

Metropolitan Planning Commission



Staff Reports

June 22, 2017



Metro Planning Commission Meeting of 06/22/2017

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.



NO SKETCH



Project No.	Subdivision 2017S-001R-001
Project Name	Subdivision Regulations Amendments
Council District	Countywide
School District	Countywide
Requested by	Metro Planning Department

Staff Reviewer	Logan
Staff Recommendation	<i>Approve the regulations, effective dates and revisions to previously approved subdivisions.</i>

APPLICANT REQUEST

Amend the Subdivision Regulations

Amendment

A request to amend the Subdivision Regulations of Nashville-Davidson County, adopted on March 9, 2006, and last amended on April 28, 2016.

AUTHORITY

Both the Metro Charter and Tennessee state law authorize the Commission to adopt Subdivision Regulations. These regulations are intended to "provide for the harmonious development of the municipality and its environs, for the coordination of streets within subdivisions with other existing or planned streets or with the plan of the municipality or of the region in which the municipality is located, for adequate open spaces for traffic, recreation, light and air, and for a distribution of population and traffic which will tend to create conditions favorable to health, safety, convenience and prosperity."

PURPOSE

The proposed amendments relate to two issues, either sidewalk requirements or infill subdivisions.

The sidewalk requirements are proposed to be amended to:

- Remove sidewalk requirements along existing streets for properties zoned single-family or one and two-family (Section 3-8.2), and
- Modify design requirements, so that they clearly relate to either local streets or streets in the Major and Collector Street Plan, instead of by zoning district (Section 3-8.4).

The infill subdivision requirements are proposed to be amended to:

- Address R-A and RS-A zoning districts, in addition to R and RS zoning districts (Section 3-5), and
- Apply to lot line shifts (Section 7-2).

ANALYSIS

Sidewalks

With the passage of BL2016-493, sidewalk requirements were added to the Zoning Code for single and one and two-family zoning districts, effective July 1, 2017. Sidewalk requirements for nonresidential and multi-family zoning districts were already governed by the Zoning Code, not the



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Subdivision Regulations. Now that all sidewalk requirements are included in the Zoning Code, it is appropriate to remove them from the Subdivision Regulations, so that they can all be administered at the building permit stage. There may still be instances where sidewalks need to be shown on a plat, so modifying the design requirements to reflect local or MCSP street standards instead of basing the design on particular zoning districts is important.

Infill Subdivisions

Currently, the infill subdivision standards of Neighborhood Maintenance, which are often referred to as lot compatibility, do not apply to plats for the purpose of shifting lot line. Over time, staff has identified a few locations where the proposed lot line shift would not be appropriate and can only rely on the more general “harmonious” language included in Section 13-3-303, Tennessee Code Annotated and Section 1-3 of Metro’s Subdivision Regulations. Applying the lot compatibility standards to lot line shifts would eliminate the possibility of an approved subdivision plat that meets the standards later requesting to re-plat the properties in a way that would not meet lot compatibility.

The addition of R-A and RS-A zoning districts is a housekeeping amendment, as these zoning districts are mentioned later in Section 3-5.

PUBLIC OUTREACH

On June 12, 2017, the proposed amendments were posted on the Planning Department website and the link was included in an email notice to 1982 recipients.

A notice was placed in the following newspapers of general circulation advertising the June 22, 2017, Planning Commission consideration of the proposed amendment:

- Tennessee Tribune on May 18, 2017,
- El Crucero de Tennessee on May 19, 2017, and
- The Tennessean on May 22, 2017.

TIMING AND EXISTING APPLICATIONS

The Planning Commission has the authority to specify the effective date of the Subdivision Regulation amendments. Approving the amendments without any timing would make them effective immediately. However, the Planning Commission could approve the amendments with an effective date. This could apply to all applications, including those already in process, or to only new applications.

Staff proposes that the amendments related to sidewalks become effective July 1, 2017, and that the amendments for lot line shift application apply to those filed after noon on June 15, 2017.

After July 1, 2017, staff proposes to send new approval letters for previously approved subdivisions that have not yet paid the in-lieu fee, removing the subdivision sidewalk requirements and allowing the sidewalk to be determined at the building permit. This would apply to subdivisions that have been approved administratively and those that have been approved by the Planning Commission.



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STAFF RECOMMENDATION

Staff recommends approval of the regulations, effective dates and revisions to previously approved subdivisions.

PROPOSED AMENDMENTS

(Additions shown underlined. Deletions shown with strikethrough.)

7-2 Words and Terms Defined

Subdivision, Infill. Refers to proposed development within previously subdivided and predominantly developed areas where new lot(s) are created. Consolidation plats ~~and plats for the purposes of shifting lot lines~~ are not infill subdivisions.

3-5 Infill Subdivisions

1. *Infill Subdivisions.* In areas outside of T2 Rural Neighborhood and/or T2 Conservation policies that are previously subdivided and predominantly developed, residential lots resulting from a proposed subdivision within the R, R-A ~~and RS,~~ and RS-A zoning districts on an existing street shall be compatible with the General Plan as outlined in Sections 3-5.2 through 3-5.6.

3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities (and renumber the remaining subsections)

~~2. Requirements for Sidewalks on Existing Streets Abutting the Property Subdivided.~~

~~a. Applicability.~~

- ~~1. Sidewalks are required on all existing streets abutting proposed subdivisions in the following locations:~~

- ~~a. within the Urban Services District,~~
- ~~b. within the General Services District where the Sidewalk Priority Index (SPI) score is 20 or greater, as established in the Strategic Plan for Sidewalks and Bikeways,~~
- ~~c. wherever the adopted community plan recommends sidewalks along specific street(s) abutting the proposed subdivision, and/or~~
- ~~d. wherever the adopted community plan recommends sidewalks within a general area that includes the proposed subdivision.~~

- ~~2. Applications Exempted from Sidewalk Requirements.~~ Sidewalks shall not be required on applications to combine two or more lots pursuant to Section 2-9.2 or on applications for shifting lots lines pursuant to Section 2-9.3.

- ~~3. The requirements and procedures of the Zoning Ordinance shall apply for construction of sidewalks along existing streets in association with non-residential or multi-family developments. The requirements and procedures of the Subdivision Regulations apply for all other development conditions.~~

- ~~b. Construction of sidewalks required where there is an existing sidewalk network.~~ New sidewalks shall comply with the adopted standards of Metro and shall be consistent with existing sidewalk conditions along the block face. Where existing conditions do not meet an adopted standard, a design compatible with existing conditions may be considered and approved by the Planning Commission, upon the advice of the appropriate Metro agencies. Sidewalk construction is required in the following locations:



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- ~~1. Existing sidewalk repair or replacement. Sidewalks on street(s) abutting the property, that do not comply with a standard of the Public Works Department and are not consistent with existing sidewalk development on the block face, shall be repaired or replaced as part of a new development.~~
 - ~~2. New sidewalk to extend the existing network. New sidewalk shall be constructed on all streets abutting the property wherever installation would extend an existing sidewalk across a public right-of-way.~~
 - ~~3. Existing sidewalk present on the same block face. New sidewalk shall be constructed on all streets abutting the property wherever sidewalk(s) already exists on any block face that includes the proposed subdivision.~~
- ~~c. Alternatives to sidewalk construction.~~
- ~~1. Contribution to the Pedestrian Network. When the conditions of Section 3-8.2.b do not apply and the development is required under Section 3-8.2.a, the developer remains responsible for sidewalk(s) along street(s) abutting the property frontage being subdivided. However, the developer may either construct a sidewalk in accordance with Section 3-8.2.b, or make a financial contribution to the pedestrian network, as defined in Chapter 7-2, or an equal length of sidewalk may be constructed within the same Pedestrian Benefit Zone, as defined in Chapter 7-2, in a location to be determined in consultation with the Public Works Department. Prior to the recording of a final plat for the applicable phase(s) of any subdivision, the applicant shall pay all in-lieu fees with a cashier's check.~~
 - ~~2. Alternative Pedestrian Trail. When an alternative pedestrian trail or greenway trail meeting Metro Greenways' design standards is proposed to be constructed by the developer, and the trail substantially serves the same purpose as a sidewalk along an existing street required by this Section, then the applicant may construct the trail as a substitute for that sidewalk section.~~
- ~~d. Sidewalks in Infill Subdivisions. When sidewalks are required by Section 3-8.2.a-c on an infill subdivision on a corner lot, sidewalks shall be required on all streets abutting the property frontage. The Planning Commission may only require the sidewalk on the side of the property abutting the street as an alternative to the frontage when that location is a more appropriate contribution to the sidewalk network.~~

3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities

- ~~4. Sidewalk Dimensions. The minimum width of public sidewalks shall be five feet on local streets in residential districts and the minimum width of public sidewalks shall be consistent with the Major and Collector Street Plan on all other streets. ~~Public Works Department in all other districts, including mixed-use districts.~~ Where concrete curbs are required or constructed on local streets, grass or landscaped areas or strips with a minimum width of four feet shall separate all sidewalks from the adjacent street, except within ten feet of a street intersection. (see figure 3-1)~~



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

Deferrals This item was deferred from the June 23, 2016, July 14, 2016, August 25, 2016, and June 8, 2017, Planning Commission meetings. A public hearing was held at the July 14, 2016, Planning Commission meeting. The public hearing was closed.

Staff Reviewer Shepard
Staff Recommendation *Reopen the public hearing, and approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST

Zone change to permit a residential development.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Mixed Residential (SP-MR) zoning for various properties located along 33rd Avenue North, 35th Avenue North, Trevor Street, and Delaware Avenue, south of Interstate 40 (4.75 acres), to permit a residential development with a maximum of 123 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 34 lots with eight duplex lots for a total of 42 units, subject to the standards and requirements of the Metro Subdivision Regulations.*

Proposed Zoning

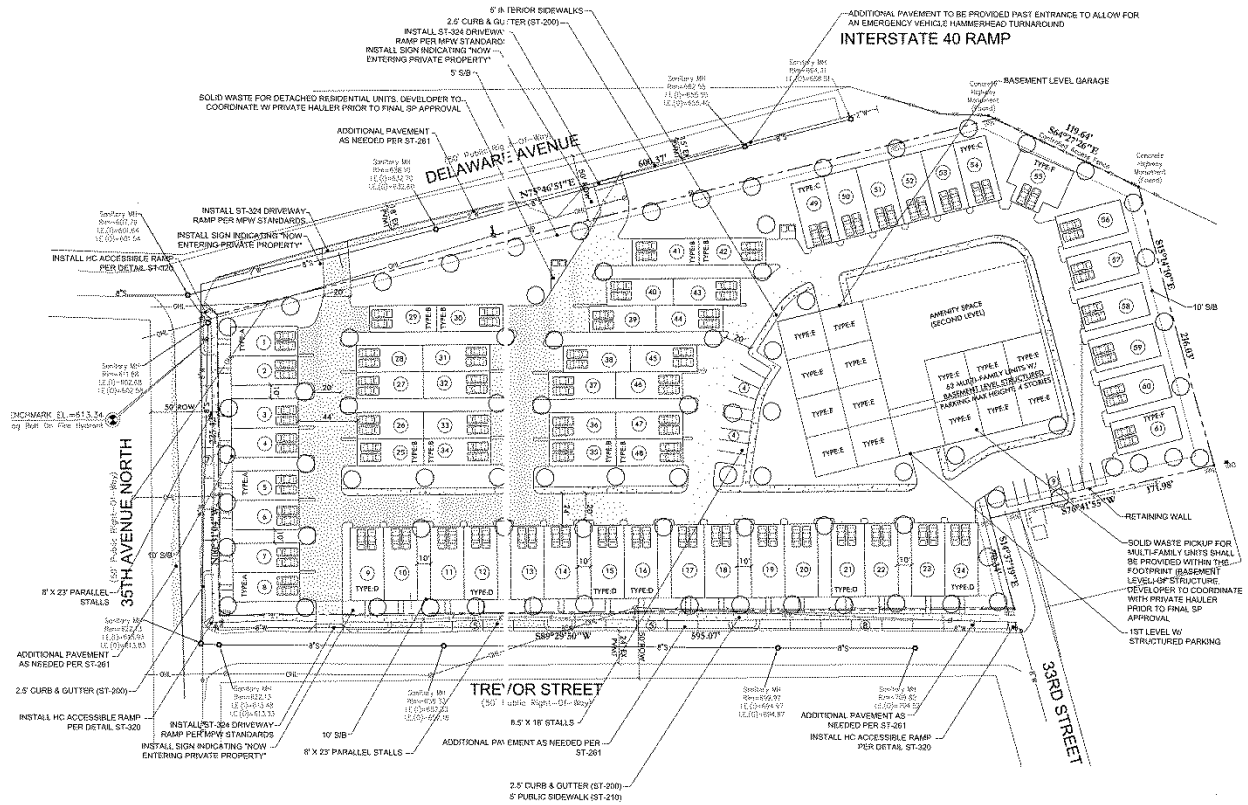
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing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

History

The application requesting approval of this SP was originally filed with the Planning Department in January of 2016. The original plan proposed a maximum of 141 residential units, including detached multi-family units and flats. The flats were arranged in two large buildings with maximum heights of four and seven stories. The proposed building heights were inconsistent with the policy for the area, which called for building heights of three stories, with allowances for height up to five stories adjacent to a center or corridor. To address this inconsistency, the proposal included an associated plan amendment to apply a special policy which would permit building height of up to seven stories along the interstate side of the property.



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Proposed Site Plan



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On July 14, 2016, the Metro Planning Commission held a public hearing on the proposed SP and associated plan amendment. The Planning Commission deferred the case to the August 25, 2016, Planning Commission meeting, when it was deferred indefinitely. Since that time, the applicant has revised the plan to reduce the number of units, decrease the size of the stacked flats buildings, and reduce the overall height of the structures. With the reduced height, the plan amendment to apply a special policy is no longer required.

CRITICAL PLANNING GOALS

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

The proposed development meets several critical planning goals. The request supports infill development as it is within an underdeveloped urban area near a Tier One Center and Priority Corridor identified in NashvilleNext and close to downtown. Staff recommends that 35th Avenue be improved and that a sidewalk be provided on 33rd Avenue as conditions of approval, which would improve access to Charlotte Avenue. The plan calls for an internal sidewalk network and a swimming pool amenity that provide for efficient pedestrian movement and recreational opportunities. The plan provides several different housing options with more intensity than what is permitted under the existing one and two-family zoning district. Additional housing options are important to serve a wide range of people with different housing needs. Charlotte Avenue is approximately 700 feet south of the site and is identified as a priority corridor for transit in NashvilleNext. There are existing transit stops located approximately 300 feet east and west of the intersection of Charlotte Avenue and 35th Avenue North, within 0.18 miles of the project site. The additional units proposed in the SP support existing and future transit service in the area.

WEST NASHVILLE COMMUNITY PLAN

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

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



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Consistent with Policy?

The request is consistent with the intent of the T4 NE policy to provide residential development in an urban area with increased density, a mixture of housing types, and appropriate design and layout to promote walkability. The arrangement of the unit types on the site, with more intense multifamily in the interior and duplex units which maintain the rhythm and spacing of the surrounding neighborhood along the perimeter, provides a transition to the existing one and two-family residential on the surrounding streets.

T4 NE policy typically supports buildings of one to three stories, with the exception that up to five stories may be appropriate for higher density housing adjacent to centers and corridors. The maximum height for the majority of the unit types is three stories, which is consistent with policy. The multifamily building in the center of the site has a maximum height of four stories. The site is located approximately 700 feet north of the Charlotte corridor; however, the site is bounded to the north and east by Interstates 40 and 440. Additionally, the detached and duplex units around the perimeter of the site help minimize the impact of the additional story of multifamily on the surrounding neighborhood. The location of the property adjacent to the interstate and in proximity to Charlotte, which is identified in the Major and Collector Street Plan as an immediate need multimodal corridor, makes this site an appropriate location for higher intensity residential use and a maximum building height of four stories for the multifamily building. The applicant has proposed, and staff has required through conditions, numerous improvements to 35th Avenue North and Trevor Streets to improve vehicular and pedestrian connectivity to Charlotte Avenue. Staff has also required a sidewalk on 33rd Avenue to enhance pedestrian connectivity from the site to Charlotte Avenue.

The Conservation policy recognizes steep slopes of over 25% on the site. Conservation policy as applied in T4 Urban areas is described in the Community Character Manual (CCM), which is incorporated as Volume III of NashvilleNext. The CCM states that where a site in a T4 Conservation policy area is adjacent to a Tier One Center or Priority Corridor as identified in NashvilleNext, there must be a balance between protecting environmentally sensitive features and the function and design of the areas to accommodate growth. NashvilleNext identifies Charlotte Avenue as a Priority Corridor. The policy further states that where a decision must be made between protecting sensitive features and the function and design of the high-priority growth areas, the balance tips more toward the function and development pattern than toward preservation or remediation of the sensitive environmental features. A majority of the steep slopes are located along the perimeter of the site with some steep slopes internal to the site. The construction of the interstate disturbed the original hillside area. While the plan will require grading, the proposal is designed to work with the topography through terracing of units and tuck-under parking.

PLAN DETAILS

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



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Site Plan

The plan calls for a maximum of 123 residential units. Unit types include single-family homes, duplexes, townhomes and flats. A total of 24 duplex units are located along the perimeter of the site oriented toward 35th Avenue North and Trevor Street, with an additional 24 overlapping duplex units in the interior of the site oriented toward private drives. Six, 3-story townhomes and seven detached single-family units are located along the northern and eastern site perimeter, adjacent to I40 and I440. A total of 62 one and two-bedroom multifamily units are located at the center of the site in two multi-family buildings with structured basement parking. All of the single-family, duplexes, and townhome units have a maximum height of three stories in 40 feet. The multifamily buildings have a maximum height of four stories in 45 feet. Architectural notes require that building elevations for all units fronting streets be submitted with the final site plan. Notes also include standards pertaining to entryways, glazing, windows, finished floor elevations, porches and materials.

One vehicular access point is provided from Trevor Street and two are provided from Delaware Avenue. Vehicular access to Charlotte Avenue to the south would occur via 33rd Avenue North and 35th Avenue North. The plan calls for a mixture of surface, covered, structured and on-street parking totaling 233 parking stalls where 203 are required. The single-family and duplex units will have attached covered parking spaces, all of which are accessed from the interior of the site. On-street, parallel parking is shown along both 35th Avenue North and Trevor Street. Structured parking makes up the lower levels of the multifamily building. Both 35th Avenue North and Trevor Street will be widened along the property's frontage to install five-foot sidewalks and on-street parking where neither currently exist. Five-foot interior sidewalks are also provided throughout the development. Additionally, if desired by neighbors on the south side of Trevor, the developer proposes to install curb and gutter and driveway ramps for each unit in order to help manage stormwater. The applicant also proposes improvements to the intersection of 35th Avenue North and Charlotte Avenue to improve access to Charlotte from the neighborhood.

ANALYSIS

The plan is consistent with the existing T4 NE policy goal of creating residential development that is urban in design with increased density, a mixture of housing types, and appropriate design and layout to promote walkability. The site is located in proximity to a Tier One center identified in NashvilleNext, as well as in proximity to Charlotte Avenue and adjacent to the interstate, all of which makes the site an appropriate location of higher intensity residential development. The plan also meets several critical planning goals including supporting infill development, creating walkable neighborhoods, providing a range of housing choices and supports a variety of transportation choices. The plan supports infill within an urban area near a Tier One Center and a Priority Corridor. Staff is recommending that 35th Avenue be improved and that a sidewalk be added to 33rd Avenue as conditions of approval, which would improve access to Charlotte Pike. The neighborhood is experiencing rapid redevelopment under existing zoning entitlements, which often means that comprehensive roadway improvements are not required. With staff conditions to improve access to this site, access for the neighborhood overall will also be improved.



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FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- As the latest availability study matches this SP plan, Metro Water (re)-approves this case as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Comply with MPW Traffic Engineer.
- Coordinate with MPW and Metro Fire to identify a turnaround for the terminus of Delaware Ave.
- All vertical obstructions to be relocated outside of sidewalk prior to the construction of the sidewalks.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential (210)	4.76	7.26 D	43 U	479	40	51

*Based on two two-family lots.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.76	-	123 U	869	64	86

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+80 U	+390	+24	+35

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 5 Elementary 4 Middle 4 High

Projected student generation proposed SP-MR district: 22 Elementary 15 Middle 13 High

The proposed SP-MR zoning district would generate 37 additional students than what is typically generated under the existing R6 zoning district. Students would attend Park Avenue Elementary, McKissack Middle School and Pearl-Cohn High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? A minimum of 6 units within the multi-family structure (building type "E") shall be designated and restricted to affordable housing units as defined by Metro guidelines at the time of permit.
2. If so, how many and what is the percentage of the entire development? See above.
3. How will you enforce the affordability requirements? Not yet determined.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions. Given the extent of the changes to the site plan, staff recommends reopening the public hearing. New public notices reflecting the revised proposal were sent.

CONDITIONS

1. Uses in the SP shall be limited to a maximum of 123 multi-family residential units.
2. With the final site plan submittal, the applicant shall revise all notes on Sheet C3.0, Layout and Landscape Plan, which read "Additional pavement as needed per ST-261" to read as follows "Additional pavement as needed per ST-261 pavement courses."
3. 35th Avenue North shall be improved from Delaware Avenue to the alley between Trevor Street and Felicia Street to a minimum pavement width of 20 feet in order to accommodate two, ten-foot travel lanes. Due to existing topography constraints, modifications to the final design may be approved by the Planning Commission with a recommendation from Planning and Public Works staff if it is determined that there is not sufficient right-of-way. Plans for these improvements must be submitted with the first final site plan. Additional widening shall occur



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- on 35th Avenue between Delaware Avenue and Trevor Street to accommodate an 8ft parking lane along the development's property frontage.
4. 35th Avenue North shall be improved from the alley between Trevor Street and Felicia Street south to Charlotte Pike. It shall be designed to an ST-252 standard, with a sidewalk omitted on one side; however, due to existing topography constraints, modifications to the final design may be approved by the Planning Commission with a recommendation from Planning and Public Works staff if it is determined that there is not sufficient right-of-way. At a minimum, a 5-foot-wide sidewalk shall be installed along one side of 35th Avenue North. Plans for these improvements must be submitted with the first final site plan.
 5. A five-foot-wide sidewalk shall be installed on one side of 33rd Avenue North from southern project boundary (coincident with the north end of 33rd Avenue North) south to Charlotte Pike. Due to existing topography constraints, modifications to the final design may be approved by the Planning Commission with a recommendation from Planning and Public Works staff if it is determined that there is not sufficient right-of-way. Plans for these improvements must be submitted with a final site plan for the stacked flats portion of the SP.
 6. Trevor Street shall be widened between 33rd Avenue and 35th Avenue to accommodate an 8ft parking lane along the development's property frontage.
 7. Developer shall install an eastbound left turn lane with 75 feet of storage and transitions per AASHTO standards on Charlotte Pike at 35th Avenue North. Modification to Charlotte Pike will require TDOT approval. If the design of modifications to Charlotte Pike to accommodate the turn lane would result in elimination of the existing bike lane, the applicant shall first apply to the Planning Commission for a modification of the Major and Collector Street Plan.
 8. Development shall be designed with Low Impact Development standards of the Metro Stormwater division and shall comply with all regulations and requirements of Metro Stormwater.
 9. With the corrected copy, add the following note to the plan: The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
 10. 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.
 11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
 12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
 13. 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.



