70 S and Sawyer Brown Road, (3.57 acres), to permit general office, medical office and personal instruction uses.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 22, 2017, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 05/25/2017



## 94P-025-003

### BELLEVUE COMMERCIAL PUD CANCELLATION

Map 142, Parcel(s) 029.02, 029, 031-033, 157, 252

06, Bellevue

22 (Sheri Weiner)



|                             |   |
|-----------------------------|---|
| <b>Project No.</b>          | <b>Planned Unit Development 94P-025-003</b>                     |
| <b>Project Name</b>         | <b>Bellevue Commercial PUD (Cancellation)</b>                   |
| <b>Associated Case</b>      | 2017SP-043-001 and 2017SP-044-001                               |
| <b>Council District</b>     | 22 - Weiner   |
| <b>School District</b>      | 09 - Frogge   |
| <b>Requested by</b>         | Councilmember Sheri Weiner, applicant; various property owners. |
| <br>                        |   |
| <b>Staff Reviewer</b>       | Napier  |
| <b>Staff Recommendation</b> | <i>Defer to the June 22, 2017, Planning Commission meeting.</i> |

**APPLICANT REQUEST**

**Cancel a Planned Unit Development Overlay.**

Cancel PUD

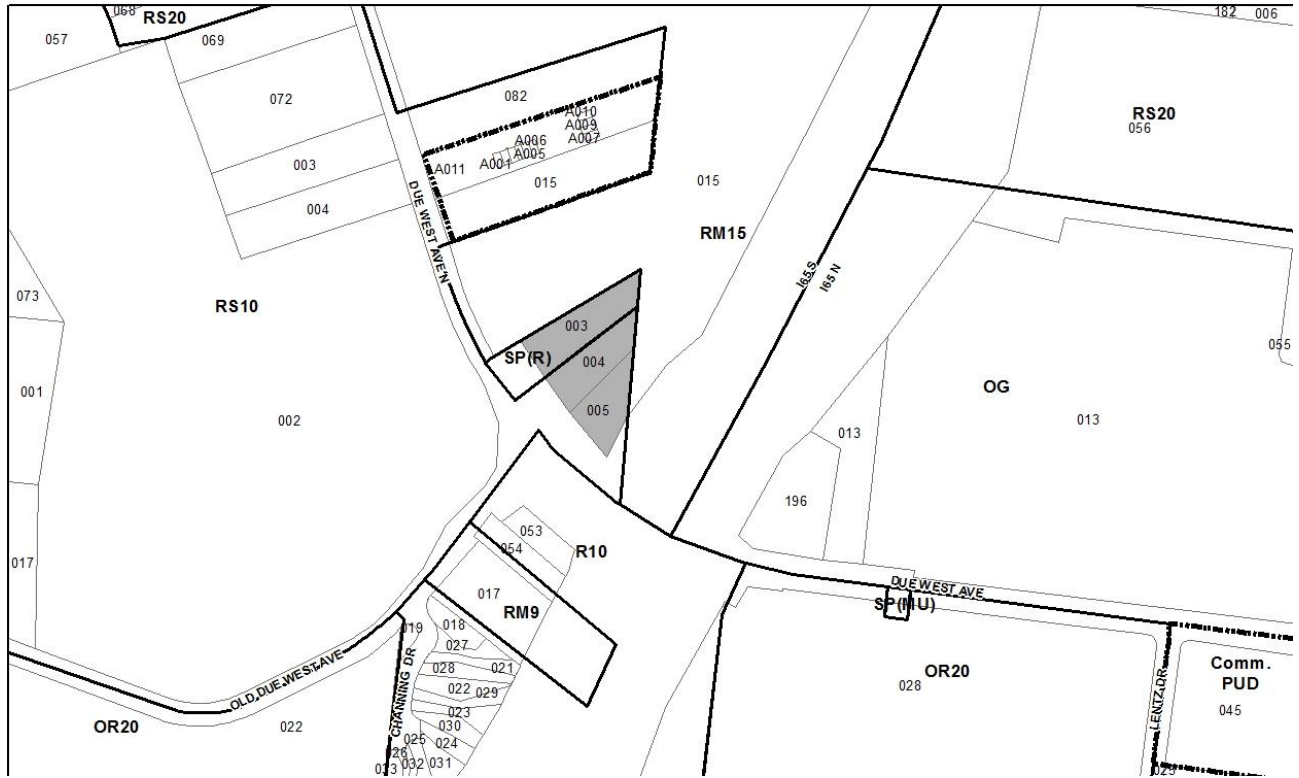
A request to cancel the Bellevue Commercial Planned Unit Development (PUD) Overlay District for properties located at 7477, 7483, 7487, 7501, 7505, 7513, and 7527 Highway 70 S, at the southeast corner of Sawyer Brown Road and Highway 70 S, zoned Office Neighborhood (ON) and Multi-Family Residential (RM20) (8.04 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 22, 2017, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 05/25/2017



