

Metropolitan Planning Commission



Staff Reports

July 13, 2017



Metro Planning Commission Meeting of 07/13/2017

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



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Metro Planning Commission Meeting of 07/13/2017



2016SP-098-001

Map 082-03, Parcel(s) 085-086

05, East Nashville

05 (Scott Davis)



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

Deferrals This item was deferred at the December 8, 2016, January 23, 2017, February 23, 2017, March 23, 2017, May 25, 2017 and June 8, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the August 10, 2017, Planning Commission meeting.*

APPLICANT REQUEST
Zone change from SP to SP.

Preliminary SP

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

STAFF RECOMMENDATION

Staff recommends deferral to the August 10, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-005-001

THE LIVERY AT 5TH AND MONROE

Map 082-09, Parcel(s) 292

8, North Nashville

19 (Freddie O'Connell)



Project No. Specific Plan 2017SP-005-001
Project Name The Livery at 5th and Monroe SP
Council District 19 – O’Connell
School District 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, June 8, 2017, and June 22, 2017, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Rezone to SP to permit a mixed-use development.

Preliminary SP

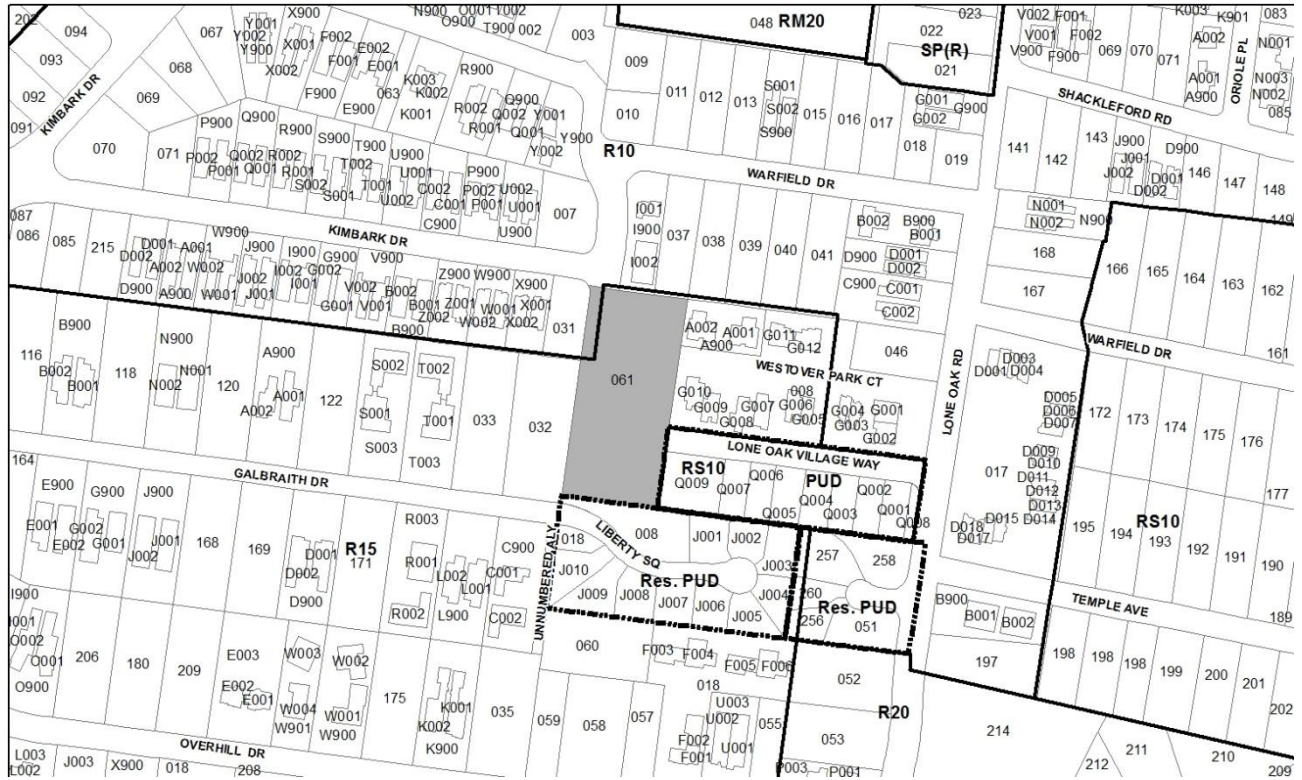
A request to rezone from Mixed Use Neighborhood (MUN) to Specific Plan–Mixed Use (SP-MU) zoning on property located at 1235 5th Avenue North, located within the Germantown Historic Preservation Overlay District and the Phillips-Jackson Street Redevelopment District, approximately 530 feet north of Madison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

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 07/13/2017



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. |
| Deferrals | This item was deferred at the June 22, 2017, Planning Commission meeting. No public hearing was held. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Defer to the August 10, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST

Zone change to permit a multi-family residential development.