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



Project No. Specific Plan 2017SP-005-001
Project Name The Livery at 5th and Monroe SP
Council District 19 – O’Connell
School District 1 - Gentry
Requested by Civil-Site Design, applicant; The Livery at 5th & Monroe, owner.

Deferrals This item was deferred at the February 9, 2017, March 9, 2017, May 11, 2017, and June 8, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the July 13, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Rezone to SP to permit a mixed-use development.

Preliminary SP

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

STAFF RECOMMENDATION

Staff recommends deferral to the July 13, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-030-001
EDWIN STREET SP
Map 071-08, Parcel(s) 374-377
05, East Nashville
05, (Scott Davis)



Project No. Specific Plan 2017SP-030-001
Project Name Edwin Street SP
Council Bill No. BL2017-786
Council District 05 - Davis
School District 5 - Buggs
Requested by Dale & Associates, applicant; Linda M. & Roberta Holman, Karl A. Myers, Lisa D. McCullough, and Anita G. Barnes, owners.

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

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

APPLICANT REQUEST

Preliminary SP to permit up to 32 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan – Residential (SP-R) zoning for properties located at 528, 532, 536, and 540 Edwin Street, approximately 420 feet south of E. Trinity Lane, (3.79 acres), to permit 32 multi-family units.

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 28 units. However, application of the Subdivision Regulations may result in fewer units on this property.*

Proposed Zoning

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

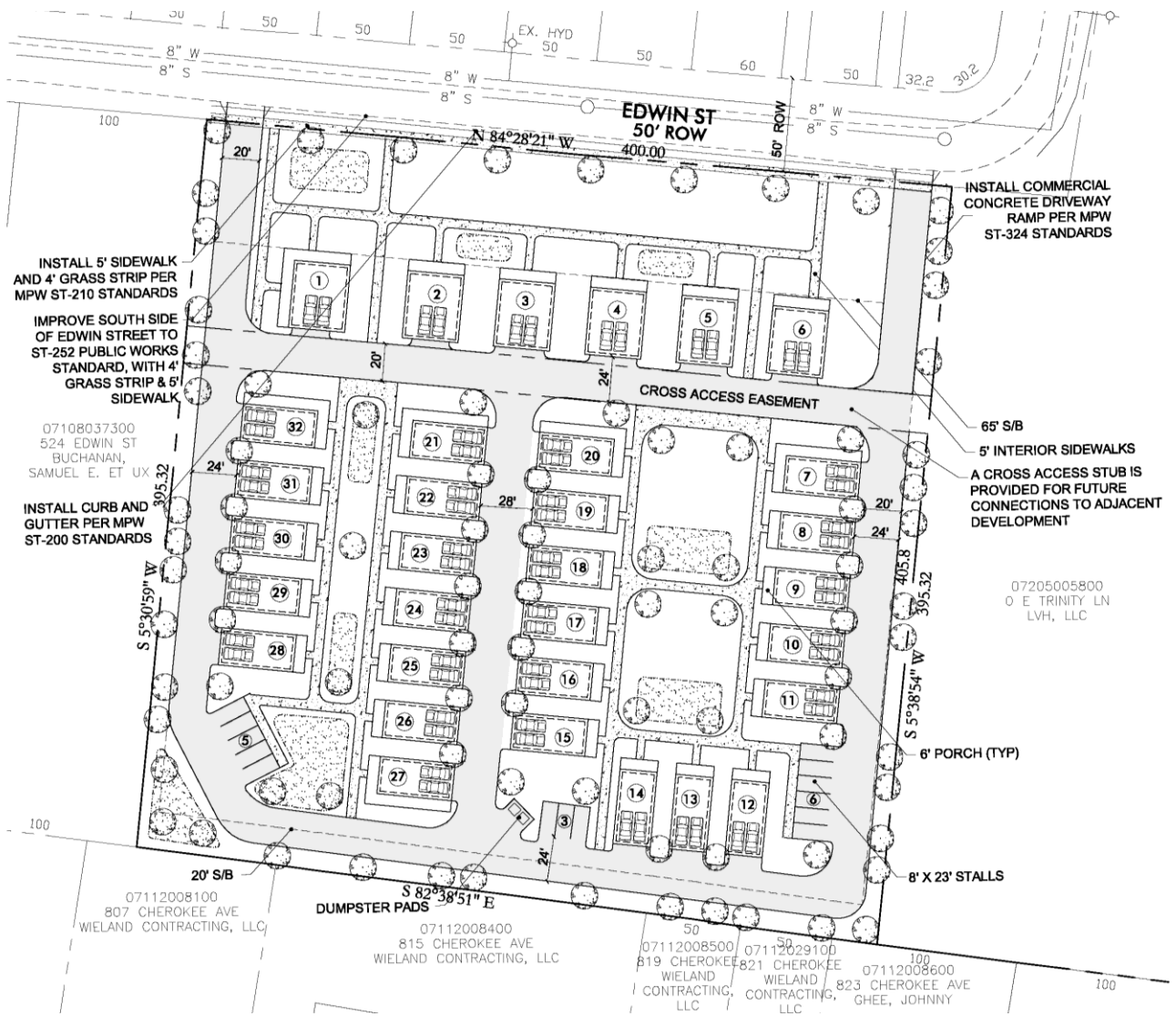
CRITICAL PLANNING GOALS

- Supports Infill Development
- Provides a Range of Housing Choices

This request creates an opportunity for urban development that fills in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. The neighborhood contains a mix of one and two-family residential uses, along with institutional and commercial uses. The proposed SP includes 32 detached residential dwellings which will provide an additional housing choice for residents of the area.



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Proposed Site Plan



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EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

The proposed SP is consistent with the 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 32 detached residential units, which promotes a variety of housing types in the neighborhood. Sidewalks, consistent with the local street standard, will be provided along Edwin Street to improve pedestrian connectivity.

PLAN DETAILS

The site consists of four existing lots on approximately 3.79 acres located on the south side of Edwin Street, east of Jones Avenue and west of Ellington Parkway. Each of the four properties currently contains a single-family dwelling. The existing structures will be demolished. The neighborhood contains a mix of one and two-family residential uses, along with institutional, industrial, and commercial uses. Urban Mixed Use Neighborhood policy (T4MU) is located directly south of the site along Cherokee Avenue, and includes much of the surrounding industrial and commercial uses.

The site plan proposes up to 32 detached residential units. Six of the proposed units front Edwin Street and will include front setbacks consistent with the existing single-family residences along the block. These six units will front a common green space along Edwin Street. The remaining 26 units are oriented towards one of two interior green spaces. 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. Garages are provided on all units and guest parking is located at the back of the site.

All new roads internal to this development will be private. Two vehicular access points are shown from Edwin Street into the site. A cross access easement is provided behind the Edwin Street units for future connectivity to the west. Five-foot sidewalks are provided interior to the development connecting the units to the green space, parking area, and the street. A five-foot sidewalk and four-foot planting strip consistent with Metro Public Works standards for a local road are provided along Edwin Street.



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ANALYSIS

The policy is intended to create and enhance urban neighborhoods with improved connectivity and a variety of housing choice. Access will be taken from Edwin Street, and pedestrian connectivity will be improved along Edwin Street and internal to the development. The inclusion of a sidewalk along the property frontage will be a first step toward better pedestrian connectivity along the south side of Edwin Street. The proposed SP includes 32 detached units, which provides for additional housing choice in the area.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- 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. 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.
- Add note to the plans that, no vertical obstructions are permitted within the proposed/ existing sidewalks, i.e. no poles, signs, fire hydrants, etc. These items are to be relocated.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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)	3.79	-	4 U	39	3	5

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)	3.79	-	32 U	307	24	33



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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
-	-	-	+28 U	+268	+21	+28

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 7 Elementary 5 Middle 6 High

Projected student generation proposed SP-R district: 8 Elementary 6 Middle 6 High

The proposed SP zoning is expected to generate two more students than the existing RS5 zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Affordable housing is still being discussed.
2. If so, how many and what is the percentage of the entire development? Percentage is unknown at this time.
3. How will you enforce the affordability requirements? It is not yet known how it will be enforced.
4. Have any structures been demolished in the last 12 months? No structures have been demolished in the last 12 months.

STAFF RECOMMENDATION

The proposal is consistent with the T4 NE policy and with the existing residential uses along Edwin Street. Therefore, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to a maximum of 32 multi-family units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
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 RS5 zoning district as of the date of the applicable request or application.
4. 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.
5. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.



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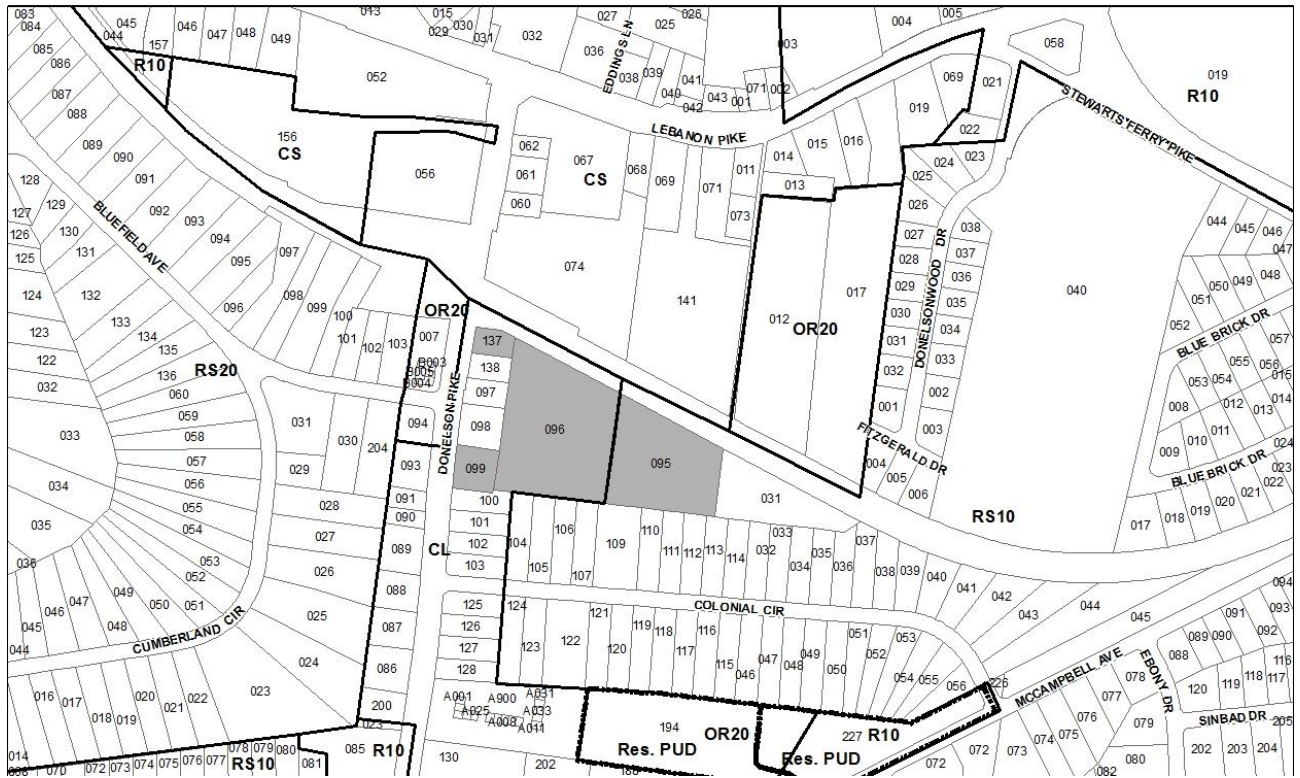
6. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council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



SEE NEXT PAGE



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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.

Deferrals This item was deferred at the May 25, 2017, and June 8, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Defer to the July 13, 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 multi-family 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 multi-family 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.

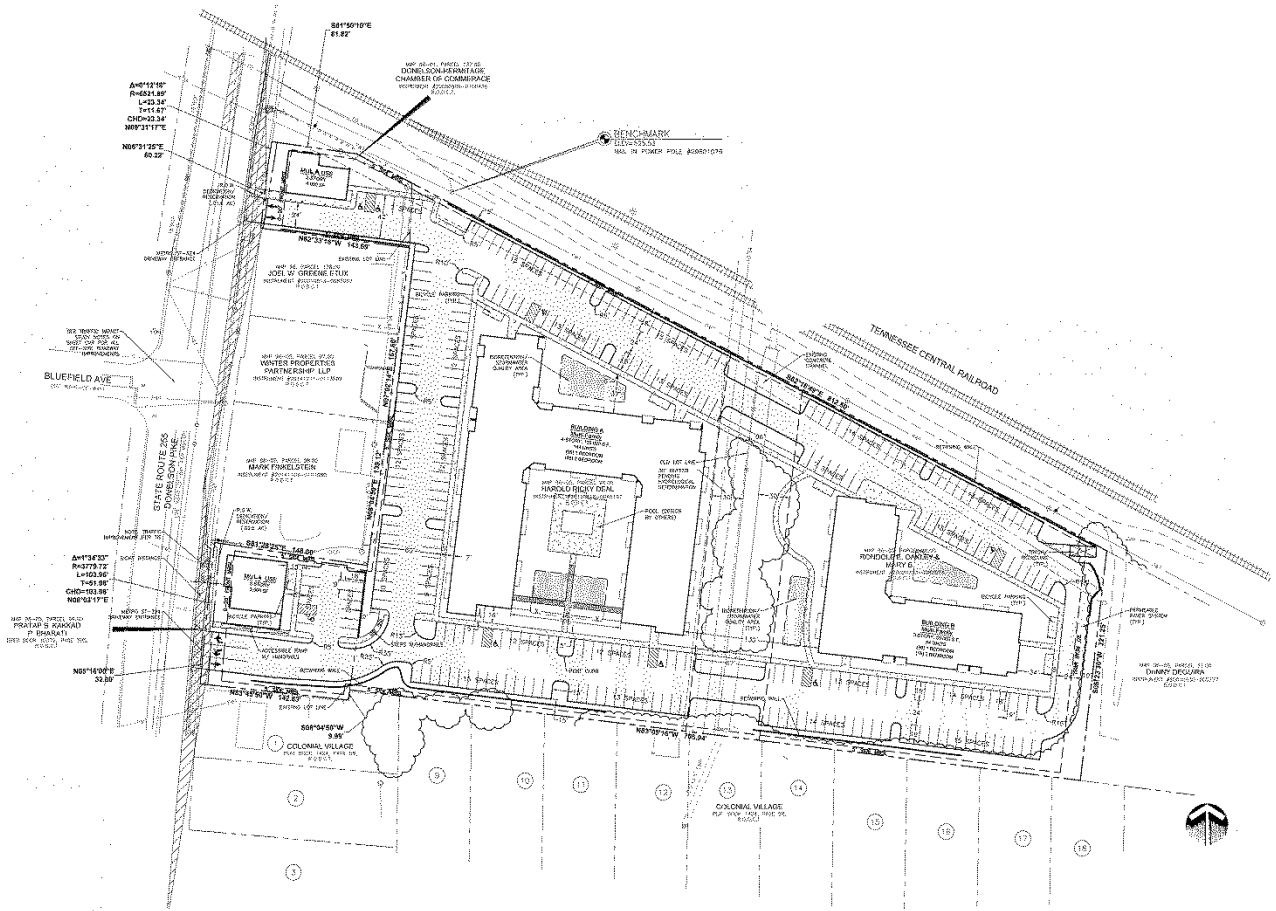
Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. A total of 2.29 acres within the project site are zoned RS10.

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.



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Proposed Site Plan



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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 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. The location of the site near to transit makes it an appropriate location to provide transitions to higher intensity development.



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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 for the center multifamily building, and three stories 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.

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.



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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 a change in grade which would likely limit opportunities for consolidated access to the property through a central drive aligned with Bluefield Avenue. To facilitate better circulation and to preserve opportunities for consolidating access to Donelson Pike, staff recommends a condition requiring identification of cross-access easements between the project site and the three intervening parcels at Final SP. Should those intervening parcels redevelop and take advantage of the cross-access easements, the four-story stacked flat building in the center of the site could become more of a focal point from Donelson Pike. Staff recommends a condition requiring 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.

The northern access drive is located immediately south of the railroad tracks which run along the northern edge of the project site. There is an existing center turn-lane on Donelson Pike which would be used by vehicles traveling south on Donelson Pike who wished to turn left into the northern access drive. However, for safety reasons, vehicle queues within that turn lane cannot be permitted to stack up across the railroad tracks. A portion of the median immediately south of the tracks is already striped to deter use. To enhance and ensure safety, staff recommends the installation of a center median which would block vehicles from turning left into the northern access drive. This would render the northern access drive a right-in, right-out access. Donelson Pike is a State route, so the median would need to be approved by TDOT and designed in a manner that would minimize disruption of existing access to Donelson for surrounding properties, including those on the west side of Donelson Pike and properties to the east that take access from a drive which runs parallel to the south side of the railroad tracks. Per the conditions recommended by staff, the design of this median would need to be refined with Public Works and TDOT prior to submittal of the Final SP and depicted on the final site plan.



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The SP includes crosswalk and pedestrian signal improvements to improve pedestrian connectivity to the Music City Star station. The SP also includes sidewalk improvements consistent with the Major and Collector Street Plan (MCSP) along the property frontage. There are existing sidewalks along the frontage of the three intervening parcels that do not meet MCSP standards. Those sidewalks are necessary for pedestrians traveling from the site to reach the intersection at Bluefield Avenue in order to safely cross Donelson Pike and access the station; however, improving the sidewalks prior to redevelopment of those parcels would be inefficient, as sidewalks would likely need to be removed and replaced during redevelopment. Therefore, in lieu of constructing improved sidewalks consistent with the MCSP along the three intervening parcels, staff recommends a condition requiring a fee-in-lieu of construction for the 296.51 linear feet of frontage associated with the three intervening parcels.

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.

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



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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.
 - 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



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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

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	-	198 U	1324	101	127

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	-	7,562 SF	362	14	40



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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
-	-	-	-	-5,505	-53	-510

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 2 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.

STAFF RECOMMENDATION

Staff recommends deferral to the July 13, 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 for the two buildings immediately adjacent to Donelson Pike and a maximum of 208 multi-family residential units for the two buildings in the center and rear of the site.
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.



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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 the Final Site Plan, the applicant shall depict cross-access easements on Parcels 099 and 137 that provide access to Parcels 097, 098, and 138 should those properties redevelop. As the future development pattern of the intervening parcels is unknown, the easements should be identified as a zone within which an access easement can be located, with the final easements to be recorded at the time of site plan or building permit for development on Parcels 097, 098, or 138.
7. Prior to submittal of a Final SP, the applicant shall work with Public Works and TDOT to design a center median which will ensure a safe condition by preventing turning vehicles from queueing across the railroad tracks. The median shall be depicted on the final site plan. Should it be determined by Public Works and TDOT that no acceptable median can be designed or accommodated, the applicant shall comply with all conditions of Public Works and Traffic and Parking with regard to the northern access drive.
8. Prior to approval of a final SP, the applicant shall submit contribution in-lieu of construction to the Planning Department for the linear feet of frontage (296.51 linear feet) associated with the three intervening parcels to Pedestrian Benefit Zone 2-B. The rate of payment shall be as currently set by the Department of Public Works.
9. Elevations consistent with the architectural standards and conceptual elevations in the Preliminary SP shall be provided with the submittal of the Final Site plan.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
13. 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.

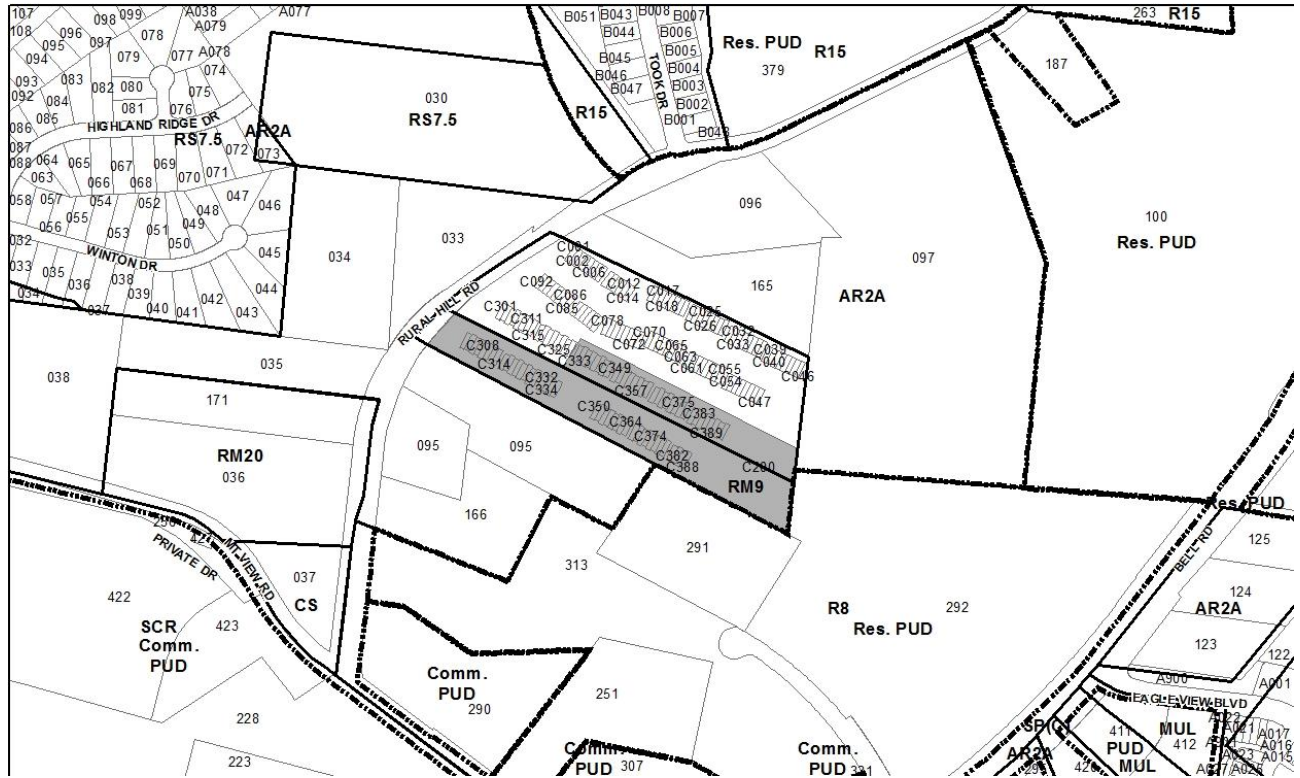


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14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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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, and O.I.C. Autumn Ridge Townhomes, owners.

Deferrals This item was deferred at the May 25, 2017, Planning Commission meeting. No public hearing was held.

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

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 multi-family residential units.