**2017SP-046-001**  
**BASHAW VILLAGE SP**  
Map 051-06, Parcel(s) 003-005  
02, Parkwood – Union Hill  
08 (Nancy VanReece)



|                             |  |
|-----------------------------|--|
| <b>Project No.</b>          | <b>Specific Plan 2017SP-046-001</b>                                  |
| <b>Project Name</b>         | <b>Bashaw Village SP</b>   |
| <b>Council District</b>     | 08 – VanReece  |
| <b>School District</b>      | 3 – Speering   |
| <b>Requested by</b>         | Development Management Group, applicant; Bashaw Village, LLC, owner. |
| <b>Staff Reviewer</b>       | Shepard  |
| <b>Staff Recommendation</b> | <i>Defer to the June 22, 2017, Planning Commission meeting.</i>      |

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**APPLICANT REQUEST**

**Preliminary SP to permit 28 residential units.**

Preliminary SP

A request to rezone from Specific Plan-Residential (SP-R) and Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for properties located at 704, 708 and 7.10 Due West Avenue North, across from Old Due West Avenue, (1.24 acres), to permit 28 residential units.

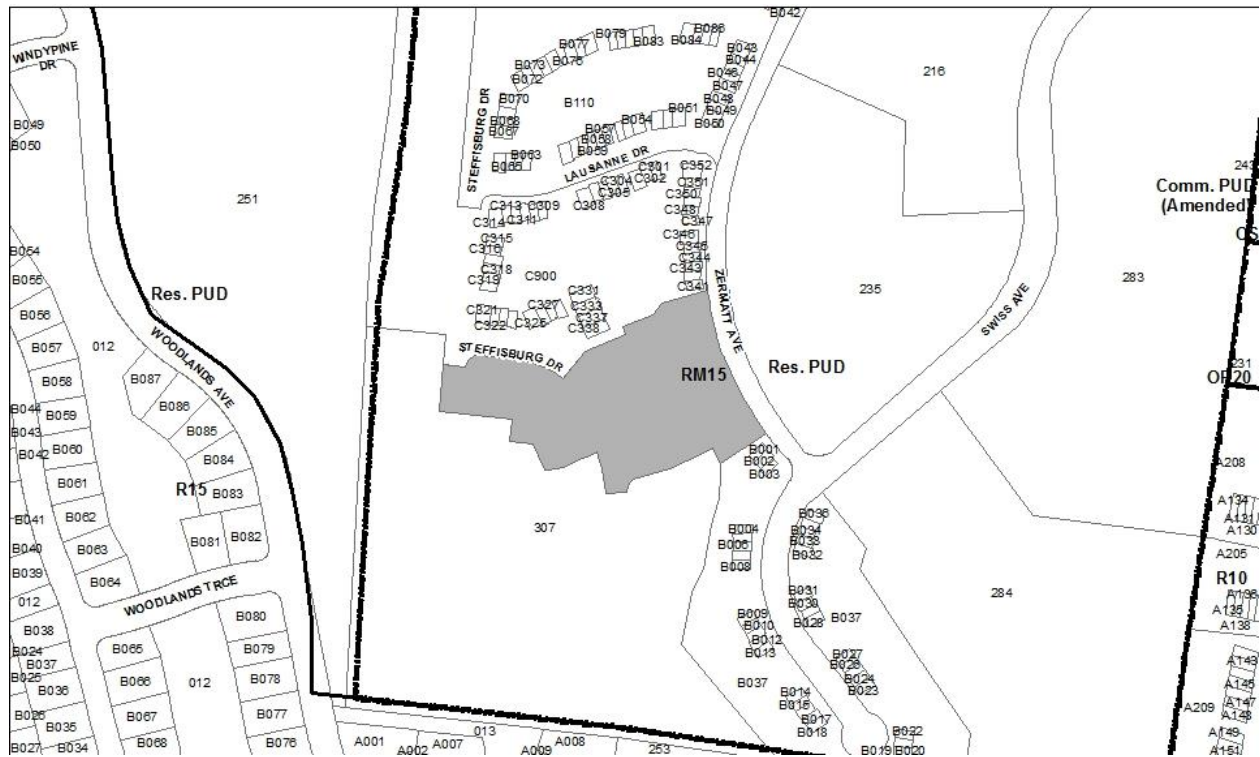
**STAFF RECOMMENDATION**

Staff recommends deferral to the June 22, 2017, Planning Commission meeting at the request of the applicant.