Preliminary SP

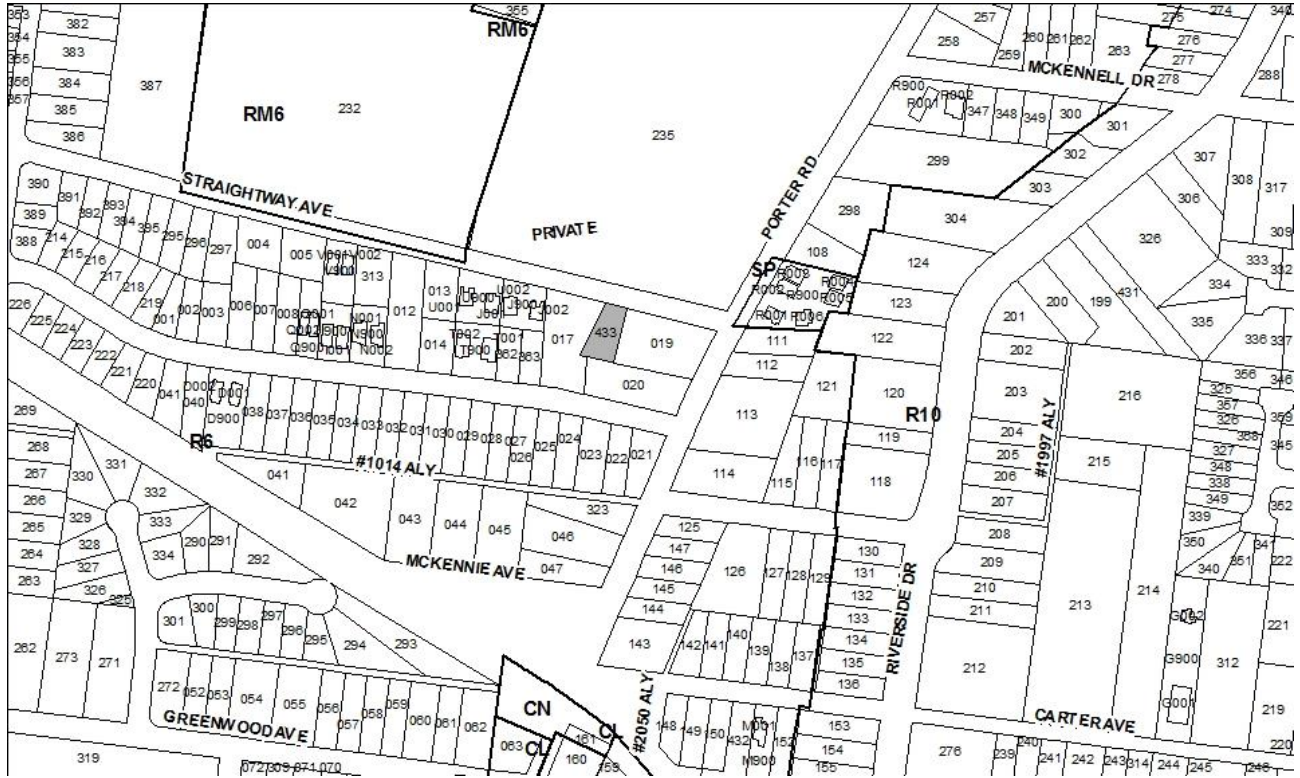
A request to rezone from One and Two-Family Residential (R10) and One and Two-Family Residential (R15) to Specific Plan-Residential (SP-R) zoning on property located at 1811 Kimbark Drive, approximately 230 feet south of Warfield Drive (1.54 acres), to permit six multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the August 10, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 07/13/2017



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



| | |
|-----------------------------|--|
| Project No. | Final Plat 2015S-165-001 |
| Project Name | 2044 Straightway |
| Council District | 06 - Withers |
| School District | 5 - Buggs |
| Requested by | Dale and Associates, Inc., applicant; D222, LLC, owner. |
| Deferrals | This item was deferred at the May 25, 2017, Planning Commission meeting. No public hearing was held. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Defer indefinitely.</i> |

APPLICANT REQUEST

Create one lot.

Final Plat

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

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



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2017S-012-001

BINKLEY PROPERTY SUBDIVISION REPLAT OF LOT 1

Map 041-08, Parcel(s) 068

02, Parkwood-Union Hill

03, (Brenda Haywood)



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

Deferrals This item was deferred at the January 26, 2017, February 9, 2017, February 23, 2017 and March 23, 2017 Planning Commission meeting. This item was deferred indefinitely at the May 12, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Approve with conditions including a variance to the side lot line requirement.*

APPLICANT REQUEST

Create three lots.