Existing Zoning

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. Approximately 4.39 acres of the project site are zoned RM9. *RM9 would permit a maximum of 39 units.*

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. Approximately 1.91 acres of the project site are zoned RM20. *RM20 would permit a maximum of 38 units.*

Proposed Zoning

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

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.



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Proposed Regulatory SP Start

Autumn Ridge Rural Hill Specific Plan (SP)

Development Summary	
SP Name	Autumn Ridge Rural Hill Road
SP Number	2017SP-041-001
Council District	32
Map & Parcel	Map 163-02-0-C, Various Parcels

Site Data Table	
Site Data	Approx. 6.3 ac.
Existing Zoning	RM9 & RM20
Proposed Zoning	SP
Allowable Land Uses	Multifamily residential

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to up to 72 multi-family dwelling units.
2. Access shall be limited to the existing access point on Rural Hill Road. If deemed necessary by the Fire Marshal, a secondary, gated, emergency access point may be allowed at the far southern portion of the site.
3. A Traffic Impact Study (TIS) shall be submitted with final site plan submittal. All recommendations of the TIS shall be completed or bonded prior to the issuance of the final Use and Occupancy permit.
4. A maximum height of two stories in 30 feet is permitted.
5. Only down/recessed lighting shall be permitted.
6. Sidewalks in compliance with the Major and Collector Street plan shall be installed along Rural Hill Road. All units shall have access to the public sidewalk along Rural Hill Road via an internal 4' sidewalk network.
7. Dumpsters shall be screened with a masonry enclosure, on all sides which are not used for ingress and egress. Concrete shall be a material prohibited from the masonry enclosure. Wooden doors shall be provided on one side to allow access to the dumpsters within the masonry enclosure. A minimum of two dumpsters is required.
8. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
9. Exterior building materials shall be limited to only stone, brick, or hardi board.
10. Building facades facing a public street shall have a minimum of one principal entrance per unit. A minimum of 15% glazing is required along any façade fronting a public street.
11. Perimeter landscaping requirements in compliance with Section 17.24.150 of the Metro Zoning Code shall be provided adjacent to all public right-of-ways, prior to the issuance of any Use & Occupancy permits. A Standard "C" buffer yard shall be installed along the southern and eastern boundaries of the SP.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
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.
14. Parking shall be provided in compliance with standards for multifamily (no UZO reductions allowed) residential as shown in Table 17.21.030. A minimum of 15 guest spaces shall be provided.



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15. On final site plan, usable open space shall be provided. Usable open space shall include at least one of the following recreational facilities: tennis courts, basketball courts, swimming pools, playgrounds, walking trails, picnic shelters, or gazebos.
16. 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



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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?

The subject property is located at the edge of an area of T3 RC policy, opposite Rural Hill Road from an area of T3 Suburban Neighborhood Evolving policy. T3 RC policy supports a variety of residential development, including townhomes. The proposed SP is consistent with the policy, as it allows for 72 multifamily dwelling units, with standards intended to enhance architectural quality and livability. The SP also includes standards limiting access along Rural Hill Road and requires sidewalks along Rural Hill and interior to the development, consistent with the goals of the policy to create and enhance corridors that enable safe and comfortable travel for all users.

PLAN DETAILS

The request is a regulatory SP and does not include a site plan. The proposed SP permits a maximum of 72 multifamily dwelling units, which is five units fewer than could potentially be achieved under the existing base zoning. The SP permits a maximum height of two stories in 30 feet and includes architectural standards for window orientation, glazing, and entrances. The architectural standards also limit exterior building materials to stone, brick, or cementitious siding. A Type C landscape buffer yard is required along the southern and eastern boundaries of the SP. Perimeter landscaping requirements are per the Metro Zoning Ordinance.

The SP limits vehicular access to the existing northern access point on Rural Hill Road, unless additional access is required by the Fire Marshal. If the Fire Marshal requires additional access, such access is limited to a secondary, gated, emergency access point at the far southern portion of the site. A traffic impact study is required with submittal of the final site plan. Parking is required to meet the standards of the Metro Zoning Ordinance, with a minimum of 15 guest parking spaces to be provided. A sidewalk and planting strip consistent with the requirements of the Major and Collector Street Plan are required to be provided along Rural Hill Road. The SP also requires a four-foot interior sidewalk network and the provision of usable open space including at least one recreational facility such as a tennis court, basketball court, pool, playground, trail, picnic shelter, or gazebo.

ANALYSIS

The properties included in the proposed SP total approximately 6.3 acres and were established by a master deed for a horizontal property regime. The properties are part of an existing townhome development known as the Autumn Ridge Townhomes. 108 townhome units exist on the site and were developed under the RM20 zoning. The proposed SP would apply to the remaining 72 properties established in the master deed which have not yet been constructed. The surrounding properties on the south side of Rural Hill Road contain single-family and multi-family residential uses. Properties north of Rural Hill contain a mix of single-family residential uses and vacant properties.



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The design and materials of the existing townhome units varies. The SP includes architectural standards intended to enhance the design quality of the remaining 72 units through requirements for materials and glazing. The SP also includes standards intended to improve the livability of the development by incorporating usable open space and sidewalks along Rural Hill Road and interior to the development. The additional landscape buffer yards will increase the buffer between the multifamily development and the surrounding agricultural and one and two-family residential development.

The standards in the SP addressing the access point will enhance safety. The Master Deed for the property, as amended (Instrument #20060404-0038533), depicts a single point of access to Rural Hill Road in the location of the existing access drive. The access drive is a common element to which each owner has rights of access. Although an informal access drive currently exists just south of the existing units, that informal drive intersects Rural Hill Road at an area with poor sight distance and could likely not be permitted as a formal access. Replacement of that drive with a secondary, emergency-only access if required by the Fire Marshal will ensure the safety of the residents of the development and those traveling along Rural Hill Road. The requirement for a Traffic Impact Study with the final site plan will allow Public Works to evaluate the need for turn lanes, adequate storage, and vegetation removal to further enhance safety along the roadway. Overall, the SP will result in the completion of an existing development in a manner that improves livability and is consistent with the goals of the T3 RC policy.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Not applicable

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

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 Plan, coordinate with MPW on all construction within the ROW, sidewalks, roadways, etc.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Contact MPW to schedule a TIS scoping meeting prior to final site plan submittal.
- Provide adequate sight distance at access drives.

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



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STAFF RECOMMENDATION

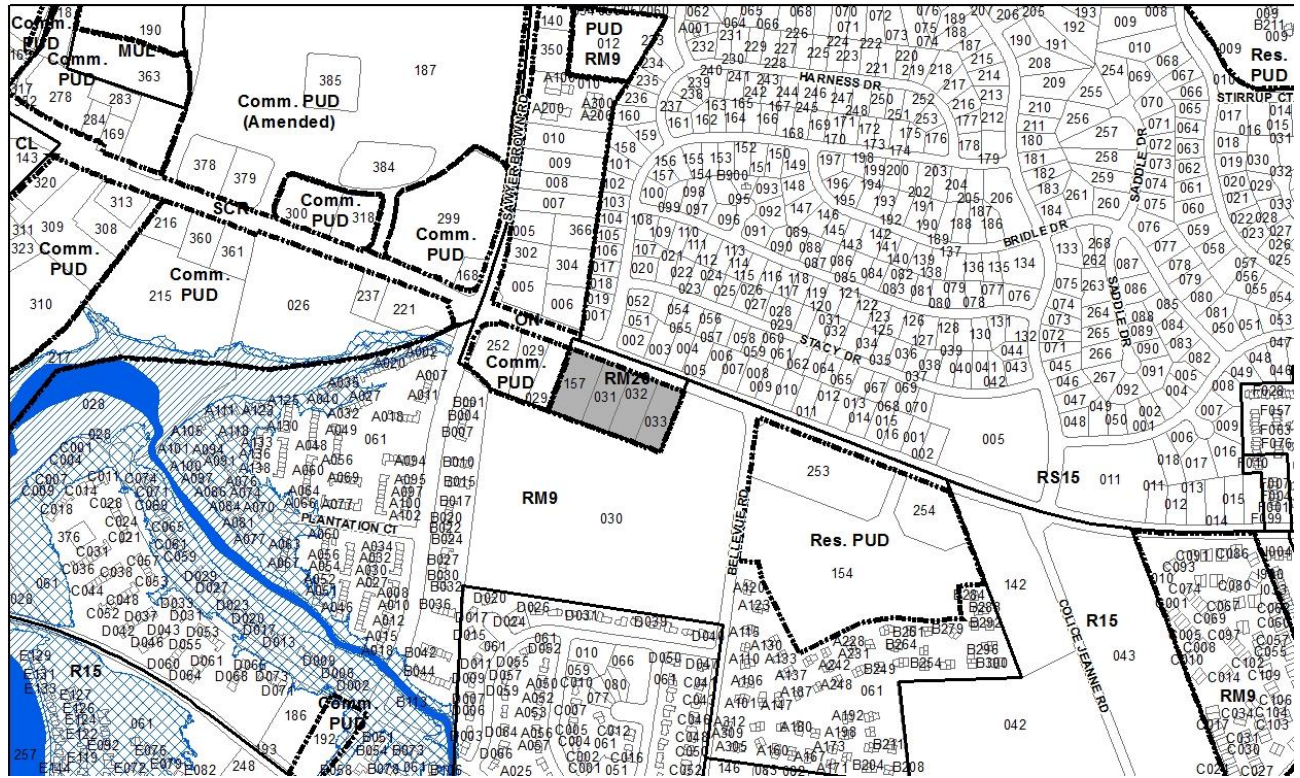
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to a maximum of 72 multi-family residential units.
2. Revise the exterior materials note as follows: Exterior building materials shall be limited to only stone, brick, or cementitious siding.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. Building elevations consistent with the architectural standards included in the Preliminary SP plan shall be provided with the Final SP.
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 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.
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.



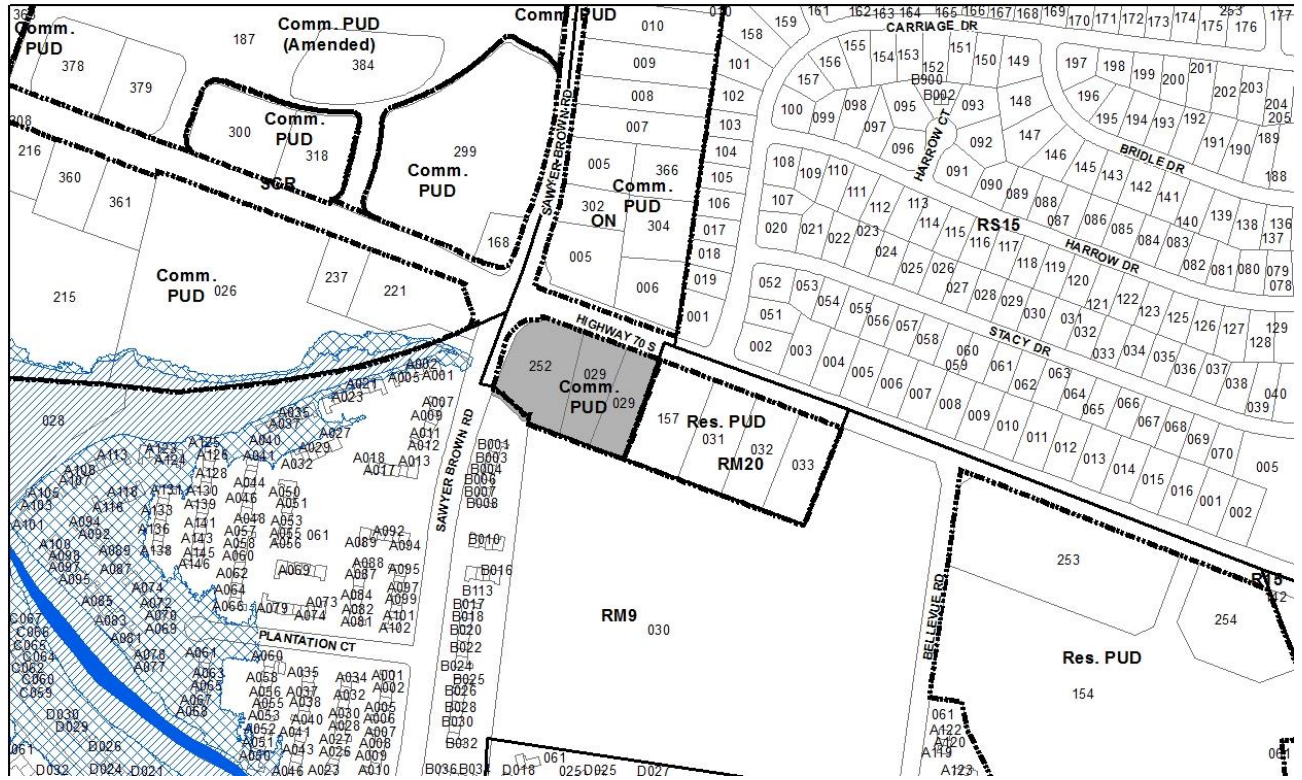
Metro Planning Commission Meeting of 06/22/2017



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



Metro Planning Commission Meeting of 06/22/2017



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



Project No.	Specific Plan 2017SP-044-001
Project Name	Sawyer Brown SP
Associated Case	94P-025-003
Council District	22 – Weiner
School District	9 – Frogge
Requested by	Councilmember Sheri Weiner, applicant; various property owners.

Deferrals This item was deferred at the May 25, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the July 27, 2017, Planning Commission meeting.*

APPLICANT REQUEST

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

Preliminary SP

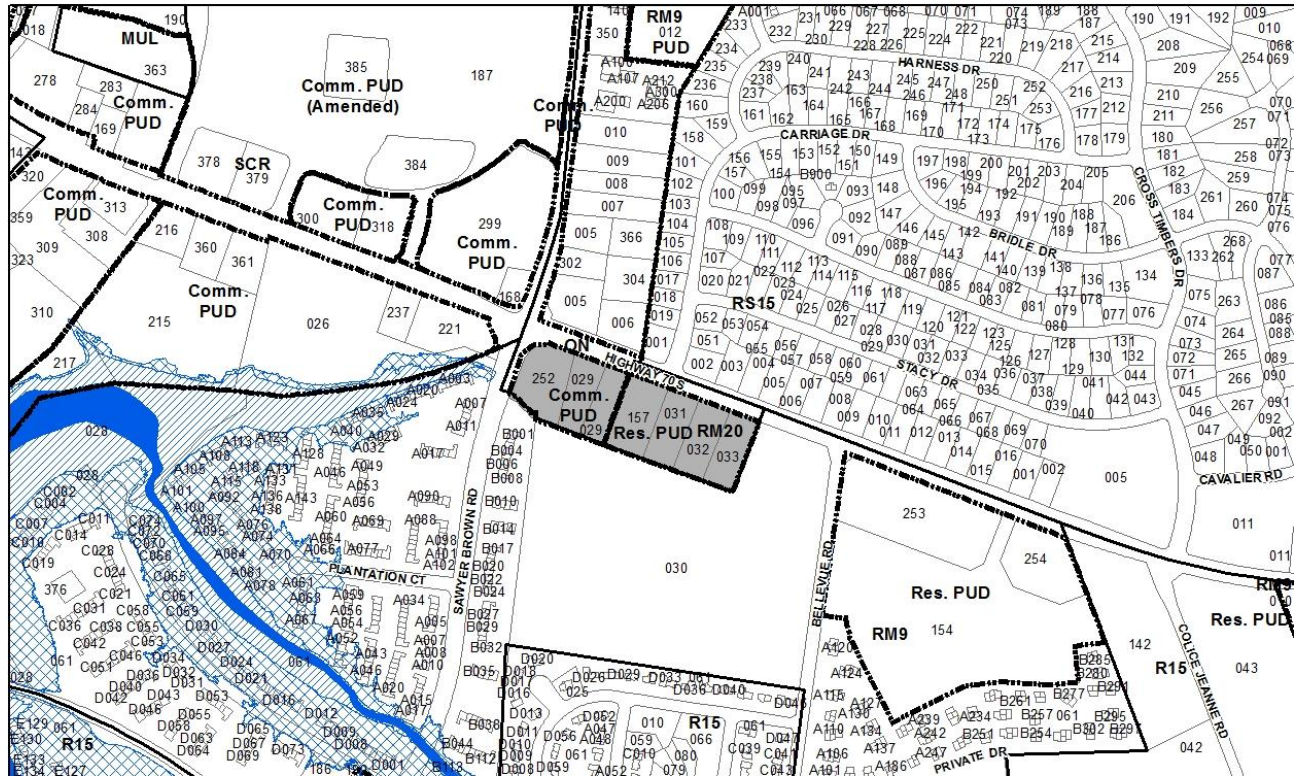
A request to rezone from Office Neighborhood (ON) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 7505, 7513, and 7527 Highway 70 S, at the southeast corner of Highway 70 S and Sawyer Brown Road, (3.57 acres), to permit general office, medical office and personal instruction uses.

STAFF RECOMMENDATION

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



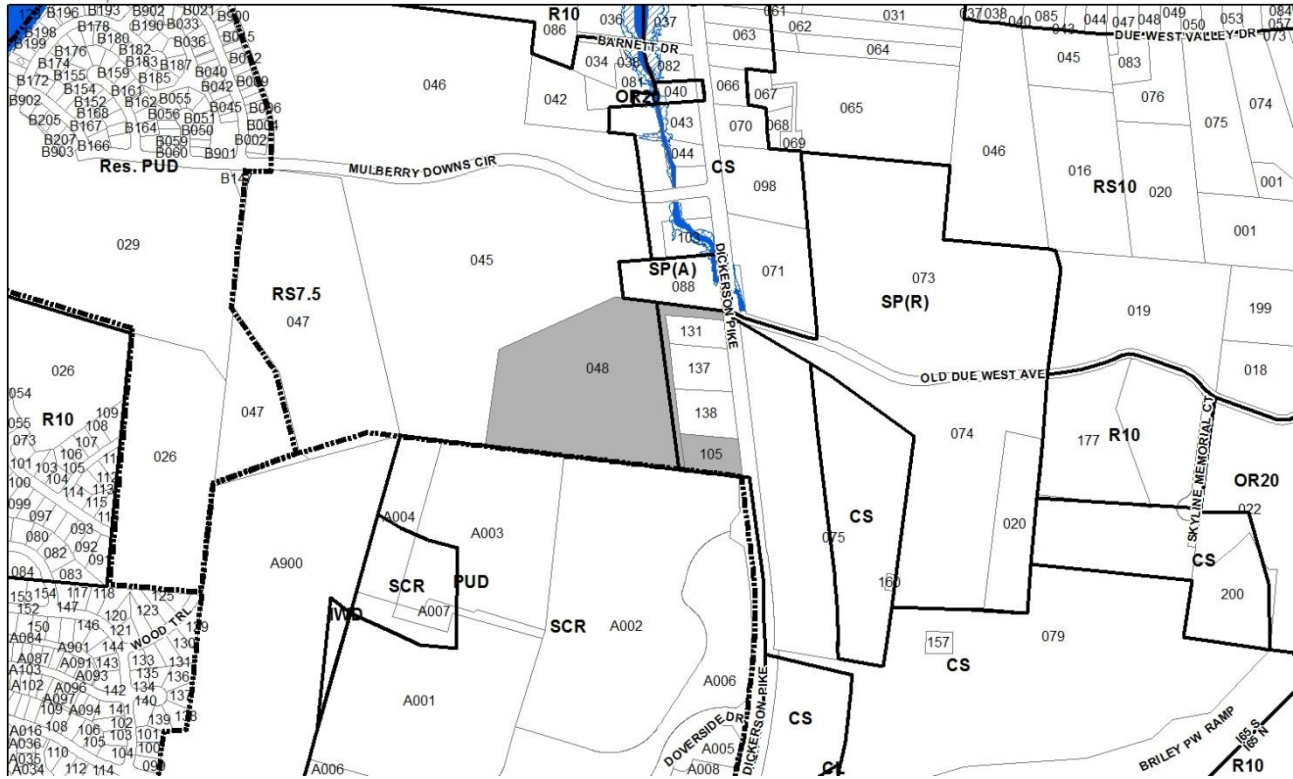
Metro Planning Commission Meeting of 06/22/2017



94P-025-003
BELLEVUE COMMERCIAL PUD CANCELLATION
Map 142, Parcel(s) 029.02, 029, 031-033, 157, 252
06, Bellevue
22 (Sheri Weiner)



Metro Planning Commission Meeting of 06/22/2017



2017SP-051-001
PRESERVE AT HIGHLAND RIDGE SP
Map 050, Parcel(s) 048, 105
02, Parkwood - Union Hill
03 (Brenda Haywood)



Project No. Specific Plan 2017SP-051-001
Project Name Preserve at Highland Ridge SP
Council District 03- Haywood
School District 1- Gentry
Requested by Smith Gee Studio, LLC, applicant; Anchor Property Holdings, LLC and David Hemphill, owners.

Deferrals This item was deferred at the June 8, 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 267 multi-family residential units, a clubhouse, and 15,000 square feet of commercial space.

Preliminary SP

A request to rezone from CS and RS7.5 to SP-MU zoning on properties located at 3474 Dickerson Pike and Dickerson Pike (unnumbered), west of the terminus of Old Due West Avenue (18.04 acres), to permit the development of up to 267 multi-family units, clubhouse, associated amenities and up to 15,000 square feet of commercial space along Dickerson Pike.

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings. *RS7.5 would permit a maximum of 87 lots. Application of the subdivision regulations may result in fewer lots.*

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

Proposed Zoning

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

PARKWOOD- UNION HILL COMMUNITY PLAN

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



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Mall Structure	Amenity	775	n/a
Total Residential		338,372 GSF	261 units
TOTAL BUILDING GSF		347,651 GSF	

PARKING DATA			
Bedrooms	Units	SP Requirement	Base Zoning Requirement
1 Bedroom	56	1.25 spaces / unit	1 spaces / unit
Required	-	70 spaces	56 spaces
2 Bedroom	101	1.50 spaces / unit	2 spaces / unit
Required	-	152 spaces	202 spaces
3 Bedroom	104	1.50 spaces / unit	2.5 spaces / unit
Required	-	156 spaces	260 spaces
Total Required	261 units	378 spaces	318 spaces
		1.45 spaces/unit	1.94 spaces/unit
Plan Provided	261 units	394 spaces	1.50 spaces/unit



Proposed Site Plan



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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, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Consistent with Policy?

Yes. This site is located within two policy areas with the majority of the proposed development being located in the T3 Suburban Neighborhood Evolving policy area. T3 Suburban Neighborhood Evolving policy supports the proposed residential uses of this SP. This policy area notes that there will be opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. In this case, the development will introduce an additional housing option into the neighborhood. Currently, single-family residential development is located west and south of the site. This development proposes improvements to the pedestrian realm including installation of a multi-use path along Dickerson Pike consistent with MCSP standards and sidewalks connecting to abutting commercial development to the south that will enable users to access to a nearby transit stop.

PLAN DETAILS

The site is located at 3474 Dickerson Pike west of the terminus of Old Due West Avenue in the Parkwood-Hill community plan area. Commercial uses abut the site immediately to the south. This site consists of two parcels, both with frontage on Dickerson Pike, a MCSP designated arterial-boulevard. The site is located in the CS zoning district and RS7.5 zoning district. The majority of the site is in the RS7.5 zoning district with the CS zoning district being located primarily along site frontage on Dickerson Pike.