# Metro Planning Commission Meeting of 05/25/2017



**53-84P-004**

**ROSE MONTE PHASE 4**

Map 161, Part of Parcel(s) 307

12, Southeast

04 (Robert Swope)





|                             |  |
|-----------------------------|--|
| <b>Project No.</b>          | <b>Planned Unit Development 53-84P-004</b>                       |
| <b>Project Name</b>         | <b>Rose Monte Phase 4</b>  |
| <b>Council District</b>     | 04 - Swope   |
| <b>School District</b>      | 2 – Brannon  |
| <b>Requested by</b>         | Wamble and Associates, applicant; Lofts RM Holdings, LLC, owner. |
| <br>                        |  |
| <b>Staff Reviewer</b>       | Burse  |
| <b>Staff Recommendation</b> | <i>Approve with conditions.</i>                                  |

**APPLICANT REQUEST**

Revise preliminary plan and approve final site plan for Rose Monte Phase 4.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District located at Zermatt Avenue, approximately 85 feet northwest of Swiss Avenue, zoned Multi-Family Residential (RM15) (3.07 acres), to permit 57 residential units.

**Existing Zoning**

Multi-Family Residential (RM15) zoning 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 46 units.

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

**HISTORY**

Metro Council approved the original Hickory Heights Villas preliminary PUD plan in 1985 for 1,464 total residential units. The Planning Commission approved a revision to the PUD plan in 2006, to permit 211 townhomes and 90 condominiums on this portion and another portion of the plan. The PUD was revised again in 2014 to permit 229 multi-family units and to permit mass grading for Phases Three through Five. The 2014 approval permitted 97 units for Phase Four. The current request does not change the number of units on this portion of the PUD.



# Metro Planning Commission Meeting of 05/25/2017



Proposed Site Plan



## Metro Planning Commission Meeting of 05/25/2017

### SITE PLAN

The site is currently a vacant lot along Zermatt Avenue north of the intersection of Zermatt Avenue and Swiss Avenue. This request is to modify the current boundary of Phase Four and to permit 57 residential units. The Rose Monte Phase Four development will include 22 townhome units and a three/four-story split 35 unit multi-family building. Most of the units including the multi-family building will front along the internal drives of Steffisburg Drive (private drive) and Lucerne Drive (private drive). Seven of the townhome units will front along Zermatt Avenue, a public street.

### ANALYSIS

The proposed residential layout is consistent with the previously approved preliminary plan for this portion of the PUD, Phase Four. The applicant is not proposing to increase the number of units within the overall PUD nor within Phase Four. This proposal does not alter the basic development concept established by the approved PUD plan. This request is considered a revision (minor modification) under the Zoning Code and does not require Council approval. Section 17.40.120.G permits the Planning Commission to approve minor modifications under certain conditions. Staff finds that the request is consistent with the requirements of Section 17.40.120.G, provided below for review.

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.

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



## **Metro Planning Commission Meeting of 05/25/2017**

- 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.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

- AWC with 2 means of ingress/egress. Not clear on plans. Fire Code issues will be addressed in the permit phase.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES**

#### **Approve with conditions**

- 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.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Provide adequate sight distance at Lucerne Drive and Zermatt Avenue.