The proposed Specific Plan includes two-hundred sixty-seven (267) multi-family residential units within eight (8) structures. These structures will have a 3/4 story split. Site amenities include a clubhouse, pool, bike center, playground, covered surface parking spaces, and an overlook area. The building along Dickerson Pike may be all residential, 15,000 square feet of commercial, or a combination of both.

This site has significant grade change as it served as a storage area for fill from a nearby development. Internal sidewalks connect each multi-family residential structure to site amenities except Building H, fronting Dickerson Pike. A fifty-foot (50') stream exists at the northwestern portion of the site north of Building G.

The plan proposes primary access from Dickerson Pike on the east. This plan proposes a secondary point of access near the southwestern portion of the site between Building E and Building D. This point of access requires an access agreement with the abutting property owner immediately to the south. Two points of access are required by the Fire Marshal's office. With the submittal of a final site plan, the applicant will be required to submit proof of an access agreement. Absent such agreement, a second means of access will be needed in an alternative location.



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In addition to the proposed multi-family residential use, this plan proposes commercial uses within 15,000 gross square feet along Dickerson Pike at the primary site entrance. Uses at this portion of the site, in addition to multi-family residential, are as per MUG zoning district with the following uses prohibited: short term rentals, alternative finance services, non-residential drug treatment facility and sexually oriented businesses.

Architectural standards for the multi-family use and commercial use 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 (45') measured to the roofline.

ANALYSIS

This plan proposes up to two-hundred sixty-seven (267) multi-family residential units within garden style structures and up to 15,000 square feet of commercial uses along Dickerson Pike. This development will be located on Dickerson Pike, an arterial-boulevard, which is identified for future high capacity transit. Residents will have access to transit service through nearby bus stops located within the parking lot of abutting commercial uses, on Dickerson Pike at Doverside Drive and on Dickerson Pike at Mulberry Downs Circle. The development is located next to commercial uses and will provide convenient access to those services within the abutting commercial development.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- The clubhouse will be required to be fully sprinklered as well.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with conditions

- Approved as a Preliminary SP only. Public water 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 sidewalk connection to the existing sidewalk on the property south and north of the proposal.
- Submit copy of recorded access agreement prior to Final SP, if access is not granted, then plan and TIS are to be revised to show additional connection to Dickerson Rd.
- Dumpster and recycling plan as shown illustrate multiple pickups each week, additional container locations should be considered based on the number of dwelling units.



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions.

- In accordance with the findings of the TIS, the developer shall construct the following roadway improvements.
- Developer shall prepare and submit to MPW traffic a signal coordination plan to re-time and optimize the traffic signals along the Dickerson Pike corridor to accommodate both the project-generated traffic and the background traffic generated by the Skyline Mixed-Use development and the remaining development of Skyline Commons.
- The proposed primary site access located on Dickerson Pike shall be designed to include a minimum of one entering lane and two exiting lanes. The exiting lanes should be striped to provide one left turn lane and one right turn lane.
- The proposed primary site access drive should be designed to provide a minimum distance of 50 feet from the stop line on the site access drive to the edge of the travel lane on the nearest internal road.
- Install approximately 175 feet of sidewalk on the west side of Dickerson Pike along the property frontage to provide connection from the site access to the existing sidewalk south of the project site.
- The proposed site should be accessible via two (2) driveways, the primary site access and a secondary access which will serve as an emergency vehicle access point per Metro Nashville Code and Metro Fire Department requirements. Should negotiations for the proposed secondary access connection fail, an alternate secondary access should be provided. The design and signage of the gated emergency site access shall be approved by MPW.
- Developer shall install signalized pedestrian crossings at the Walmart Driveway/Dickerson Rd in order to provide appropriate ped access to the outbound Transit stop if no pedestrian access is provided to the bus stop near Walmart/Lowes location in adjacent PUD.
- Developer shall prepare and submit signal plan with pedestrian infrastructure per MUTCD standards for MPW traffic engineer approval and provide a pedestrian path of travel to bus stop along Dickerson Rd.
- If an ungated vehicular cross access drive is provided to adjacent PUD driveways, Developer shall submit a signal retiming plan for the Dickerson Rd corridor to MPW traffic engineer for approval.
- If an alternate secondary access is provided for project, an updated traffic analysis may be required. Project driveways shall comply with TDOT driveway manual standards.
- At a minimum, provide parking on site per metro code.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.37	0.6	61,942 SF	4975	117	462

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	15.07	5.8	87 U	915	71	95



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	18.04	-	267 U	1718	133	163

Traffic changes between maximum: **CS, RS7.5 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-4,172	-55	-394

METRO SCHOOL BOARD REPORT

**Projected student generation existing RS7.5 district: 12 Elementary 11 Middle 11 High
 Projected student generation proposed SP-R district: 75 Elementary 44 Middle 39 High**

The proposed SP zoning district could generate 124 more students than what is typically generated under the existing RS7.5 zoning district. Students would attend Bellshire Elementary School, Madison Middle School, and Hunters Lane 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.

School Site Dedication

Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students.

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

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Yes.
2. If so, how many and what is the percentage of the entire development? 100% affordable.
3. How will you enforce the affordability requirements? Land use restrictive covenant.
4. Have any structures been demolished in the last 12 months? No.



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STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions. This proposed development is consistent with T3 Suburban Neighborhood Evolving and will provide opportunities for additional housing choice and improved pedestrian, bicycle and vehicular connectivity within the surrounding area.

CONDITIONS

1. Uses within the SP shall be limited to a maximum of 267 multi-family residential units and up to 15,000 square feet of non-residential uses. Non-residential uses shall be permitted only adjacent to Dickerson Pike and shall be limited to those uses permitted by MUG zoning, except short term rental property, alternative financial services, non-residential drug treatment facility, and sexually oriented businesses.
2. Sidewalks five feet (5') in width with a planting strip four feet (4') in width shall be installed at the access easement with adjoining property to the south of the site.
3. Right-of-way shall be dedicated along Dickerson Pike to provide 51 feet of right-of-way from centerline according to MCSP standards.
4. Sidewalks twelve feet (12') in width and a planting strip eight feet (8') in width shall be installed along site frontage on Dickerson Pike.
5. Submit copy of recorded access agreement between this property and the adjacent PUD property prior to Final SP. If access is not granted, then plan and Traffic Impact Study are to be revised to show additional connection to Dickerson Road. Also, applicant shall work with Planning Staff to develop secondary point of access.
6. Final architectural elevations shall be submitted with the Final SP, and shall be consistent with submitted conceptual elevations.
7. Internal shared sidewalks shall be installed and shall be a minimum of five feet (5') in width.
8. The following design standards shall be added to the plan:
 - a. Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers or egress windows.
 - b. EIFS, vinyl siding and untreated wood shall be prohibited.
9. Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students. This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Hunters Lane High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final plat consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

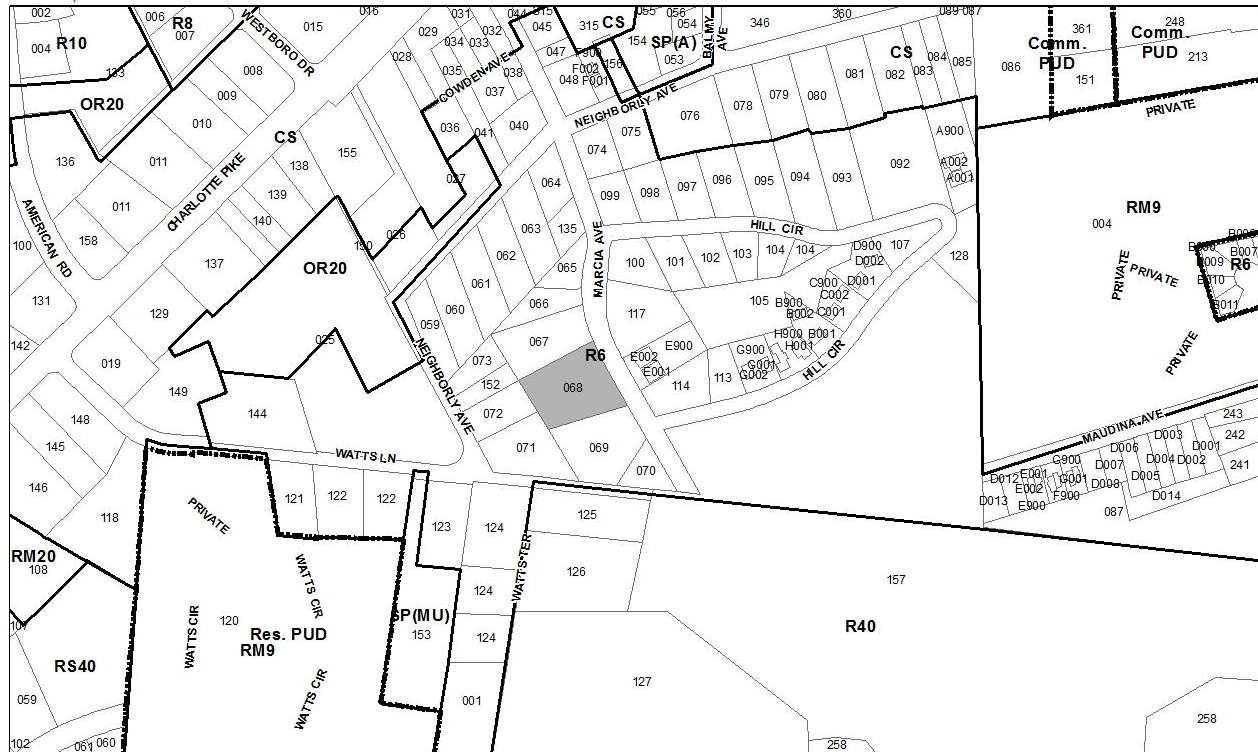


Metro Planning Commission Meeting of 06/22/2017

11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. 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.
13. 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.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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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
09 – Frogge
Clint T. Elliott Surveying, applicant; James and Jessica
McCoy, owners.

Deferrals

This item was deferred at the May 25, 2017, and June 8,
2017, Planning Commission meetings. No public hearing
was held.

**Staff Reviewer
Staff Recommendation**

Burse
Defer to the July 13, 2017, Planning Commission meeting.

APPLICANT REQUEST

Final plat approval to create three lots.

Final Plat

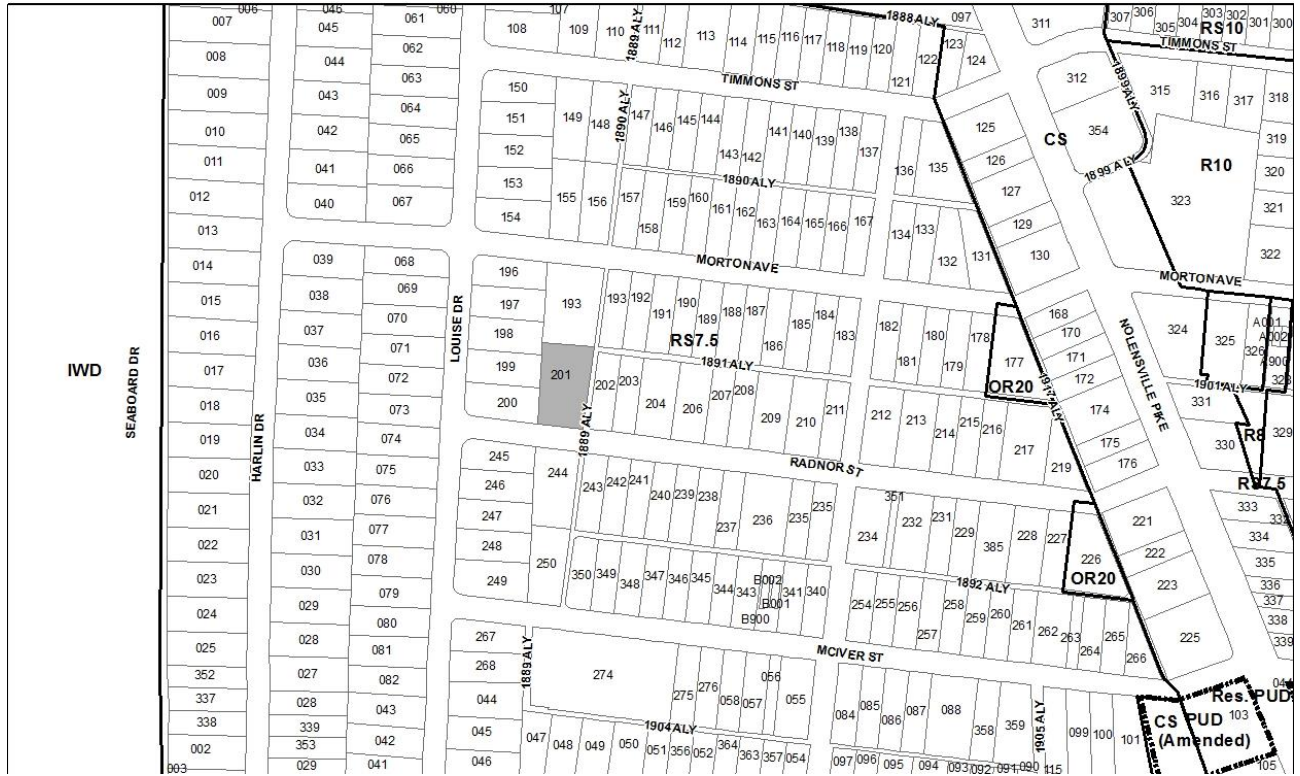
A request for final plat approval to create three lots on property located at 227 Marcia Avenue, approximately 545 feet south of Neighborly Avenue, zoned One and Two-Family Residential (R6) (0.91 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the July 13, 2017, Planning Commission meeting at the request of the applicant.



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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, May 25, 2017, and June 8, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Remove the reserve status and approve with conditions.*

APPLICANT REQUEST

Final plat approval to create two lots.

Final Plat

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

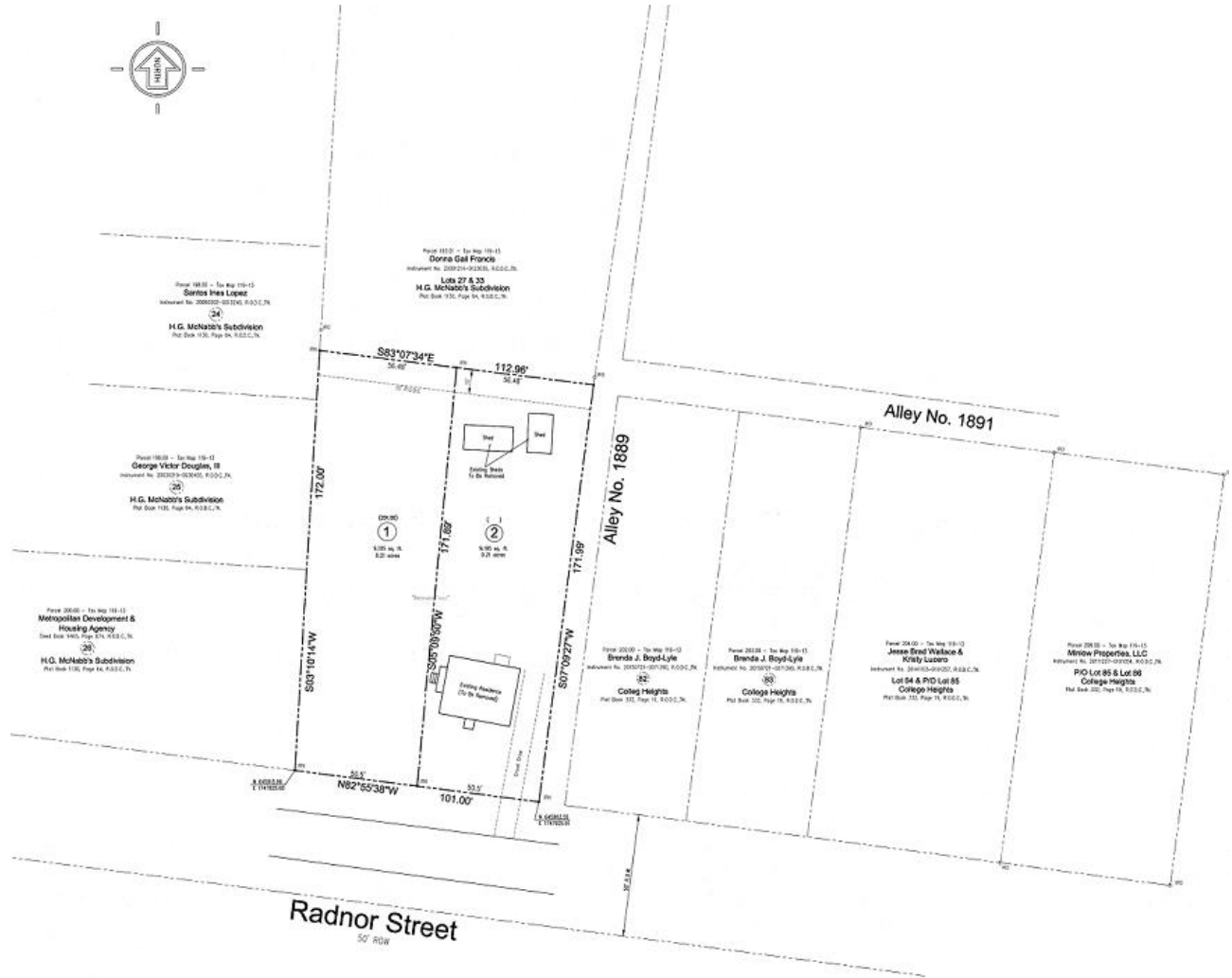
T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character 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 to remove reserve parcel status and for final plat approval to create two lots 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 06/22/2017



Proposed Final Plat



Metro Planning Commission Meeting of 06/22/2017

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.



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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 are harmonious 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

Approve

WATER SERVICES

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.
- 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

STAFF RECOMMENDATION

Staff recommends removal of the reserve status and approval with conditions.

CONDITIONS

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 set by the Department of Public Works at the time of payment, or

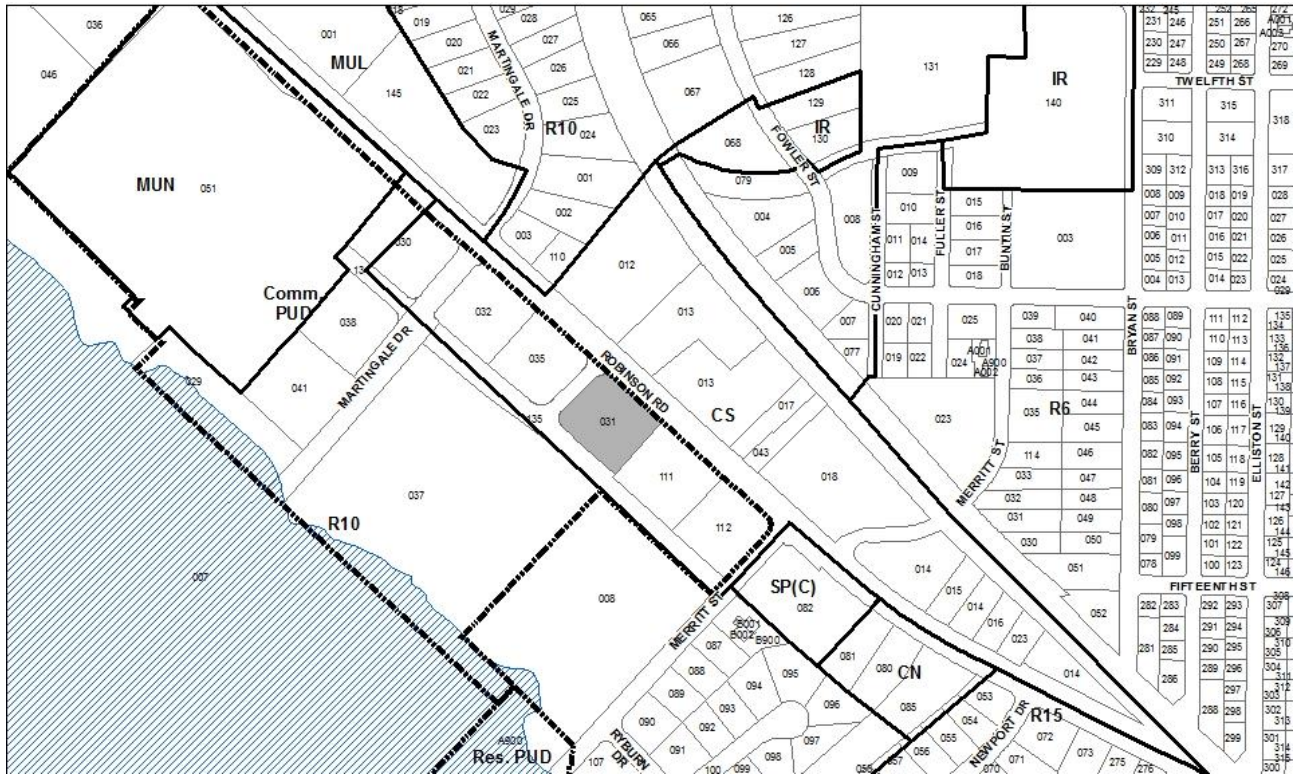


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- d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Planning Department and the Public Works Department.



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103-79P-005
RIVERFRONT SHOPPING CENTER LOT 4
Map 053, Parcel(s) 031
14, Donelson - Hermitage
11 (Larry Hagar)



Project No. **Planned Unit Development 103-79P-005**
Project Name **Riverfront Shopping Center Lot 4**
Council District 11 - Hagar
School District 4 – Shepherd
Requested by Q. Scott Pulliam, RLS, applicant; Champion Car Wash, LLC, owner.

Deferrals This item was deferred at the June 8, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the July 13, 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.*

APPLICANT REQUEST

Revise a portion of the Planned Unit Development to permit an addition to an existing car wash facility.

Revise Preliminary PUD

A request to revise a preliminary plan for a portion of a Planned Unit Development Overlay District on property located at 1432 Robinson Road, approximately 500 feet southeast of Martingale Drive, zoned Commercial Service (CS) (0.86 acres), to permit an addition to an existing car wash facility.