## **Metro Planning Commission Meeting of 05/25/2017**

### **STAFF RECOMMENDATION**

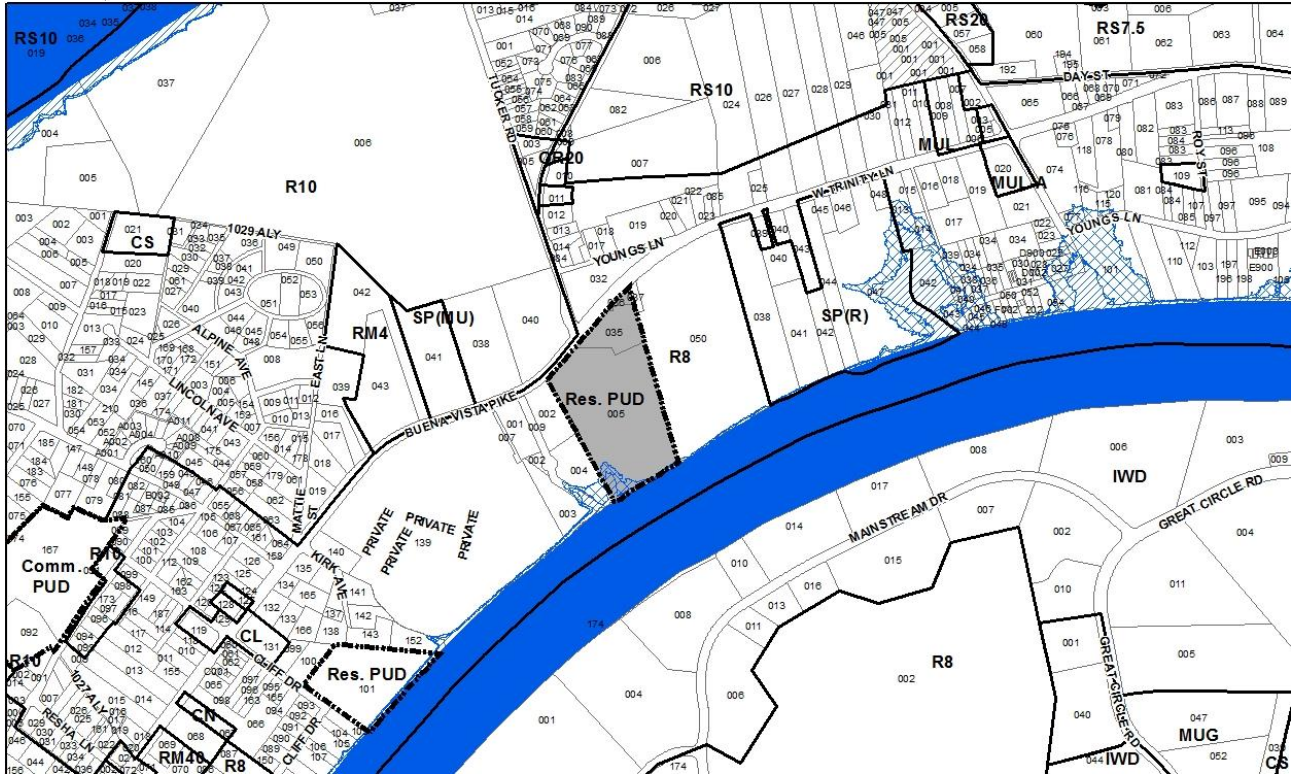
Staff recommends approval with conditions.

### **CONDITIONS**

1. Comply with Fire Department conditions and Traffic and Parking conditions.
2. Prior to the issuance of any permits, confirmation of final approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services and the traffic Engineering Section of the Metropolitan Department of Public Works.
3. This approval does not include any signs. Business accessory or development signs in commercial or industrial planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metropolitan Council directs the Metropolitan Planning Commission to approve signs.



# Metro Planning Commission Meeting of 05/25/2017



## 68-85P-001

### CUMBERLAND TERRACE PUD (CANCELLATION)

Map 070-06, Parcel(s) 035-36

Map 070-10, Parcel(s) 005

03, Bordeaux-Whites Creek

02 (DeCosta Hastings)



|                             |   |
|-----------------------------|---|
| <b>Project No.</b>          | <b>Planned Unit Development 68-85P-001</b>                                    |
| <b>Project Name</b>         | <b>Cumberland Terrace PUD (Cancellation)</b>                                  |
| <b>Associated Case</b>      | 2017SP-047-001  |
| <b>Council District</b>     | 02- Hastings  |
| <b>School District</b>      | 01- Gentry  |
| <b>Requested by</b>         | Littlejohn Engineering Associates, applicant; Civil Constructors, Inc, owner. |
| <b>Staff Reviewer</b>       | Burse   |
| <b>Staff Recommendation</b> | <i>Defer to the June 8, 2017, Planning Commission meeting.</i>                |

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**APPLICANT REQUEST**

Cancel a Planned Unit Development.

Cancel PUD

A request to cancel a Planned Unit Development located at 2516 Buena Vista Pike and Buena Vista Pike (unnumbered) and W Trinity Lane (unnumbered), south of the terminus of Tucker Road (15.85 acres), zoned One and Two-Family Residential (R8).

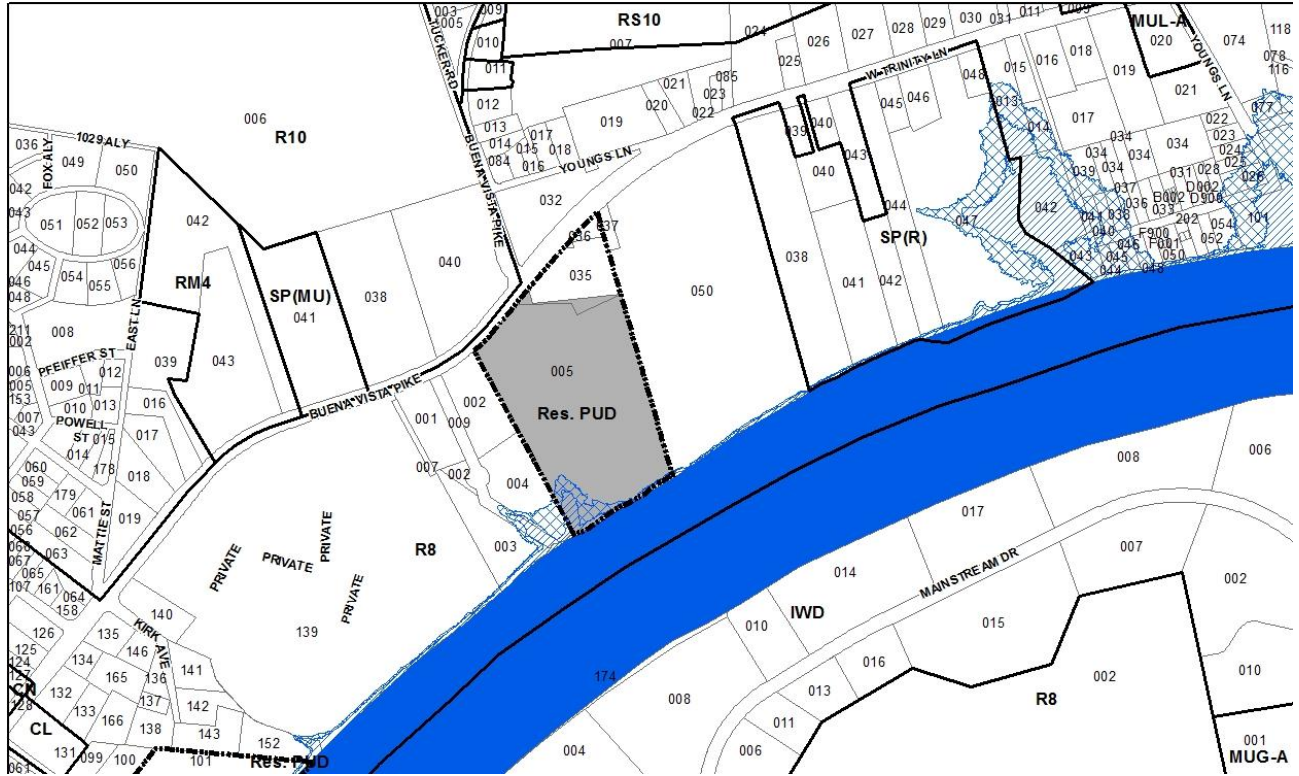
**STAFF RECOMMENDATION**

Staff recommends deferral to the June 8, 2017, Planning Commission meeting at the request of the applicant.





# Metro Planning Commission Meeting of 05/25/2017



**2017SP-047-001**  
BUENA VISTA DOWNS SP  
Map 070-06, Parcel(s) 035  
Map 070-10, Parcel(s) 005  
03, Bordeaux-Whites Creek  
02 (DeCosta Hastings)





**Project No.** Specific Plan 2017SP-047-001  
**Project Name** Buena Vista Downs SP  
**Associated Case** 68-85P-001  
**Council District** 02- Hastings  
**School District** 1- Gentry  
**Requested by** Littlejohn Engineering Associates, applicant; Civil Constructors, Inc, owner.

**Staff Reviewer** Burse  
**Staff Recommendation** *Defer to the June 8, 2017, Planning Commission meeting.*

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**APPLICANT REQUEST**

Zone change to permit 216 multi-family residential units.