Existing Zoning

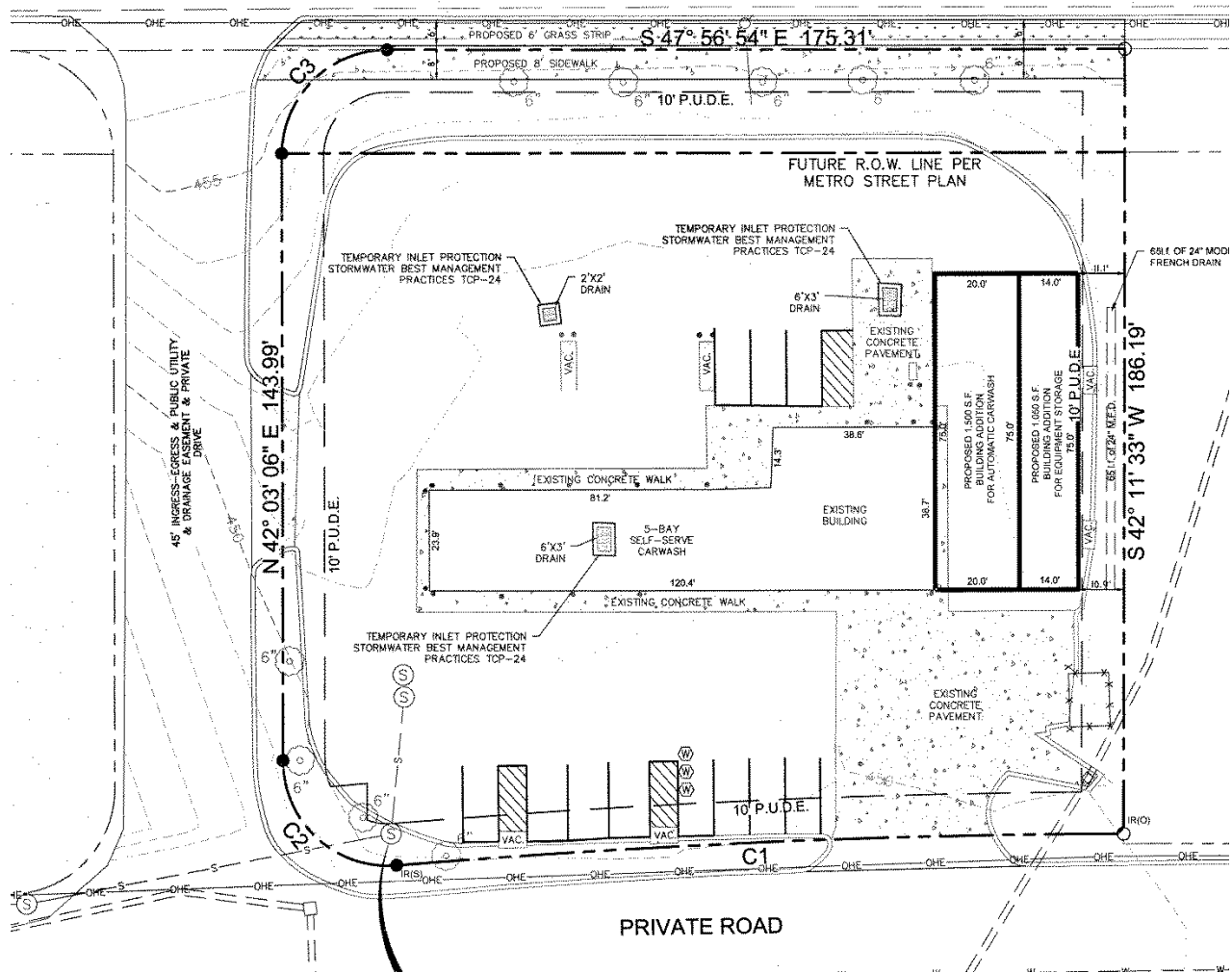
Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provisions 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 provisions of essential utilities and streets.



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ROBINSON ROAD (75' R.O.W.)



Proposed Site Plan



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PLAN DETAILS

The site is located along Robinson Road, south of Martingale Drive and is approximately 0.86 acre in size. Metro Council approved the original PUD in 1979, and it has received numerous revisions.

The PUD currently permits commercial uses. The site contains an existing self-serve carwash within 3,462 square feet.

Site Plan

The plan proposes two additions. The first addition is for a 1,500 square foot automatic car wash building. The second addition is for a 1,050 square foot building for equipment storage. The lot is currently accessed from a private road along the western and southern side. No additional access points are proposed.

An eight foot wide sidewalk and six foot planting strip is proposed along Robinson Road meeting the Major and Collector Street Plan standards.

ANALYSIS

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

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

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



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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve



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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.
- Dedicate ROW along Robinson Road. Coordinate with Planning on required width. At a minimum the sidewalk shall be within the ROW.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Identify queuing requirements per metro code with construction documents.

WATER SERVICES RECOMMENDATION

Approve with conditions

- For the latest revision of this case (stamped received 4/4/17), MWS recommends approval as a Preliminary PUD Amendment only. The required capacity fees must be paid prior to Final Site Plan/PUD approval.

STAFF RECOMMENDATION

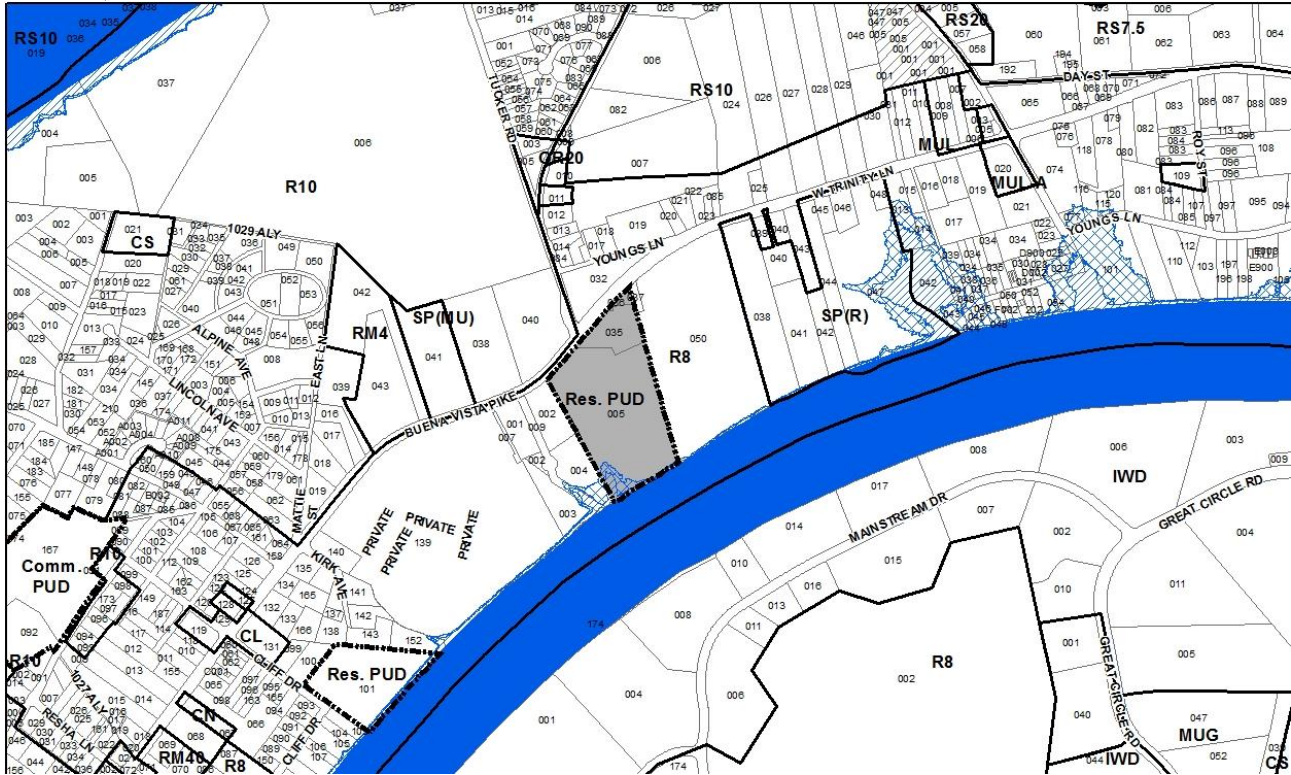
Staff recommends deferral to the July 13, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all reviewing agencies, staff recommends approval with conditions.

CONDITIONS (if approved)

1. An 8 foot wide sidewalk and 6 foot wide planting strip shall be installed along Robinson Road prior to the issuance of a Use and Occupancy permit for the expansion.
2. Dedicate future right-of-way along Robinson Road prior to Use and Occupancy permit for the expansion.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. 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.
5. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
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.



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68-85P-001

CUMBERLAND TERRACE PUD (CANCELLATION)

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

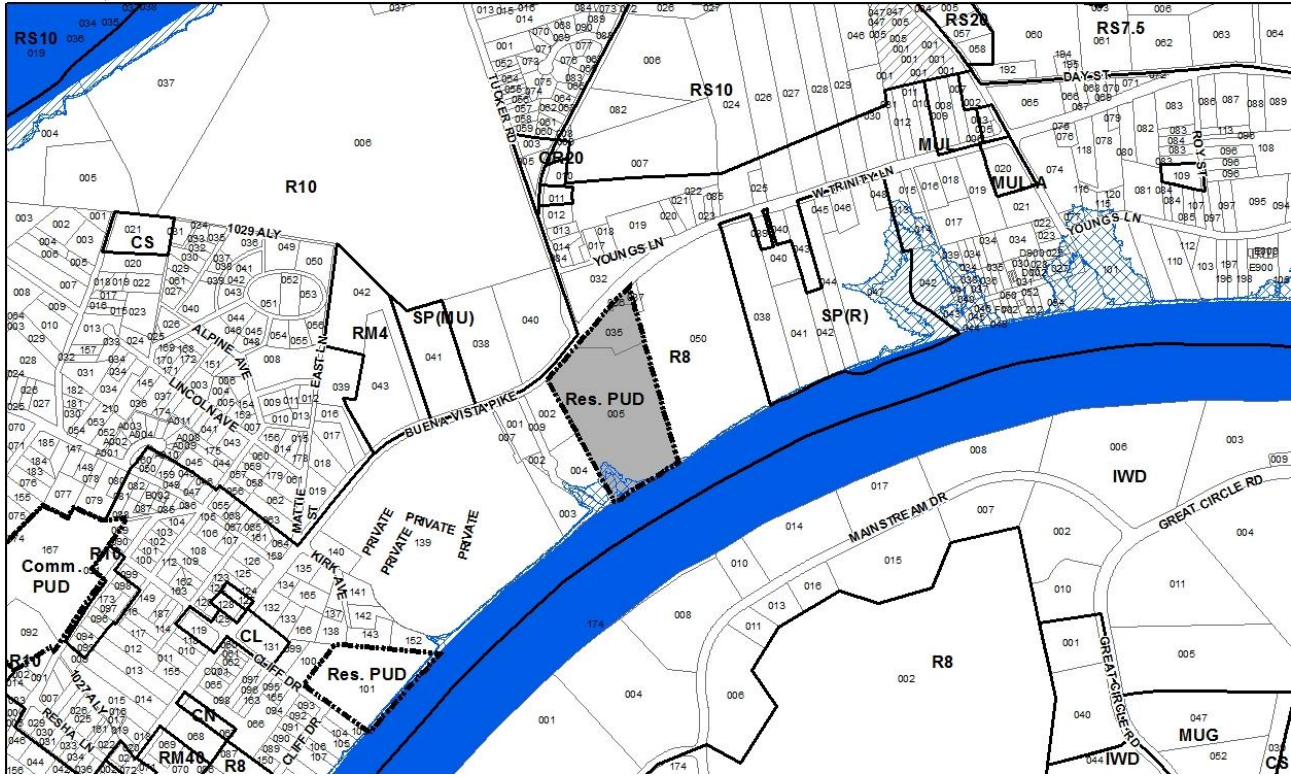
Map 070-10, Parcel(s) 005

03, Bordeaux-Whites Creek

02 (DeCosta Hastings)



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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.

Deferrals This item was deferred at the May 25, 2017, and June 8, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Burse
Staff Recommendation *Defer to the July 13, 2017, Planning Commission meeting.*

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 development with a maximum of 216 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the July 13, 2017, Planning Commission meeting at the request of the applicant.



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2016Z-120PR-001

Map 071-12, Parcel(s) 215

5, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2016Z-120PR-001
Council District	05 – S. Davis
School District	5 – Buggs
Requested by	Friendship Homes, Inc., applicant and owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Disapprove as submitted. Approve R6-A.</i>

APPLICANT REQUEST
Zone change from RS5 to R6

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning on property located at 900 Oneida Avenue, at the southeast corner of Montgomery Avenue and Oneida Avenue, (0.22 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 1 unit.*

Proposed 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 1 duplex lot for a total of 2 units.*

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

R6 zoning is supported by the T4 Urban Neighborhood Evolving policy, depending on locational characteristics and context. The proposed zone change would allow up to two units on this lot. Although the neighborhood is predominantly single-family dwelling units, the site is located on a corner and is adjacent to bus service. Therefore, this zone change would add diversity of housing at appropriate locations. Staff recommends R6-A zoning, which includes design standards that improve the pedestrian environment and the relationship of buildings to the street.



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ANALYSIS

The property is located at the corner of Montgomery Avenue and Oneida Avenue. The existing zoning allows for a single-family residential unit only. The neighborhood consists of primarily single-family units with some two-family residential units located closer to the corridor to the south. The T4 Urban Neighborhood Evolving Policy supports more housing choices, and this site is located on a corner near transit.

FIRE DEPARTMENT RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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: **R6**

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

*Based on two two-family lots.

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed zoning district will generate no additional students beyond what would be generated under the existing RS5 zoning district. Students would attend Schwab Elementary School, Here Baxter Middle School, and Maplewood High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated November 2016.



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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 as submitted and approval of R6-A.



NO SKETCH



Project No.	Text Amendment 2017Z-014TX-001
Project Name	Traffic Impact Studies
Council Bill No.	BL2017-721
Council District	Countywide
School District	Countywide
Requested by	Councilmember Sheri Weiner, applicant.
Staff Reviewer	Briggs
Staff Recommendation	<i>Approve.</i>

TEXT AMENDMENT

An ordinance amending Section 17.120.140 of the Metropolitan Code pertaining to traffic impact studies.

EXISTING TRAFFIC IMPACT STUDIES REQUIREMENTS

Section 17.20.140 of the Zoning Code currently requires traffic impact studies for the following types of developments:

- Residential developments with more than 100 dwelling units;
- Nonresidential developments of more than 50,000 square feet; or
- Combinations of residential and nonresidential uses expected to generate 1,000 vehicle trips or more per day, or 100 or more peak-hour trips;
- Or in the opinion of the Traffic Engineer a traffic impact study is needed.

There are currently three levels of traffic impact studies required based upon 24 hour trip generation:

- Level 1 = 1,000 to 3,000 average daily trips, which requires analysis of each access that a development has to an existing roadway.
- Level 2 = 3,000 to 6,000 average daily trips, which requires analysis of each access that a development has to an existing roadway, and to the first control point beyond those access points.
- Level 3 = 6,000 or higher average daily trips, which requires a complex traffic access and impact study, addressing each access point, the first control point beyond each access point, and the nearest collector/collector intersection or street of higher classification or as determined by the Traffic Engineer. The exact area to be studied will be determined by the Traffic Engineer with input from the study preparer.

Exemptions from traffic impact studies, waivers of traffic impacts studies, and deferrals of traffic impact studies are currently handled in the following manner:

- Properties within the downtown loop formed by I-65, I-40, and I-24 are exempt from traffic impact studies.
- A property owner may seek a waiver of a traffic impact study if they can show that a development will not have a significant impact on the transportation system or affect the existing level of service of a roadway or an intersection. A traffic impact study may be waived when the applicant and Zoning Administrator or Planning Commission agree on the nature and scope of the applicant’s responsibilities for mitigating the impacts of traffic generated by the development.



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- While a waiver procedure is outlined in the Code, a procedure for deferrals is not. In practice, the Planning Department may defer a project where a traffic impact study was submitted without sufficient time for staff review, but there are currently no standards indicating the circumstances when a deferral is required. Similarly, there is no formal guidance for the Traffic Engineer to defer a traffic study.

For phased developments:

- There are additional responsibilities for phased development review which cannot be anticipated in all circumstances by the initial traffic impact study.
- Certification of the schedule of improvements is the responsibility of the Zoning Administrator or Planning Commission (as applicable).
- When it can be demonstrated that a development will only partially contribute to the need for additional off-site improvements, the Zoning Administrator or Planning Commission (as applicable) may require a pro-rata contribution.

PROPOSED TRAFFIC IMPACT STUDIES REQUIREMENTS

The proposed amendment to Section 17.20.140 of the Zoning Code broadens the requirements for a traffic impact study based on the development. The following development types are now required to perform a traffic impact study:

- Residential developments with more than 75 dwelling units;
- Nonresidential developments of more than 50,000 square feet; or
- Combinations of residential and nonresidential uses expected to generate 750 vehicle trips or more per day, or 100 or more peak-hour trips;

The amendment maintains that a traffic impact study can be required in the opinion of the Traffic Engineer, but it adds that the Planning Department may also require a traffic impact study.

The levels of traffic impact study required based upon 24 hour trip generation are deleted in the amendment to align the Zoning Code with the city's Traffic Study Requirements document developed in 2004. These requirements are currently used by the Planning Department, Codes Department, and Public Works Department:

- Traffic Access Study = required for smaller scale projects that are not anticipated to have a significant impact on the overall transportation system but will have impacts at the site access.
- Traffic Impact Analysis = required for larger scale projects and evaluates impacts at site access points and appropriate nearby intersections. This analysis is directed by a scoping meeting between the applicant and Metro departments to determine study extent.
- Rezoning Analysis = required for proposed rezonings to analyze the capacity of the existing transportation system to accommodate potential new development in the absence of mitigation measures. This analysis compares the typical and maximum potential trip generation of representative uses permitted in the existing zoning with the typical and maximum representative uses permitted under the requested zoning or through design-based districts. Completing a Rezoning Analysis does not preclude additional traffic impact studies.

Exemptions from traffic impact studies, waivers of traffic impacts studies, and deferrals of traffic impact studies are updated as follows:



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- The exemption of traffic impact studies for developments within the downtown loop is no longer identified, which closely mirrors the Public Works Department’s current procedures. New developments perform a Traffic Access Study, which includes access points, traffic impacts of nearby intersections, safety issues, and pedestrian or other multimodal improvements.
- Waivers are to be submitted to the Traffic Engineer. For applications to the Planning Commission, waivers are to be submitted to the Planning Department.
- The Metro Councilmember for the area must be notified of the waiver request.
- The Traffic Engineer will make a decision on the waiver request within 15 business days, and for applications to the Planning Commission, consider a recommendation from the Planning Department.
- The amendment outlines a formal procedure for the Traffic Engineer to defer signing off on permits until a traffic study is sufficient. Or, as applicable, the Planning Department may recommend deferral of a staff recommendation to the Planning Commission if a traffic impact study does not allow for 10 business days to review the study and its recommendations.

The amendment does not propose any changes to how traffic impact studies are conducted for phased developments. Certification of the schedule of improvements is no longer outlined.

Additionally, the Zoning Administrator has been removed from requiring traffic impact studies and is only responsible for ensuring required traffic improvements are completed by the developer prior to the issuance of a Use and Occupancy Permit.

STAKEHOLDER OUTREACH

The applicant has worked since July 2016 to meet with staff members of the Public Works, Planning, and Codes Departments. Local traffic engineering firms, who are often contracted to conduct traffic impact studies on behalf of their clients or Metro, were also consulted on the latest traffic engineering research and best practices.

ANALYSIS

NashvilleNext provides the following guidance:

Element:	Land Use, Transportation & Infrastructure
Goal:	LUTI 7 Nashville residents have safe, meaningful transportation choices within their neighborhoods for commuting to work, meeting daily needs, and getting to all of the places Nashvillians want to go throughout the county.
Action:	Empower a multimodal department of transportation to coordinate transportation planning, design, and capital improvements with development regulations to improve livability and safety, promote workforce access and economic development, maximize state and federal grants, and reduce transportation impacts to Middle Tennessee’s environment.
Action:	Prioritize Street Connectivity Projects identified in Access Nashville and assess policies and funding programs to implement connections.



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Mayor Barry's *Moving the Music City 2017-2020 Transportation Action Agenda* builds upon the city's long-term transportation planning processes that have contributed to NashvilleNext, Access Nashville, the Major and Collector Street Plan, nMotion Transit Plan, and the WalknBike Plan. The Mayor's Transportation Action Agenda outlines organizing the city's institutions to quickly deliver better transportation today and over the long-term. A new Division of Transportation within Metro Public Works in 2017 will start streamlining project implementation and coordinate efforts with Nashville MTA, the Planning Department, Codes Department, and ITS. The ordinance carries out this objective by clarifying roles within applicable departments to review traffic impact studies and establishing a framework to develop additional multimodal transportation outcomes in the future with inter-departmental coordination. This ordinance enhances short-term transportation system improvements by developing ways to understand traffic impacts related to new development. Long-term, this ordinance will contribute to a broader toolbox of strategies that are currently being developed around transportation demand management (TDM) solutions such as carpooling, telecommuting, flex-scheduling, transit passes, and on-site bike facilities.

The Planning Department supports the changes proposed by the amendment because it meets broader NashvilleNext transportation goals and actions, and the amendment will generate traffic impact studies that outline transportation improvements related to private sector development. The 2004 Traffic Study Requirements document encourages the utilization of TDM plans to help offset peak-hour car trips, and the Planning Department will have three new staff members this fall that will begin work on a TDM program with developers and employers (funded through a Tennessee Department of Transportation (TDOT) grant). The amendment sets a framework for the TDM program to update the 2004 document for multimodal strategies and for a more comprehensive Zoning Code amendment that tailors solutions to multimodal objectives, if needed.

TRAFFIC ENGINEER RECOMMENDATION

Approve.

ZONING ADMINISTRATOR RECOMMENDATION

Approve.

STAFF RECOMMENDATION

Staff recommends approval.

The amendment replaces the existing Section 17.20.140.

ORDINANCE NO. BL2017-721

An ordinance amending Section 17.20.140 of the Metropolitan Code of Laws, Zoning Code, pertaining to Traffic Impact Studies (Proposal No. 2017Z-014TX-001).

WHEREAS, the Metropolitan Government requires traffic impact studies to offset the additional traffic generated by a proposed level of development; and



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WHEREAS, the Metropolitan Council deferred amendments to Title 17, the Zoning Code, contained in Ordinance BL2016-155 on April 5, 2016, to further study with the Planning Department and Public Works a way to improve traffic impact studies; and

WHEREAS, private sector developments often contribute to improvements of Nashville's transportation network; and

WHEREAS, Nashville continues to grow with development that strains its multimodal transportation infrastructure.

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

Section 1. That Section 17.20.140 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by deleting in its entirety and substituting in lieu thereof the following:

The purpose of a traffic impact study shall be to identify what improvements, if any, are necessary to offset the additional traffic generated by a proposed level of development. Such improvements might include the provision of traffic signals, turning lanes or road widenings.

- A. Requirements for a Traffic Impact Study. A traffic impact study shall be required by the Planning Department for applications to the Metropolitan Planning Commission or Traffic Engineer for all other development which contains:
1. Residential developments with more than seventy-five (75) dwelling units;
 2. Nonresidential developments of more than fifty thousand (50,000) square feet; or
 3. Combinations of residential and nonresidential uses expected to generate seven hundred fifty (750) vehicle trips or more per day, or one hundred (100) or more peak-hour trips;
 4. Or in the opinion of the Traffic Engineer or the Planning Department a traffic impact study is needed for developments that are not required in this Section.
- B. Levels of Traffic Impact Study Required.
1. Traffic Access Study
A Traffic Access Study is required for smaller scale projects that are not anticipated to have a significant impact on the overall transportation system but will have impacts at the site access. A Traffic Access Study shall be required in cases where the proposed development will create a through connection between collector roadways and/or roadways of greater functional classification. The project access points to public roadways, private driveways, and joint access easements will be evaluated, and this includes those locations that the Planning Department or Traffic



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Engineer feels are necessary to provide for an adequate review of the proposed project's impact.