Preliminary SP

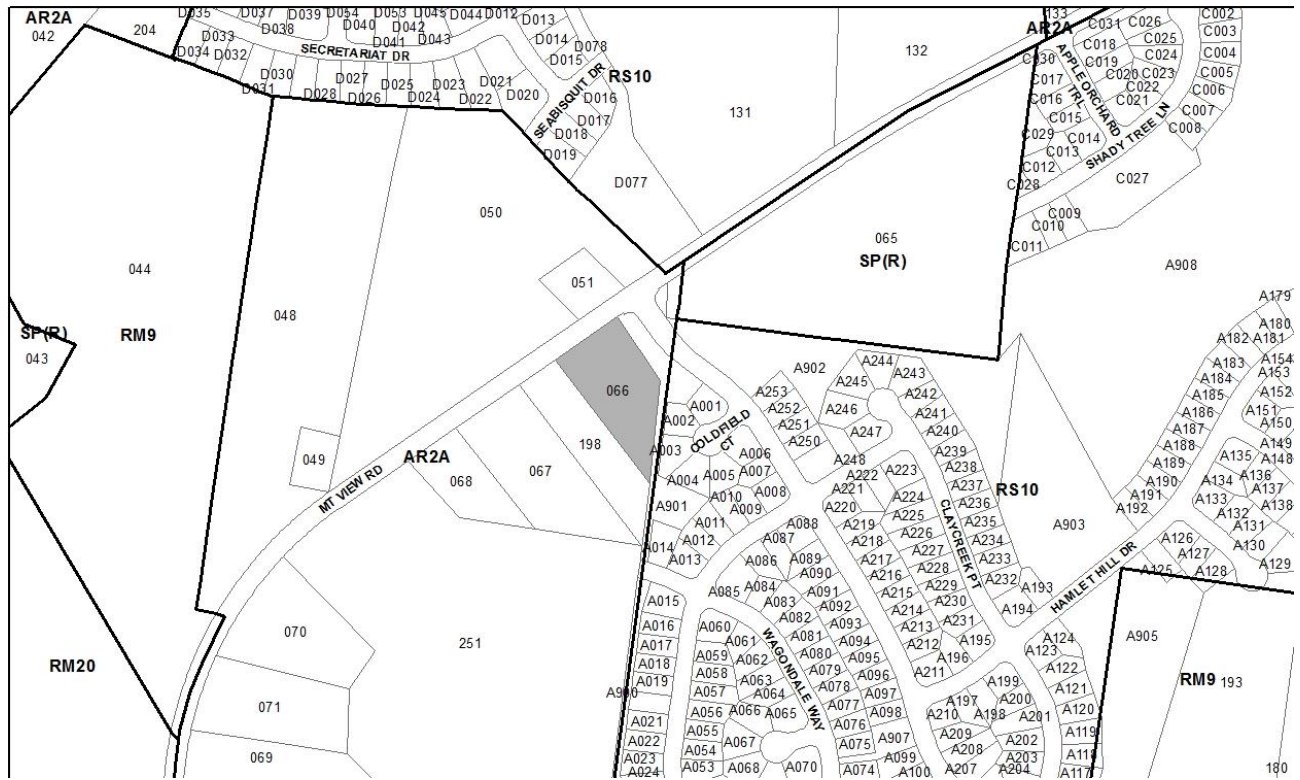
A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning for properties located at Buena Vista Pike (unnumbered) and part of property located at 2516 Buena Vista Pike, opposite of Tucker Road, (13.35 acres), to permit a multi-family development with a maximum of 216 residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 8, 2017, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 05/25/2017



**2017Z-055PR-001**  
Map 164, Parcel(s) 066  
13, Antioch – Priest Lake  
33 (Sam Coleman)



|                             |  |
|-----------------------------|--|
| <b>Project No.</b>          | <b>Zone Change 2017Z-055PR-001</b>               |
| <b>Council District</b>     | 33 – Coleman                                     |
| <b>School District</b>      | 6 – Hunter                                       |
| <b>Requested by</b>         | Normandy Partners II, G.P., applicant and owner. |
| <b>Staff Reviewer</b>       | Shepard  |
| <b>Staff Recommendation</b> | <i>Approve.</i>                                  |

**APPLICANT REQUEST**

**Zone change from AR2a to RS40.**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS40) zoning on property located at 5994 Mount View Road, approximately 40 feet southwest of Cottage View Lane (1.46 acres).

**Existing Zoning**

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

**Proposed 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 one unit.*

**ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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

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.



## **Metro Planning Commission Meeting of 05/25/2017**

### Consistent with Policy?

The existing zoning, AR2a, would permit residential development. However, the existing zoning also allows for a variety of nonresidential uses generally found in rural areas which would be inconsistent with the primarily residential nature of T3 NE policy areas. The proposed zoning, RS40 allows for one single-family dwelling and is more consistent with the intent of the policy, which is to create and enhance suburban residential neighborhoods.

### **ANALYSIS**

The site consists of 1.46 acres bisected by a stream and associated buffers. There are existing single-family dwellings located to the west and a single-family residential subdivision located to the east and south of the property. The requested zoning, RS40, will allow for one single-family residential dwelling, consistent with the existing land use pattern in the area and with the goals of the 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**

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

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

### **STAFF RECOMMENDATION**

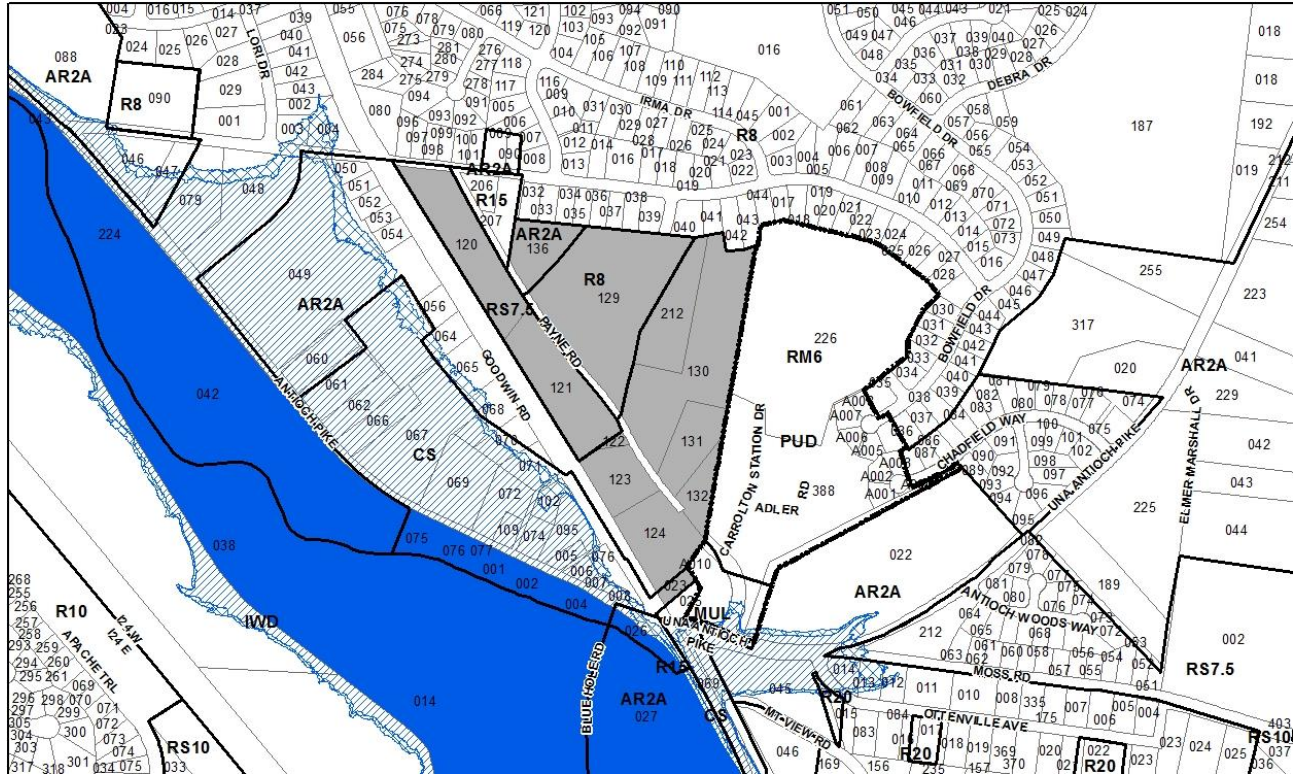
Staff recommends approval as the request is consistent with the T3 Neighborhood Evolving policy.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/25/2017



## 2017Z-056PR-001

Map 148, Parcel(s) 120-124, 129-132, 136, 212

Map 162, Parcel(s) 023

13, Antioch-Priest Lake

28 (Tanaka Vercher)



**Project No.** 2017Z-056PR-001  
**Council District** 28 - Vercher  
**School District** 6 - Hunter  
**Requested by** Councilmember Tanaka Vercher, applicant; various property owners.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the June 8, 2017, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Apply a Contextual Overlay District.**

Zone Change

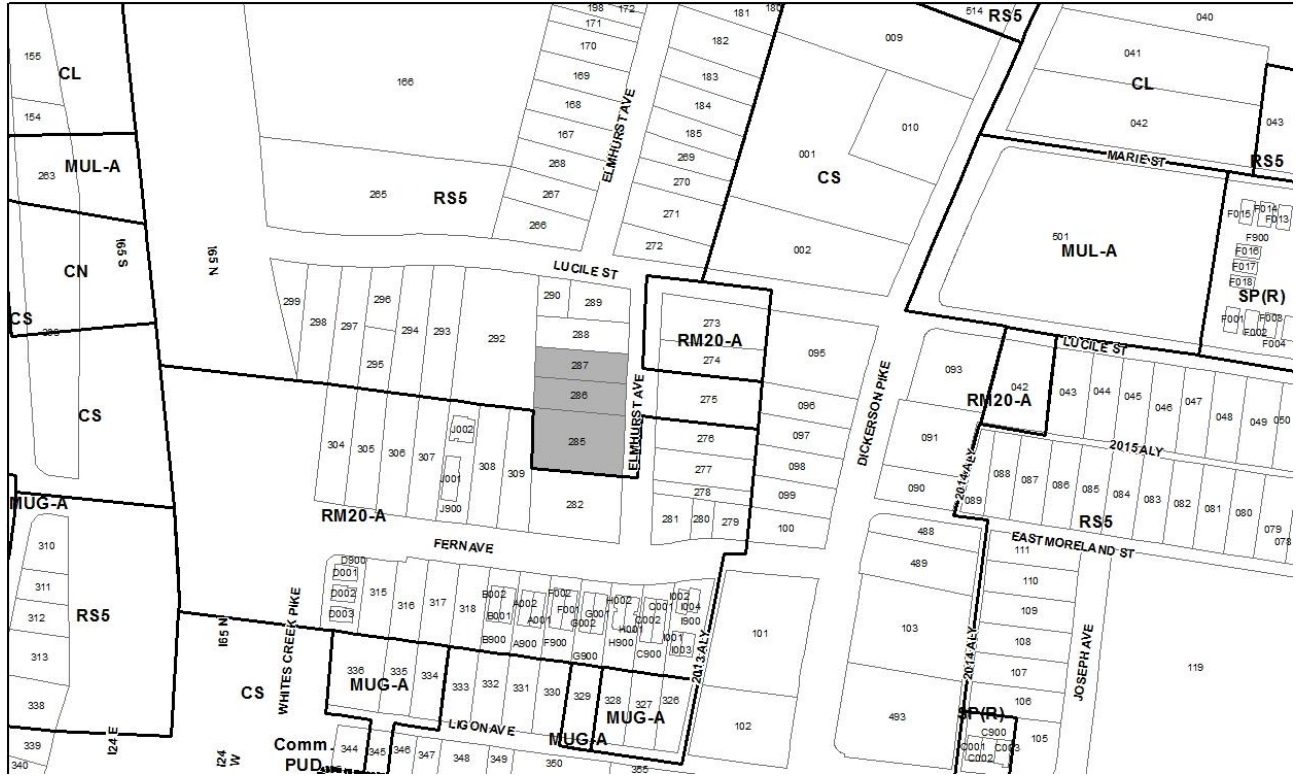
A request to apply a Contextual Overlay District for various properties located south of Reeves Road, zoned Agricultural/Residential (AR2a), One and Two-Family Residential (R8) and Single-Family Residential (RS7.5) (27.96 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 8, 2017, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 05/25/2017