2. Traffic Impact Analysis

A Traffic Impact Analysis evaluates impacts at site access points and appropriate nearby intersections. The study parameters include an analysis of the project's access points, an analysis of all roadways serving the project, an analysis of all intersections up to the first collector roadway or the first roadway of higher functional classification, and the intersections of these roadways with arterial roadways. This includes those intersections that the Planning Department and Traffic Engineer feel are necessary to provide for an adequate review of the proposed project's impacts.

3. Rezoning Analysis

The purpose of a Rezoning Analysis is to analyze the capacity of the existing transportation system to accommodate potential new development in the absence of mitigation measures. This is done by comparing the typical and maximum potential trip generation of representative uses permitted in the existing zoning with the typical and maximum representative uses permitted under the requested zoning or through design-based districts. Completing a Rezoning Analysis does not preclude the need to complete a more thorough traffic study upon submission of development plans for the subject property(s) and/or requests for the issuance of permits for construction. Specific mitigation measures will be identified through the detailed traffic study process.

C. **Phased Development.** If a development is phased, the sequence and timing of a development shall be incorporated into the traffic impact study. An overall traffic impact study may be required with additional traffic impact studies for a specific phase. Completing a traffic impact study for one phase of development does not preclude the need to complete additional traffic impact studies upon submission of development plans for the subject property(s) and/or requests for the issuance of permits for construction.

D. **Waiver of a Traffic Impact Study.** A property owner or their representative who demonstrates that a development will not have a significant impact on the transportation system may request a waiver of a traffic impact study.

1. A request to waive a traffic impact study shall be made by a property owner or their representative in writing to the Traffic Engineer, and for applications to the Planning Commission, the Planning Department. Sufficient documentation shall be included that supports the waiver request.
2. A copy of the request to waive a traffic impact study shall concurrently be sent by the property owner or their representative to the member(s) of the Metropolitan Council in whose district(s) the development is located.
3. The Traffic Engineer will make a decision on the waiver request within 15 business days, and for applications to the Planning Commission, will consider a recommendation from the Planning Department.



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E. Approval of Traffic Impact Study.

1. The Traffic Engineer may not sign off on permits or the Planning Department may recommend deferral as a staff recommendation to the Planning Commission for traffic impact studies that do not allow for ten (10) business days to review the study and its recommendations.
2. The traffic impact study shall be approved by the Traffic Engineer and, for applications to the Planning Commission, the Planning Department, with all applicable performance requirements incorporated into any site and building plans.

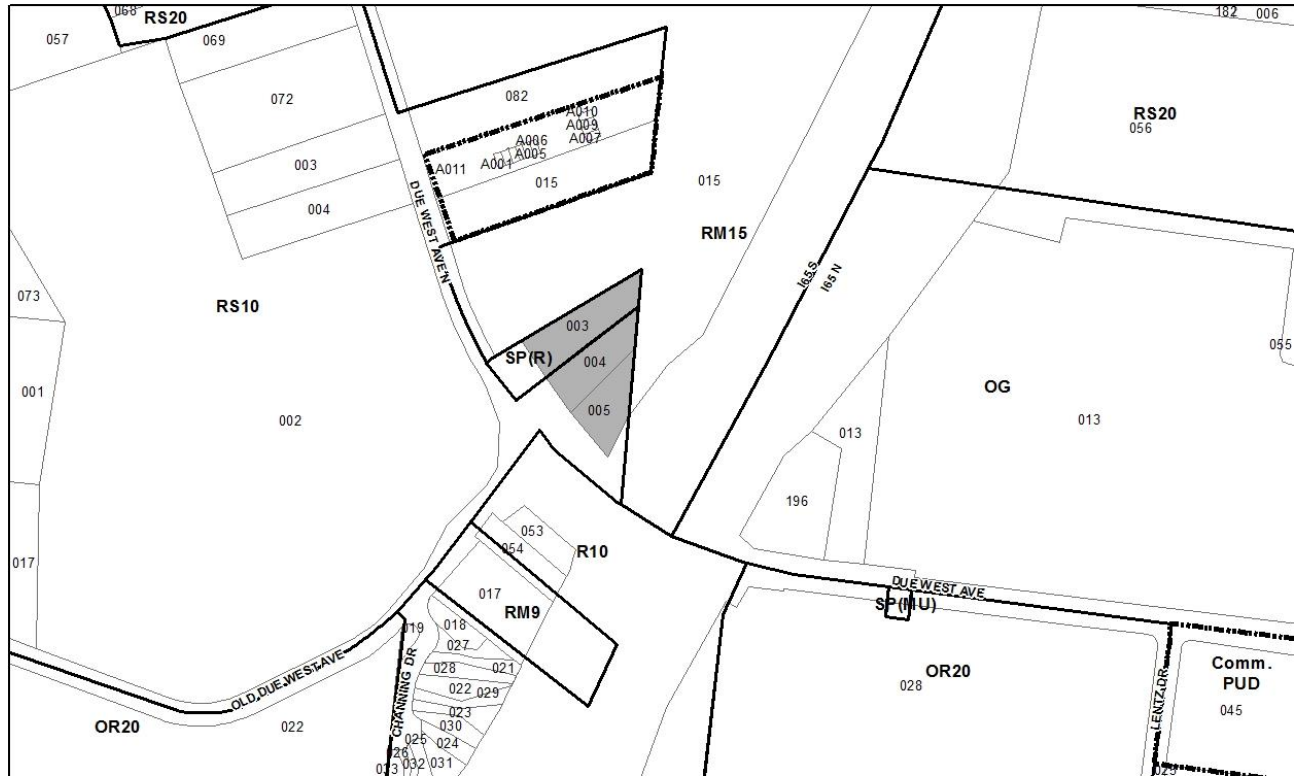
F. Implementation of a Traffic Impact Study. The traffic impact study may take into account the Capital Improvements Budget and may rely on improvements for which Council has adopted a resolution appropriating funds. Any required traffic improvements which have not been funded or otherwise completed by the Metropolitan Government shall be completed by the developer prior to the issuance of a Use and Occupancy Permit by the Zoning Administrator. When it can be demonstrated that a development will only partially contribute to the need for additional off-site improvements, the Traffic Engineer or Planning Department (as applicable) may require a pro-rata contribution.

Section 2. That this Ordinance shall take effect five (5) days from and after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Sheri Weiner, Larry Hagar, Brett Withers, Jacobia Dowell



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



Project No. Specific Plan 2017SP-046-001
Project Name Bashaw Village SP
Council District 08 – VanReece
School District 3 – Speering
Requested by Development Management Group, applicant; Bashaw Village, LLC, owner.

Deferrals This item was deferred at the May 25, 2017, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit 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 multi-family residential units.

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. Approximately 0.70 acres of the site are zoned RS10. *RS10 would permit a maximum of three lots, subject to the standards of the Metro Subdivision Regulations.*

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 Specific Plan, which applies to 0.54 acres of the site, permits a maximum of ten residential units.*

Proposed Zoning

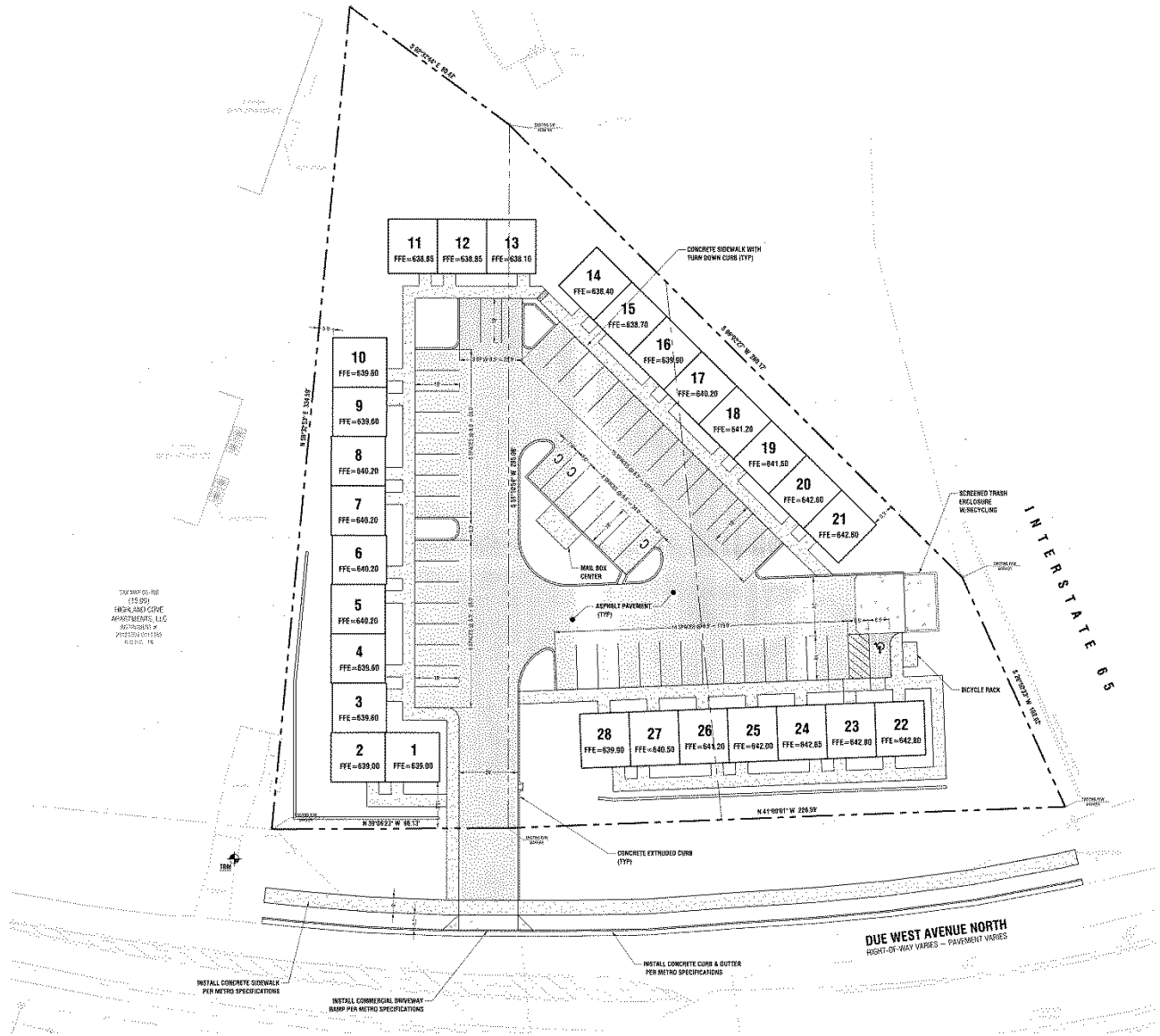
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

History

The current proposal includes three parcels. On January 12, 2017, the Planning Commission considered an application for a zone change on the northernmost of the three parcels, Parcel 003 (0.54 acres). The request was for approval of a Specific Plan to permit up to ten residential units. Metro Council Bill 2017-604 was approved on March 22, 2017, and the specific plan zoning went into effect on March 24, 2017. The applicant has since acquired two adjacent parcels to the south. The purpose of this application is to apply a single Specific Plan to all three parcels.



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Proposed Site Plan



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PARKWOOD – UNION HILL COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

Consistent with Policy?

The T3 NE policy is a residential policy intended to enhance urban neighborhoods with more housing choices and opportunities for improved pedestrian, bicycle, and vehicular connectivity. The proposed SP is consistent with the policy. The 28 attached townhome units proposed in the SP provide an additional housing option for residents of the area. The property is located between an existing multi-family development and Interstate 65. The proposed SP will provide a sidewalk and planting strip consistent with the standards established in the Major and Collector Street Plan to enhance pedestrian connectivity.

PLAN DETAILS

The site consists of three parcels located on the northeast side of Due West Avenue, adjacent to Interstate 65. The site is 1.24 acres in size. The existing Specific Plan (SP) on the northernmost parcel permits up to 10 residential units. The existing zoning district on the remainder of the site, RS10, allows for single-family residential uses.

The proposed plan includes 28 residential dwelling units, the 10 approved in the original SP, plus an additional 18 units across the other two parcels. Nine of the proposed units front Due West Avenue; the remaining 19 units are oriented to the interior of the site. The plan limits the building height to a maximum of three stories within 45 feet, although the conceptual elevations provided in the preliminary SP plan depict buildings of approximately 20 feet in height. Staff recommends that height be limited to 3 stories in 30 feet, which is consistent with the previous approval. All units fronting Due West will have doors addressing the street.

Vehicular access is through a single driveway from Due West Avenue. A total of 56 surface parking spaces are provided meeting the requirements of the Metro Zoning Ordinance for two-bedroom townhome units. Landscaped bioretention areas are provided along the northern and northeastern



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property lines to screen the units from the adjacent multifamily development. A landscaped bioretention area is also provided on the west side of the entrance drive. Five-foot sidewalks are provided interior to the development connecting the units to the parking area and to the street. A six-foot sidewalk and six-foot planting strip are provided for the full property frontage along Due West Avenue, consistent with the requirements of the Major and Collector Street Plan (MCSP).

ANALYSIS

The policy supports infill development to produce a different character that includes increased housing diversity. The proposed SP includes 28, moderately-sized townhome units which will provide an additional housing choice for residents in the gap between higher density multi-family apartments and single-family housing on larger lots. Nine units and a landscaped bioretention area located west of the entrance drive help shield the parking lot from the street. There are existing sidewalks along the southwest side of Due West Avenue, but none along the northeast side where this site is located. The inclusion of a sidewalk consistent with the MCSP along the property frontage will be a first step toward better pedestrian connectivity along the north side of Due West Avenue.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- The contractor sent the dimensions of the truck access. Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve with conditions

- No downstream infrastructure was present (north bioretention area). Add a note to the plans stating that offsite improvements may be required (to be determined during Final SP review).

WATER SERVICES RECOMMENDATION

Approve with conditions

The following review comments apply to public sewer issues only. Madison Suburban Utility District serves this site with water:

- 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.

MADISON SUBURBAN UTILITY DISTRICT

Approve with conditions

- The District hereby gives preliminary approval for water availability for the above-referenced project pending the approval of project plans by the District and the Fire Marshal's review. The District has adequate water available to the area to meet the projected demand. This approval is subject to all requirements and specifications of the District.



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PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Comply with MPW Traffic Engineer conditions.
- Coordinate with MPW and Metro Stormwater for spread calculations along the road frontage to ensure no ponding of stormwater along the curb line.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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)	0.7	-	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.54	-	10 U	96	8	11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.24		28 U	294	18	34

Traffic changes between maximum: **RS10, SP and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+16 U	+178	+8	+10

METRO SCHOOL BOARD REPORT

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

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

Projected student generation proposed SP-R district: 4 Elementary 2 Middle 3 High

The proposed SP zoning is expected to generate six more students than the existing RS10 and SP-R zoning. Students would attend Chadwell 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.



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AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Yes, we hope to offer town homes at an affordable sales price that is equal to the workforce housing prices as defined by HUD, however, final development and construction costs will dictate what the final prices of the product will be. With the units being under 900 SF and with where the market comparisons are now, we are on target to meet the pricing guidelines of HUD's standard for workforce housing. The numbers are not working to make any of the units affordable housing by HUD's standards.
2. If so, how many and what is the percentage of the entire development? Currently, 100% of the units are being designed as described above.
3. How will you enforce the affordability requirements? Our banking relationships will not allow us to deed restrict our properties for workforce housing at this time, but we intend to not allow investors to buy these homes. We desire to market these homes to teachers, police officers and other civil servants before we offer the properties to the open market.
4. Have any structures been demolished in the last 12 months? Yes, the house was non-inhabitable.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to a maximum of 28 multi-family residential units.
2. Building height shall be limited to a maximum of three stories in 30 feet.
3. With submittal of a final site plan, the applicant shall revise the landscaping plans to include landscaping along the full length of the retaining wall along the property frontage.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. Building elevations consistent with the conceptual elevations and materials depicted in the Preliminary SP plan shall be provided with the Final SP.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

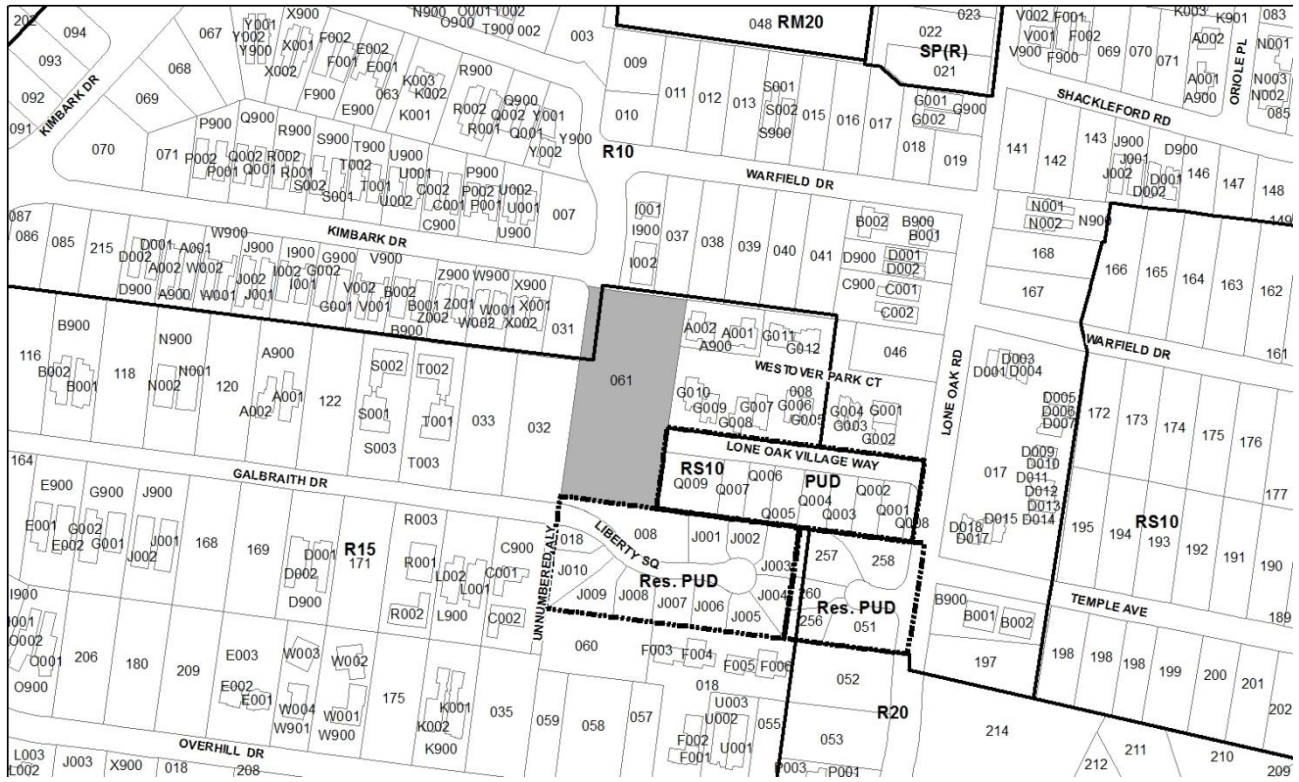


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10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2017SP-058-001
1811 KIMBARK DRIVE
Map 131-03, Parcel(s) 061
10, Green Hills-Midtown
25 (Russ Pulley)



Project No.	Specific Plan 2017SP-058-001
Project Name	1811 Kimbark Drive
Council District	25 – Pulley
School District	8 - Pierce
Requested by	Dale and Associates, applicant; Richard Reeder Horton, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change to permit a multi-family residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) and One and Two-Family Residential (R15) to Specific Plan-Residential (SP-R) zoning on property located at 1811 Kimbark Drive, approximately 230 feet south of Warfield Drive (1.54 acres), to permit six multi-family residential units.

Existing Zoning

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

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 4 lots with 1 duplex lot for a total of 5 units. 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 only one residential building type.

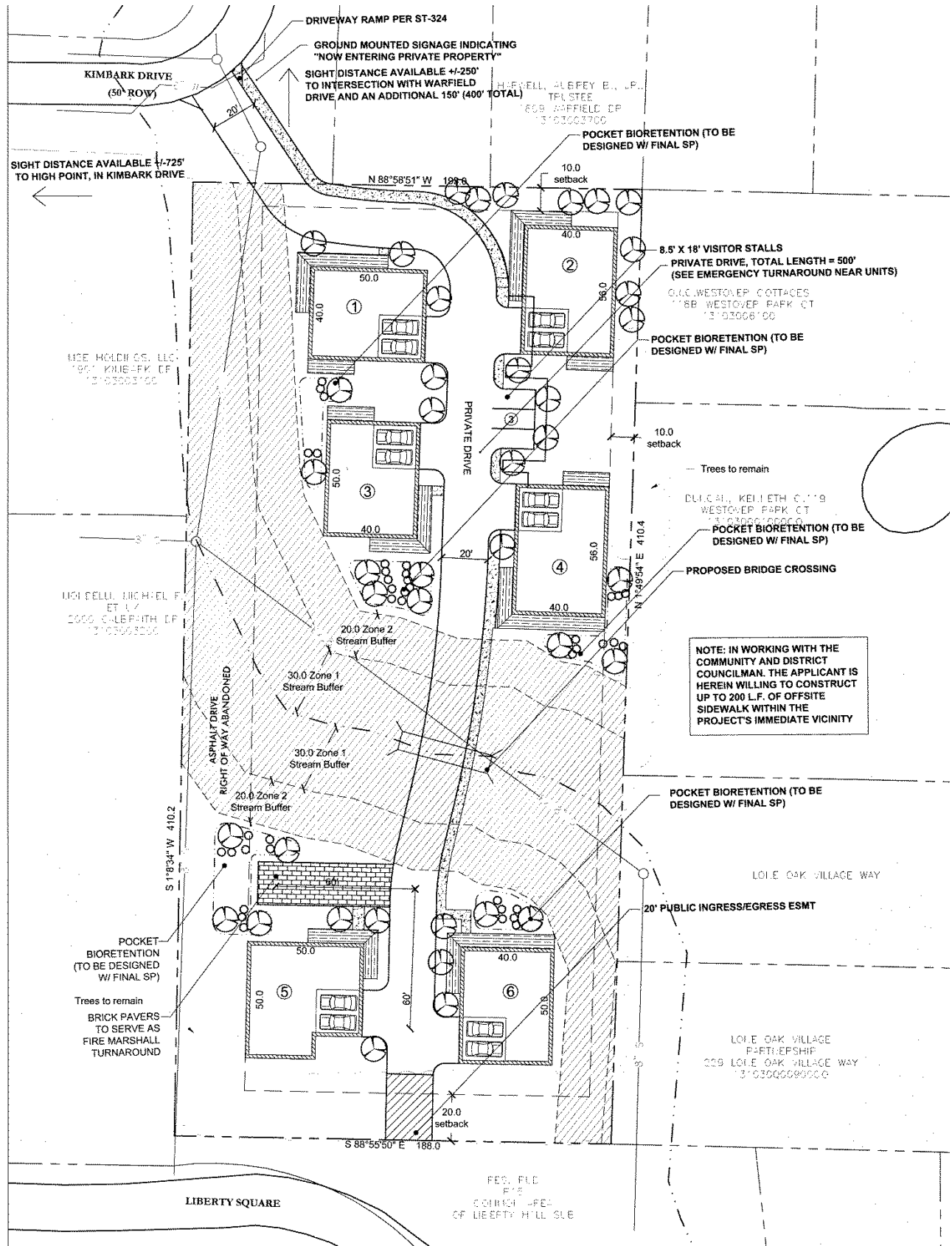
GREEN HILLS-MIDTOWN COMMUNITY PLAN

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

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



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Proposed Site Plan



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

Consistent with Policy?

The T3 Neighborhood Maintenance policy is intended to preserve the general character of the existing suburban neighborhood. The property requested to be rezoned contains a single-family residential unit. The proposed zone change would allow six multi-family residential units on this lot. The neighborhood primarily consists of single-family and two-family homes. A stream and stream buffer cut through the property in an “S” shape along the northwestern side and proceeds through the middle of the lot to the southeastern side. Four units are proposed north of stream and two units south of the stream. The plan proposes one access from Kimbark Drive that crosses the stream. The plan as currently proposed is not consistent with either policy, given the environmental constraints on the property.

PLAN DETAILS

The site is located at 1811 Kimbark Drive, approximately 230 feet south of Warfield Drive and is approximately 1.54 acres in size. A single-family home exists on this lot.

Site Plan

The plan proposes six multi-family residential units oriented toward the interior to the site. The existing lot has limited frontage along Kimbark Drive. The proposed buildings are to have a height of 2 stories within 35 feet to the roofline.

Vehicular access is limited to one access point from Kimbark Drive. Parking is located within the 6 residential units with three additional parking stalls along the private drive. A 5 foot sidewalk is proposed along the right side of the private drive with a connection to Kimbark Drive. The applicant has proposed to construct up to 200 linear feet of offsite sidewalks within the project’s immediate vicinity of the site. Location of the offsite sidewalks has yet to be determined.

ANALYSIS

The current zoning allows for one and two-family residential uses. The proposed zone change would allow for six multi-family residential units on one lot. The plan proposes a private drive to cross a stream and stream buffer to access two units along the southern portion of the site. A proposed public ingress and egress access easement is provided to the southern property line. However, no access is provided to Liberty Square Road, a private road, to the south as there is an intervening property between this project and Liberty Square Road.

The plan as proposed is inconsistent with T3 Neighborhood Maintenance policy and the Conservation policy. The developable area is limited by an existing stream and stream buffer that bisect the site. The plan, as proposed, would require disturbing the sensitive environmental features of the site, inconsistent with the goals of the Conservation policy. The surrounding neighborhood, adjacent to this proposed development, is primarily two-family residential. Given the environmental constraints, the plan as proposed is not supported by the policy.



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Staff could potentially support a plan that included only the four units north of the stream. This would allow for the stream to remain undisturbed and would provide for a development that is in line with the policies for the area.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- 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. Public water 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.
- Due to the site layout solid waste and recycling for this development is to be provided via private hauler. Prior to building permit submit copy of the Master Deed establishing private hauler and a copy of the contract for services with the private hauler. Add notation to the plans.
- Indicate installation of "Now Entering Private Property" ground mounted signage at the driveway connection to Kimbark.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate sight distance at access drive with Kimbark DR,

Maximum Uses in Existing Zoning District: **R15**

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)	1.44	2.9 D	5 U	48	4	6

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.52	-	6 U	58	5	8



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Traffic changes between maximum: R15, R10 and SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+10	+1	+2

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High

Projected student generation existing R15 district: 1 Elementary 0 Middle 0 High

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

The proposed SP-R zoning district could generate 1 fewer students than what is typically generated under the existing R10 and R15 zoning district. Students would attend Percy Priest Elementary, J.T. Moore Middle School, and Hillsboro 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.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

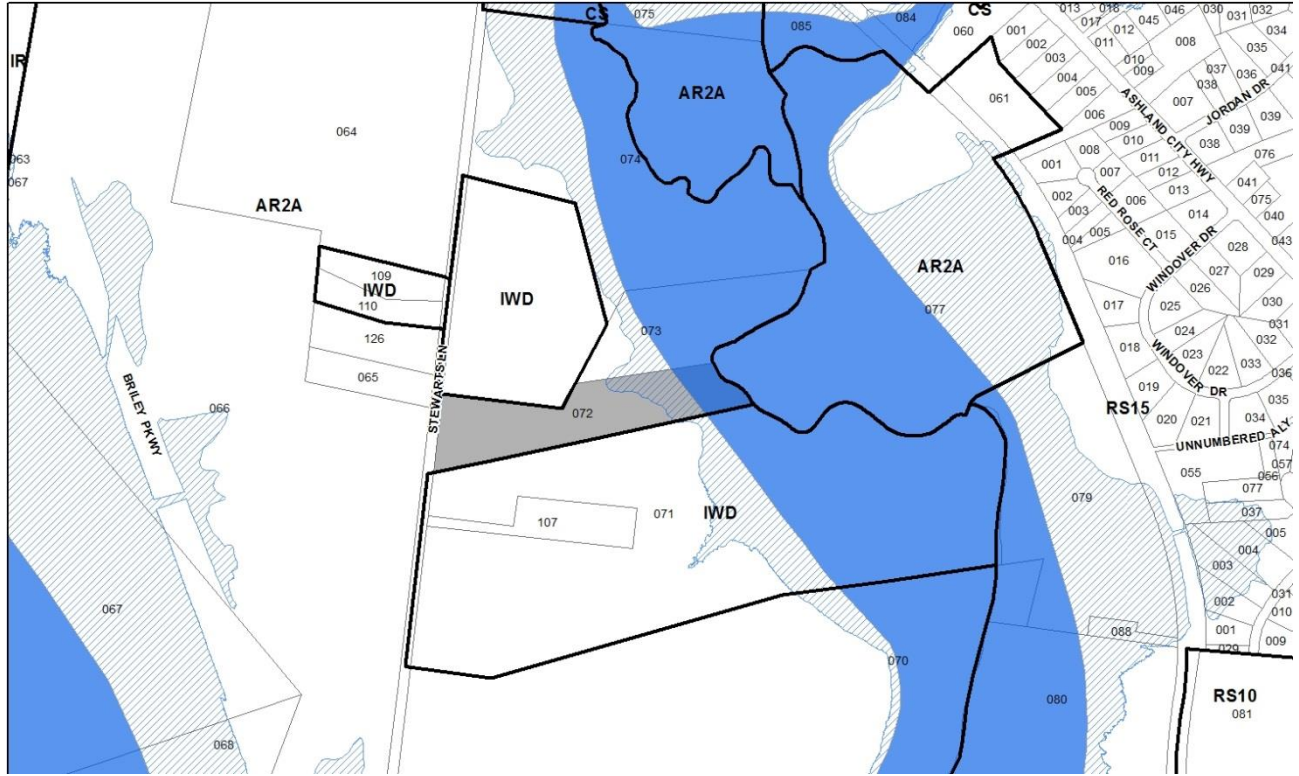
1. Will this project include any affordable or workforce housing units? No.
2. If so, how many and what is the percentage of the entire development? Not Applicable.
3. How will you enforce the affordability requirements? Not Applicable.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends disapproval of the plan as proposed as it is inconsistent with the land use policies for the area.



Metro Planning Commission Meeting of 06/22/2017



2017SP-059-001
3920 STEWARTS LANE SP
Map 069-00, Parcel(s) 072
03, Bordeaux-Whites Creek
01 (Nick Leonardo)



Project No. Specific Plan 2017SP-059-001
Project Name 3920 Stewarts Lane SP
Council Bill No. BL2016-360
Council District 01 - Leonardo
School District 1 - Gentry
Requested by Acree Development, applicant; Robert D. & Gloria M. Poole, owners.

Staff Reviewer Rickoff
Staff Recommendation *Disapprove as submitted. Approve a second substitute ordinance with conditions and disapprove without all conditions.*

APPLICANT REQUEST
Rezone from AR2a to SP-MI.

Preliminary SP

A request to rezone from Agricultural (AR2a) to Specific Plan-Mixed Industrial (SP-MI) zoning for property located at 3920 Stewarts Lane, approximately 3,580 feet south of Ashland City Highway and partially located within the Floodplain Overlay District (10.0 acres), to permit uses limited to community education, personal instruction, general office, custom assembly, grocery store, home improvement sales, restaurant fast-food, restaurant full-service, restaurant take-out, retail, multi-media production, building contractor supply, distributive business/wholesale, light manufacturing, and warehouse.

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is 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 5 lots with 1 duplex lot for a total of 6 units. However, application of the Subdivision Regulations may result in fewer units on this property*

Proposed Zoning

Specific Plan-Mixed Industrial (SP-MI) 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 industrial uses and a mix of office, commercial, and/or residential uses.

History

This application was previously submitted as a request to rezone from Agricultural/Residential (AR2a) to Industrial Warehousing/Distribution (IWD). The Metro Planning Commission recommended approval of IWD zoning at the June 23, 2016, Planning Commission meeting. A substitute ordinance, converting the zone change to a Specific Plan (SP), was introduced at the May 16, 2017 Metro Council meeting. The substitute ordinance (BL2016-360) was then referred back to Planning Commission for consideration. Staff recommends approval of a second substitute ordinance as included below.



Metro Planning Commission Meeting of 06/22/2017

Begin Regulatory SP

3920 Stewarts Lane Specific Plan (SP)

Development Summary	
SP Name	3920 Stewarts Lane Specific Plan District
2016SP-086-001 SP Number	2017SP-059-001
Council District	4 <u>Leonardo</u>
Map & Parcel	Map 069-00; Parcel 072

Site Data Table	
Site Data	10.0 acres
Existing Zoning	AR2a
Proposed Zoning	SP
Allowable Land Uses	Industrial uses <u>Uses within this SP shall be limited to community education, personal instruction, general office, custom assembly, grocery store, home improvement sales, restaurant fast-food, restaurant full-service, restaurant take-out, retail, multi-media production, building contractor supply, distributive business/wholesale, manufacturing, light, and warehouse.</u>

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to community education, personal instruction, general office, custom assembly, grocery store, home improvement sales, restaurant fast-food, restaurant full-service, restaurant take-out, retail, multi-media production, building contractor supply, distributive business/wholesale, manufacturing, light, and warehouse.
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 IWD 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. ~~All final site plans shall be reviewed and approved by the Metropolitan Planning Commission, with public hearing notification mailed to property owners of record within 600 feet of the boundaries of the SP.~~
5. Areas in the floodplain/floodway of conservation (CO) policy shall remain undisturbed and shall be identified as such on the final site plan.

General Plan Consistency Note

The proposed Specific Plan is located within Bordeaux- Whites Creek Community Plan (Subarea 3). The proposed SP is located in the following policy area:

- District Industrial
- Conservation

The proposed SP is consistent with District Industrial policy as it permits uses supported by the D-Industrial policy. The proposed SP also protects areas with sensitive environmental features by requiring that areas in the floodplain/floodway of CO policy be preserved in their natural, undisturbed state.

End Regulatory SP



Metro Planning Commission Meeting of 06/22/2017

BORDEAUX-WHITES CREEK COMMUNITY PLAN

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. 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 eastern portion of this site is located in CO policy and is associated with the floodway and floodplain.

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

Consistent with Policy?

Yes. The proposed SP accommodates a mixture of industrial and non-industrial uses, consistent with the District Industrial policy. The proposed SP also protects areas with sensitive environmental features by requiring that areas of CO policy be preserved in their natural, undisturbed state. The proposed uses are compatible with surrounding properties and are appropriate based on locational characteristics.

ANALYSIS

The 10-acre site is located on the east side of Stewarts Lane, south of Ashland City Highway and north of County Hospital Road. The property is currently vacant and is zoned Agricultural/Residential (AR2a), which is generally intended for uses in rural areas. Adjacent parcels to the north and south are zoned Industrial Warehousing/Distribution (IWD), and include commercial uses. Surrounding land uses along Stewarts Lane contain a mix of commercial, industrial, institutional, and residential uses. The eastern portion of this site includes land in the floodway and floodplain and is associated with Whites Creek, which runs along the eastern property line. Rezoning to Specific Plan-Mixed Industrial (SP-MI) will ensure that environmentally sensitive features are not impacted by future development, and will also allow mixed industrial and non-industrial uses that are supported by the District Industrial policy.

Uses within this SP shall be limited to community education, personal instruction, general office, custom assembly, grocery store, home improvement sales, restaurant fast-food, restaurant full-service, restaurant take-out, retail, multi-media production, building contractor supply, distributive business/wholesale, manufacturing, light, and warehouse. Areas of conservation (CO) policy shall remain undisturbed and would be reviewed by Planning with the submittal of the final site plan.

Specific standards outlined in the plan will ensure that future development is compatible with surrounding land uses and that sensitive environmental features will be preserved in their natural state. Therefore, staff recommends approval as the requested zone change is consistent with the Industrial and Conservation policies.

FIRE MARSHAL RECOMMENDATION

N/A



Metro Planning Commission Meeting of 06/22/2017

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	10.0	0.5 D	5 U	67	14	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	10.0	0.6	261,360 SF	11,219	215	649

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		11,152	201	641

STAFF RECOMMENDATION

Staff recommends disapproval of the substitute ordinance as filed, but approval of a second substitute ordinance with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within this SP shall be limited to community education, personal instruction, general office, custom assembly, grocery store, home improvement sales, restaurant fast-food, restaurant full-service, restaurant take-out, retail, multi-media production, building contractor supply, distributive business/wholesale, manufacturing, light, and warehouse.
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 IWD zoning district as of the date of the applicable request or application.
3. Sidewalks shall be required along Stewarts Lane consistent with local street standards.

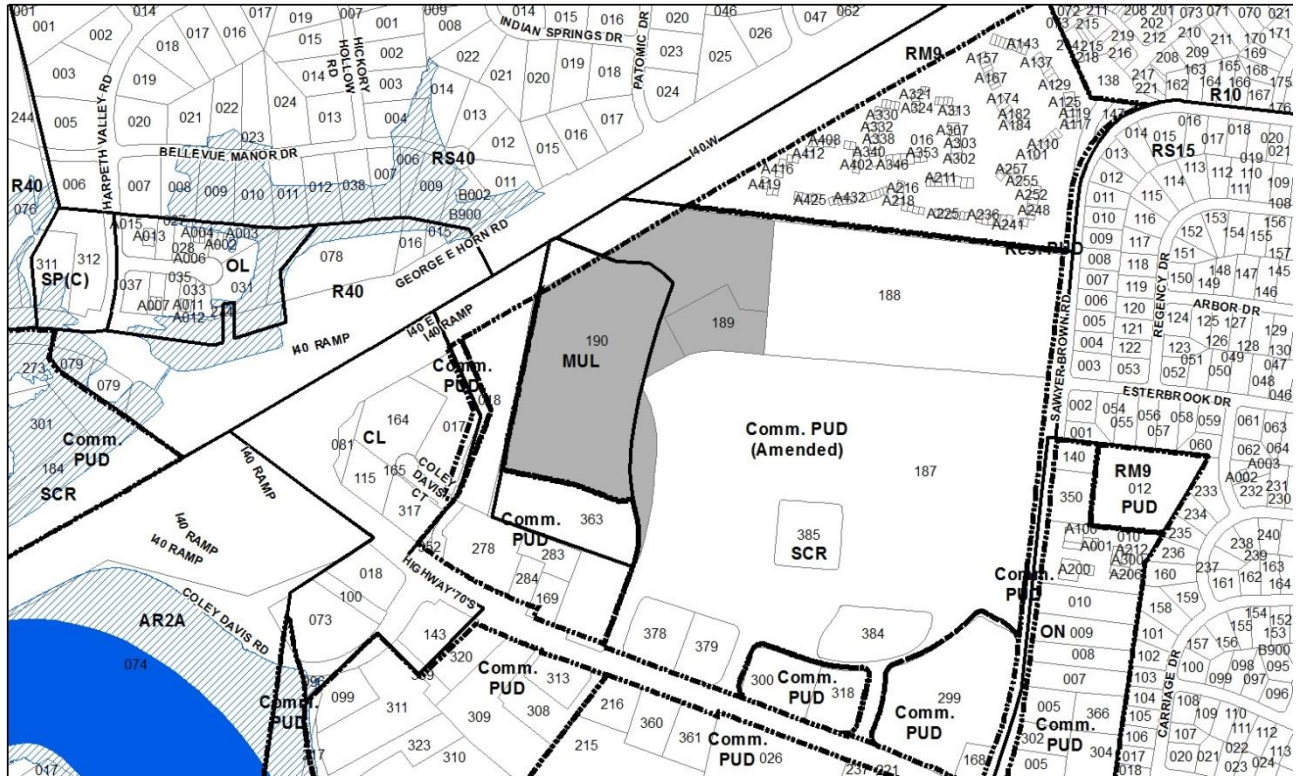


Metro Planning Commission Meeting of 06/22/2017

4. Areas in the floodplain/floodway shall remain undisturbed and shall be identified as such on the final site plan.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 06/22/2017



94-71P-008
BELLEVUE CENTER (REVISION)
Map 128, Parcel(s) 189-190
06, Bellvue
22 (Sheri Weiner)



Project No.	Planned Unit Development 94-71P-008
Project Name	Bellevue Center (Revision)
Council District	22 – Weiner
School District	9 – Frogge
Requested by	Barge Cauthen and Associates, applicant; Bellevue Redevelopment Associates and Metro Government, owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST
Revision to a PUD.

Revise Preliminary PUD

A request to revise a portion of the preliminary plan for a Planned Unit Development Overlay District on properties located at 8117 Sawyer Brown Road and 7632 Highway 70 South, at the northeast corner of the intersection of I-40 and Highway 70 South, zoned Mixed Use Limited (MUL) and Shopping Center Regional (SCR), (20.34 acres), to permit assisted care living, independent living, hotel, and recreation center.

Existing Zoning

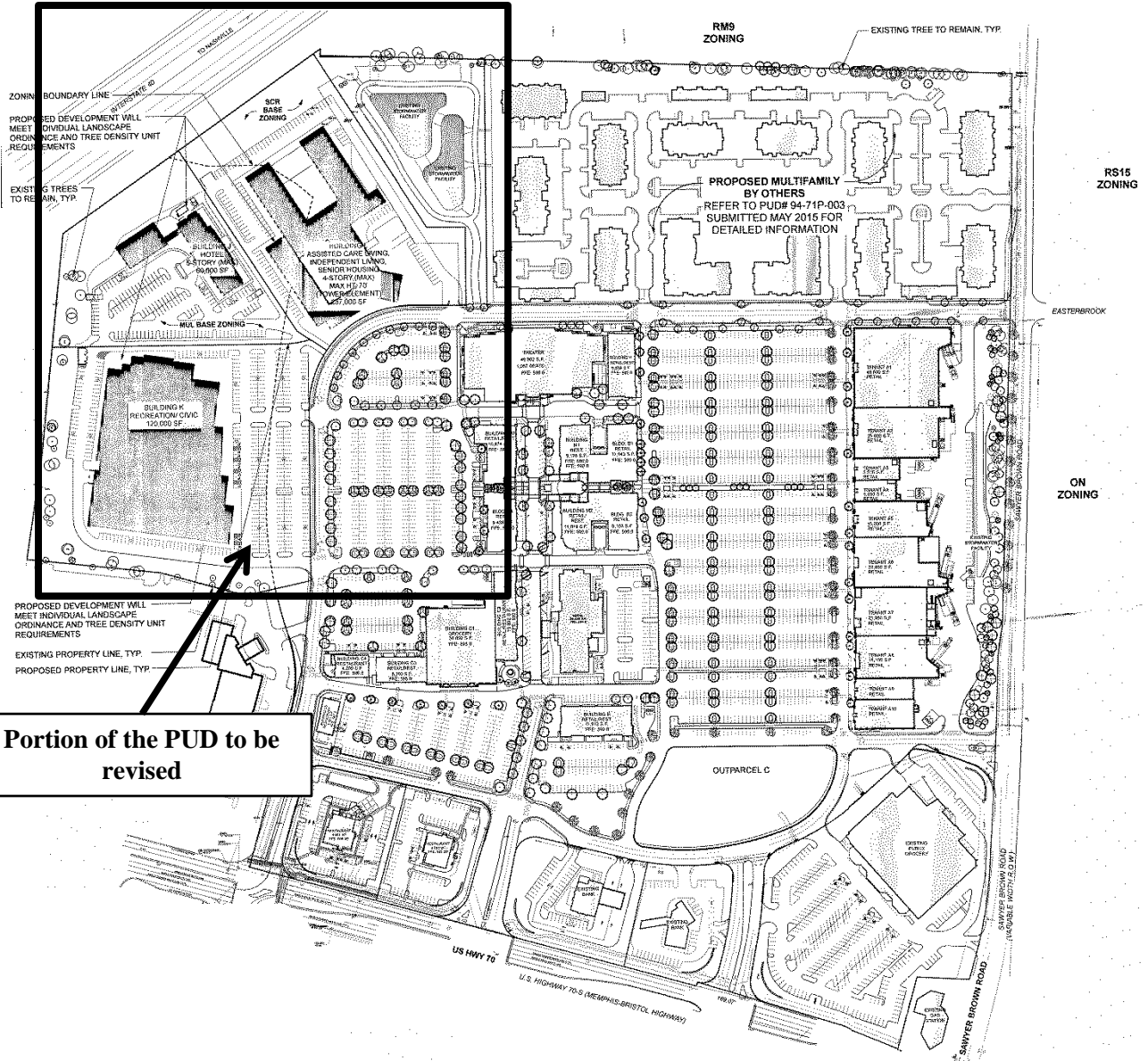
Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

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

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



Metro Planning Commission Meeting of 06/22/2017



Proposed Site Plan



Metro Planning Commission Meeting of 06/22/2017

PLAN DETAILS

The project site consists of 20.34 acres located in the northwest corner of the Bellevue Center Planned Unit Development (PUD), north of Highway 70S, south of Interstate 40, and west of Sawyer Brown Road. The overall PUD encompasses approximately 102 acres, including several outparcels along Highway 70.

History

The original PUD was approved by Metro Council in 1971 and was subsequently revised numerous times. In March of 2015, Metro Council approved an amendment to the PUD. The amendment proposed complete redevelopment of the underutilized mall site on approximately 87 acres within the original PUD. The 2015 amendment approved a maximum of 1,166,670 square feet of mixed uses including office, retail, restaurant, grocery, bank, civic, hotel and theatre, as well as a maximum of 500 multi-family residential units.

Since the approval of the amendment in 2015, the Planning Commission considered and approved four revisions to the preliminary plan to adjust the site layout and approved final site plans for multi-family and non-residential uses. A total of 335 multi-family units in approximately 475,145 square feet have been approved under the amended PUD plan. A total of 552,420 square feet of non-residential uses exist or are under construction within the PUD. This total includes existing uses on the outparcels along Highway 70 that were not affected by the 2015 PUD amendment. The total existing building square footage within the PUD, including both multi-family and nonresidential uses, is 1,027,565 square feet.