**2017Z-060PR-001**  
Map 071-14, Parcel(s) 285-287  
05, East Nashville  
05 (Scott Davis)





|                         |   |
|-------------------------|---|
| <b>Project No.</b>      | <b>Zone Change 2017Z-060PR-001</b>  |
| <b>Council District</b> | 05 – S. Davis   |
| <b>School District</b>  | 5 – Buggs   |
| <b>Requested by</b>     | Ethan Shepherd Nicodemus, applicant; M.L. Barrett Limited Partnership, owner. |

|                             |                 |
|-----------------------------|-----------------|
| <b>Staff Reviewer</b>       | Rickoff         |
| <b>Staff Recommendation</b> | <i>Approve.</i> |

**APPLICANT REQUEST**

**Zone change from RS5 to RM20-A**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM20-A) zoning for properties located at 115, 117, and 119 Elmhurst Avenue, approximately 125 feet south of Lucile Street (0.72 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 6 lots, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on these properties.*

**Proposed Zoning**

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 14 units.*

**EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Evolving (T4 NE) policy 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.



# Metro Planning Commission Meeting of 05/25/2017

## Consistent with Policy?

Yes. The proposed rezoning is consistent with the T4 Urban Neighborhood Evolving policy in this location as it allows for additional residential density near Fern Avenue and Dickerson Pike, which are designated by the Major and Collector Street Plan as a collector-avenue and arterial-boulevard, respectively. Rezoning to RM20-A will provide additional housing options for the area, and the alternative designation will ensure a design that is consistent with the policy. This rezoning request is consistent with other nearby RM20-A zoned properties along Fern Avenue that are also in T4 Urban Neighborhood Evolving policy.

## **ANALYSIS**

The properties are located on the west side of Elmhurst Avenue, south of Lucile Street and north of Fern Avenue. The parcels contain residential structures that front Elmhurst Avenue. The existing land use pattern along the block is residential; however, the existing land use pattern to the east along Dickerson Pike is a mix of commercial, industrial, and residential. Multi-family residential development at this site will provide an added mixture of housing types in close proximity to higher-density development. The site is also located near an existing MTA bus route on Dickerson Pike. The surrounding street network and public transportation service allows for improved pedestrian, bicycle and vehicular connectivity. Sidewalks, which meet the local street standards, will be required with the redevelopment of these lots.

## **FIRE MARSHAL RECOMMENDATION**

N/A

## **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) | 0.72  | 8.7 D       | 3 U                         | 29                    | 3            | 4            |

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

| Land Use (ITE Code)            | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 0.72  | -           | 14 U                        | 94                    | 8            | 9            |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| -                   | -     | -           | +11 U                       | +65                   | +5           | +5           |



## **Metro Planning Commission Meeting of 05/25/2017**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed RM20-A district: 2 Elementary 2 Middle 1 High**

The proposed RM20-A zoning district will generate 2 additional students beyond what would be generated under the existing RS5 zoning. Students would attend Schwab 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? I'm not sure yet.
2. If so, how many and what is the percentage of the entire development? I believe there would be 1 of 12.
3. How will you enforce the affordability requirements? I'm not sure.
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 at this location given the site's proximity to Dickerson and the zoning of adjacent properties.