The 2015 amendment included illustrative building footprints and identified preliminary uses for each of the buildings. The portion of the PUD affected by this current application included two illustrative buildings designated for retail or retail entertainment uses. Notes on the approved preliminary PUD plan state that optional uses for this area include but are not limited to office and all uses allowed in the base zoning of SCR and MUL. The plan also indicates that the building configuration in this area may change to accommodate the allowed uses, but will not exceed the indicated 220,000 square feet.

Site Plan

The plan revises a 20.34-acre portion of the PUD to allow assisted care living, independent living, hotel and recreation center uses. The plan includes a 100-room hotel in 60,000 square feet, a recreation center in 132,000 square feet, and 91 rooms of assisted care living in 95,530 square feet. The plan also includes 113 independent living units in approximately 125,070 square feet. For purposes of evaluating number of dwelling units and parking requirements, the independent living units are reviewed against the standards for multi-family residential.

The hotel, recreation center, and assisted care/independent living will be located on separate parcels. Vehicular access will be provided to each use from an interior access drive which connects the larger PUD to Highway 70 S and Sawyer Brown Road. Parking for each of the uses is provided consistent with the requirements of the Metro Zoning Ordinance. A total of 110 spaces are required for the hotel use and 128 spaces are provided. A total of 346 parking spaces are provided for the recreation center. The assisted care and independent living uses require a combined total of 145 parking spaces, 30 of which will be enclosed, with the remainder as surface parking. Parking is



Metro Planning Commission Meeting of 06/22/2017

generally provided in front of or beside buildings, and the parking for each use is accommodated on the same parcel as the use. Sidewalks and planting strips are provided along the interior access drive. Landscaping will be provided consistent with all requirements of the Metro Zoning Ordinance on each parcel.

ANALYSIS

Section 17.40.120.F permits the Planning Commission to approve modifications to a master development plan under certain conditions.

F. Changes to a Planned Unit Development District.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
 - a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
 - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
 - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
 - d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
 - e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
 - f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.

The revised plan proposes changes in land use and development type from what was approved by Council in the 2015 PUD amendment. The proposed recreation center, hotel, assisted care living, and independent living uses are consistent with those permitted within the MUL and SCR base zoning districts and the standards of Section 17.36.060 regarding allocation of land uses within a PUD. As all of the proposed uses are permitted by the underlying zoning districts, the revision to the uses does not require Council concurrence.

The revised plan also proposes an increase in floor area for this portion of the PUD. The revised plan proposes a total of 287,530 square feet of floor area plus 113 independent living units in approximately 125,470 square feet. Although the proposed floor area exceeds that was last approved, it does not exceed the 886,158 square feet of total floor area that could be permitted by the underlying zoning districts for this portion of the PUD. The floor area is consistent with the underlying zoning.



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The 2015 PUD amendment approved a total of 500 multi-family residential units located in the northeast portion of the PUD. A total of 335 of those units have been permitted and are either built or under construction, in this location. The revised plan includes 113 independent living units, which are classified as multi-family residential for purposes of evaluating density, and 91 rooms of assisted care living. Per Metro Zoning Ordinance, every three rooms of assisted care living constitute one unit for purposes of density. Therefore, the revised plan includes a total of 143 residential units, bringing the total within the PUD to 478, or 22 fewer units than the number last approved by Council. Essentially, the revision is shifting approved units to a different location within the PUD in the form of assisted care and independent living.

The revised plan is generally consistent with the concept of the approved PUD, which proposed mixed use development, and does not include any changes to performance criteria, design standards, or other requirements specified in the enacting ordinance approved by Metro Council. No changes are proposed to the acreage within the PUD or the underlying zoning. The revised plan meets the conditions for Planning Commission approval of modifications to a master development plan.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

HARPETH VALLEY UTILITY DISTRICT

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Trip generation comparison memo was received and approved. Comply with previous roadway conditions per findings of TIS dated October 2015.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. With the PUD final site plan, label the residential component of this phase as assisted care living and independent living.
2. There shall be no pole signs allowed, and all free standing signs shall be monument type not to exceed five feet in height. Changeable LED, video signs or similar signs allowing automatic changeable messages shall be prohibited. All other signs shall meet the base zoning requirements, and must be approved by the Metro Department of Codes Administration.
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.

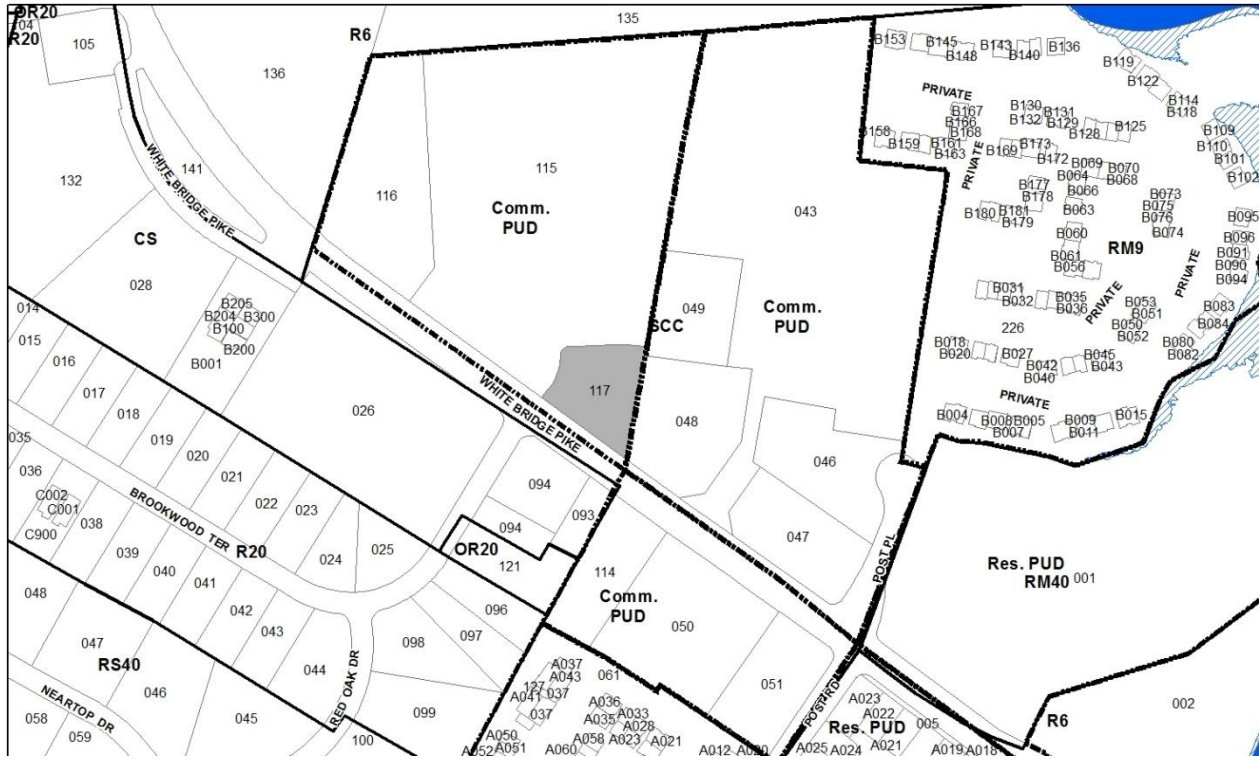


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4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
5. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



Metro Planning Commission Meeting of 06/22/2017



154-79P-002
LIONS HEAD PUD (Revision)
Map 103-14, Parcel(s) 117
07, West Nashville
24 (Kathleen Murphy)



Project No.	Planned Unit Development 154-79P-002
Project Name	Lions Head PUD (Revision)
Council District	24 - Murphy
School District	9 - Frogge
Requested by	Dewey Engineering, applicant; US Community Credit Union, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise a PUD to permit an expansion to an existing medical office.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District located at 24 White Bridge Pike, approximately 600 feet northwest of Post Place, zoned SCC (0.93 acres), to permit a building expansion,

Existing Zoning

Shopping Center Community (SCC) is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

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

PLAN DETAILS

The site is located along White Bridge Road, 600 feet northwest of Post Place. The site contains an existing medical office and is currently zoned SCC with a PUD overlay. The plan revises the PUD to allow a 2,290 square foot expansion to the existing medical office. The site is surrounded by commercial uses in all directions.

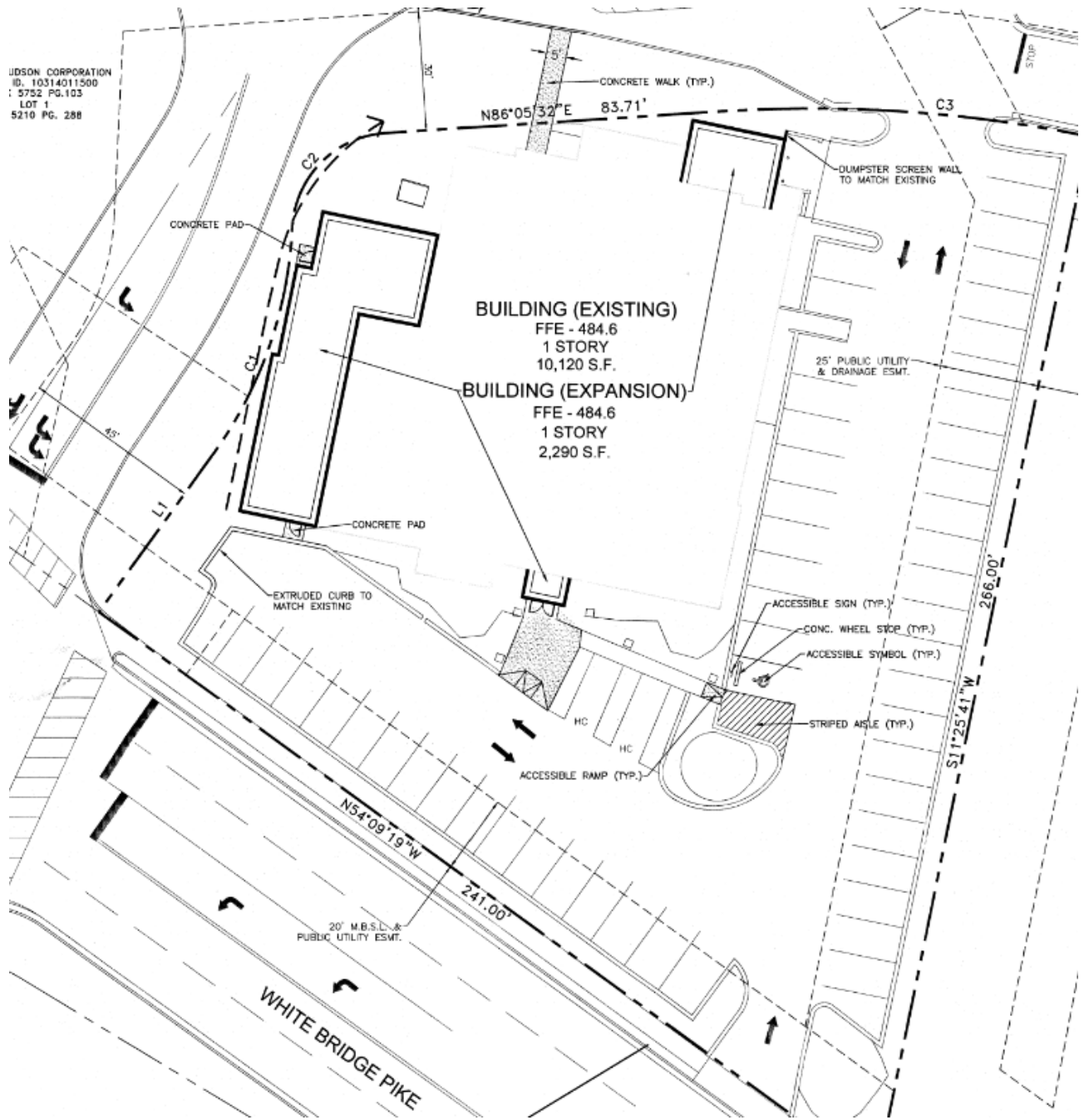
History

Metro Council approved this PUD in 1979, which includes 9.24 acres along the northeastern side of White Bridge Road. The 1979 Metro Council plan was approved for 179,650 square feet of commercial, retail, food service, and medical office uses. This PUD was amended in 1997 to permit a 15,000 square foot expansion of an existing commercial retail structure in addition to the previously approved 179,650 square feet of floor area.



Metro Planning Commission Meeting of 06/22/2017

UDSON CORPORATION
ID: 10314011500
: 5752 PG.103
LOT 1
5210 PG. 288



Proposed Site Plan



Metro Planning Commission Meeting of 06/22/2017

This site received a final site plan approval for the construction of a 4,409 square foot structure with 17 parking spaces in 1978. Since that time the site has been revised once to permit the construction of a larger drive through canopy and additional drive through lanes. This revision removed one parking space, resulting in a total of 16 spaces.

Site Plan

The plan revises the PUD to allow a 2,290 square foot expansion to the existing medical office. The proposed expansion will have a maximum height of 30 feet consistent with the height of the existing structure. The access for this site is provided by an existing connection to an internal access drive which serves all of the uses within the PUD.

The site plan indicates 55 parking spaces will be provided when the existing structure is expanded, which is seven parking spaces less than required by the Metro Zoning Code. However, this property contains a cross parking easement that fulfills the requirement.

ANALYSIS

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

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



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

The proposed revision increases the allowable square footage by 2,290 square feet, which does not exceed the 10 percent threshold established by section 17.40.120.G. This revision does not deviate significantly from the Council approved plan and the proposed site plan is consistent with the overall concept of the PUD. The proposed revision and final site plan is consistent with the overall intent of the PUD. Staff recommends approval with conditions.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- 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.



Metro Planning Commission Meeting of 06/22/2017

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Provide parking area perimeter landscaping consistent with Section 17.24 of the Metro Zoning Code.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.



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2017Z-066PR-001
Map 134-13, Parcel(s) 087
12, Southeast
30 (Jason Potts)



Project No.	Zone Change 2017Z-066PR-001
Council District	30 – Potts
School District	2 – Brannon
Requested by	American Global, Inc., applicant and owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST
Zone change from OR20 to CS

Zone Change

A request to rezone from Office/Residential (OR20) to Commercial Service (CS) zoning on property located at 4901 Linbar Drive, at the southwest corner of Harding Place and Linbar Drive (0.23 acres).

Existing Zoning

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 4 units.*

Proposed Zoning

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

SOUTHEAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

No, not at this location where a transitional zoning, such as the existing OR20, is necessary next to a residential neighborhood. The request is inconsistent with the goals of the T3 Suburban Community Center Policy, at this location. The T3 CC policy states that buildings at the edge of the policy form transitions in scale and massing where it adjoins lower intensity policy areas, such as the adjacent Neighborhood Maintenance policy area. The existing zoning of OR20 zoning is appropriate given the location and surrounding neighborhood characteristics and provides for the transition as described in the policy. Rezoning to CS would allow more intense uses at the edge of the T3 Suburban Community Center Policy, adjacent to one and two-family residential uses. CS zoning is not consistent with the T3 Suburban Community Center Policy at this location.



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ANALYSIS

The property is located on approximately 0.23 acres on 4901 Linbar Drive, at the southwest corner of Harding Place and Linbar Drive. This lot is surrounded by one and two-family residential units to the southwest and west, multi-family residential units to the southeast, commercial uses across Linbar Drive to east, and one and two-family residential across Harding Place to the north.

The two parcels west of the property requested for rezoning are currently utilized as parking for the existing office. Planning staff was unable to locate any permits allowing the parking. If rezoned to CS, the property would likely continue to utilize the existing parking areas, which are located within a residential zoning district and the Neighborhood Maintenance policy area. Commercial parking is inconsistent with both the existing zoning and the policy. Further intensification of the adjacent zoning, as proposed, may require additional use of the parking areas, which is inappropriate.

This lot is located at the edge of the T3 Suburban Community Center policy, abutting T3 Neighborhood Maintenance policy which consists of single-family and two-family residential units. The T3 CC policy may support CS depending on the surrounding zoning pattern and location characteristics. However, CS zoning is not appropriate given the location and surrounding land uses.

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: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.23	0.8	8,015 SF	192	25	25

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.23	0.6	6,011 SF	295	12	36



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Traffic changes between maximum: OR20 and CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+102	-13	+11

METRO SCHOOL BOARD REPORT

Projected student generation existing OR20 district: 0 Elementary 0 Middle 0 High

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

The proposed CS zoning district could generate no more students than what is typically generated under the existing OR20 zoning district. Students would attend Haywood Elementary School, McMurray Middle School, and Overton 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

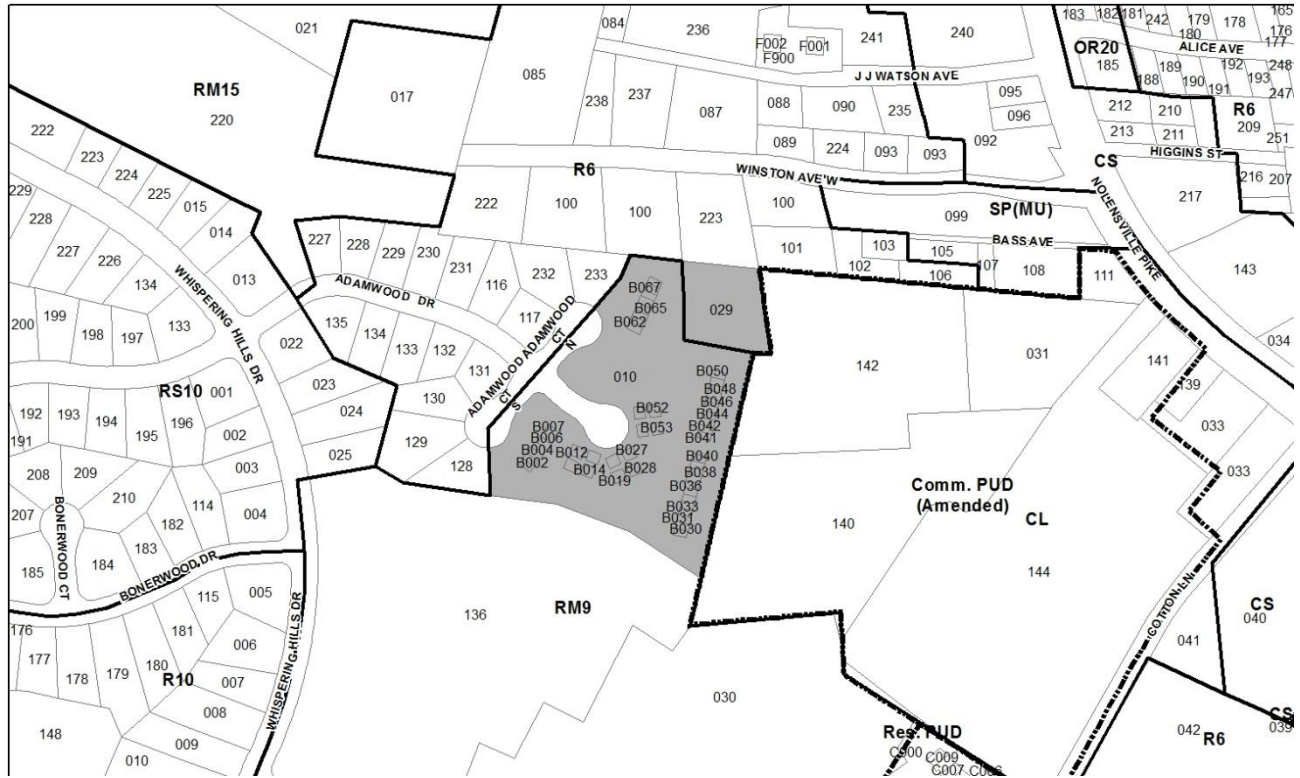
Staff recommends disapproval as the request is not consistent with the T3 Suburban Community Center policy of the Southeast Nashville Community Plan.



SEE NEXT PAGE



Metro Planning Commission Meeting of 06/22/2017



2017Z-067PR-001

Map 147-11, Parcel(s) 029

Map 147-11-0-B, Parcel(s) 001-068

Map 900, Parcel(s) 010.65

12, Southeast

27 (Blalock)



Project No.	Zone Change 2017Z-067PR-001
Council District	27 – Blalock
School District	2 – Brannon
Requested by	Ethan Shepherd Nicodemus, applicant; M.L. Barrett Limited Partnership, owner.
Staff Reviewer	Rickoff
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from R6 and RM9 to RM15

Zone Change

A request to rezone from One and Two-Family Residential (R6) and Multi-Family Residential (RM9) to Multi-Family Residential (RM15) zoning on properties located at Whitson Street (unnumbered) and 400 Adamwood Drive, southeast of the terminus of Adamwood Drive (approximately 5.8 acres)

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 5 lots with 1 duplex lot for a total of 6 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on these properties.*

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. *RM9 would permit a maximum of 44 units.*

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 87 units.*

SOUTHEAST NASHVILLE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.



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

Consistent with Policy?

Yes. The proposed rezoning is consistent with the T3 Suburban Neighborhood Evolving policy as it allows for additional residential density in proximity to higher density development along Nolensville Pike. Rezoning to RM15 will allow for infill development in an area with an existing developed residential, multi-family character. Conservation policy is located along the periphery of both parcels, identifying areas with steep slopes.

ANALYSIS

The properties are located on approximately 5.8 acres at the terminus of Adamwood Drive, east of Whispering Hills Drive and west of Nolensville Pike. The site is located in an existing neighborhood with an established character and street network. Whispering Hills Drive is generally the dividing line between lower density residential development (to the west) and higher density residential development (to the east). The larger parcel, zoned RM-9, is approximately 4.98 acres and contains an existing multi-family development with 67 units. The smaller 0.82-acre parcel is zoned R6 and is currently vacant. Rezoning to RM15 would allow an additional 20 residential units for a maximum of 87 units at this site. The proposed rezoning is consistent with the existing multi-family development and general character of the immediate area, and it provides a transition to the higher intensity uses along the Nolensville Pike corridor.

Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site. 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

Approve with conditions

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

Existing Units:

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)	5.8		67 U	530	37	55



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Proposed Units:

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)	5.8		87 U	651	47	66

Traffic changes between existing and proposed units:

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+20 U	121	10	11

METRO SCHOOL BOARD REPORT

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

Projected student generation existing RM9 district: 9 Elementary 6 Middle 4 High

Projected student generation proposed RM15 district: 17 Elementary 11 Middle 9 High

The proposed RM15 zoning district will generate 18 additional students beyond what would be generated under the existing R6 and RM9 zoning. Students would attend Norman Binkley Elementary School, Croft Middle School, and Overton High School. The elementary and middle schools have been identified as having additional capacity. Overton High School has been identified as being over capacity. However, additional capacity is available for high schools in adjacent school clusters. 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? This project will add units similar to the existing structures on the site, keeping consistent to the development.
2. If so, how many and what is the percentage of the entire development? There are currently no affordable or workforce housing units available and are not planned for this particular project.
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? There have been no structures demolished in the last 12 months.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T3 Neighborhood Evolving policy of the Southeast Nashville Community Plan.