Final Plat

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

Existing Zoning

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

CRITICAL PLANNING GOALS

N/A

PARKWOOD-UNION HILL COMMUNITY PLAN

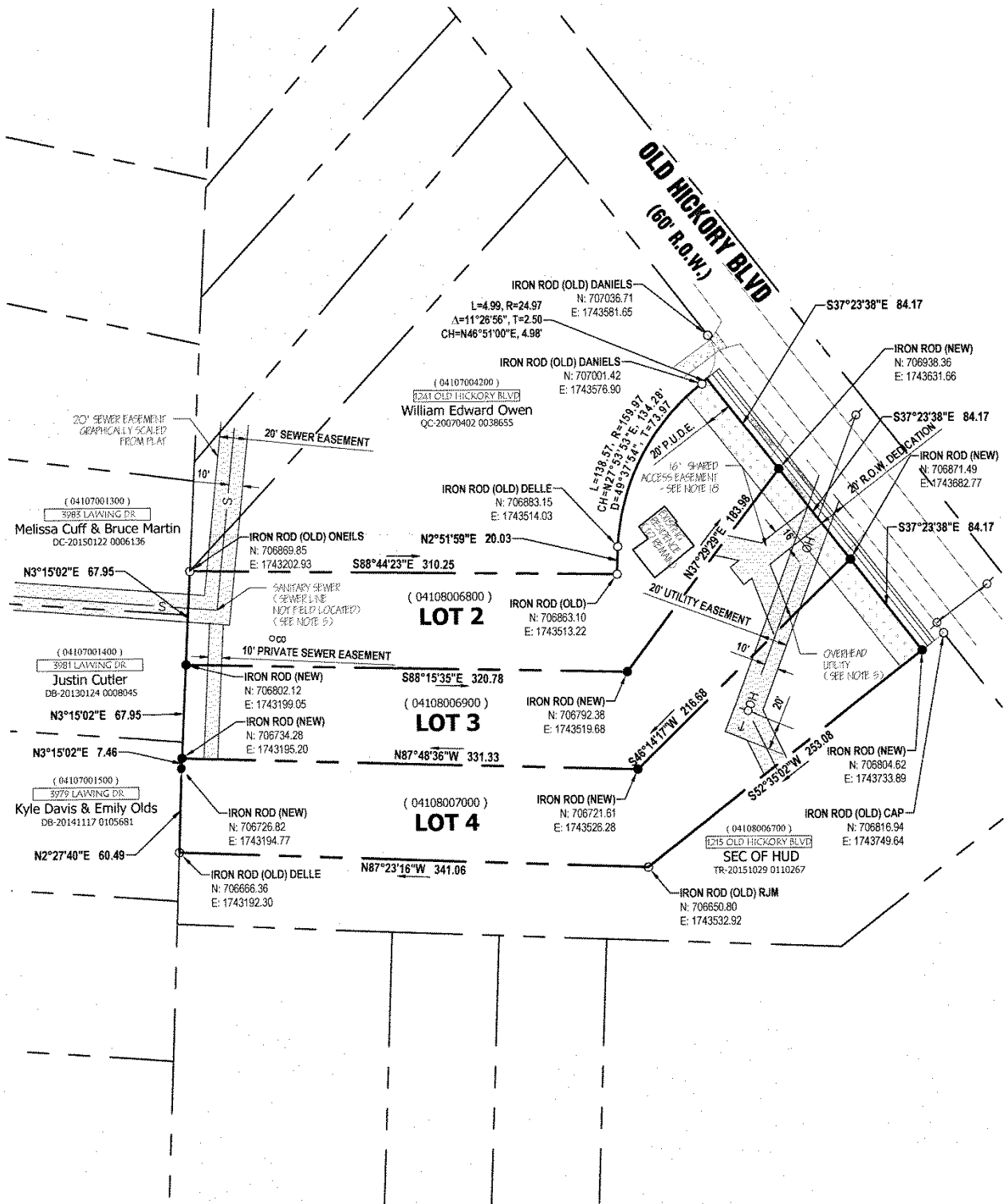
T3 Suburban Neighborhood Maintenance (T3 NM) policy is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the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

PLAN DETAILS

This request is for final plat approval to create three lots on property located at 1227 Old Hickory Boulevard, where one lot currently exists. Vehicular access would be limited to a shared access easement on Lot 3. There are no sidewalks present along Old Hickory Boulevard.



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Proposed Subdivision



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

- Lot 2: 34,225 SF (0.766 acres)
- Lot 3: 36,074 SF (0.835 acres)
- Lot 4: 39,947 SF (0.930 acres)

ANALYSIS

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

Zoning Code

The proposed lots meet the minimum standards of the RS20 zoning district.

Street Frontage

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

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. Calculations for the lot frontage analysis were performed on Old Hickory Boulevard. In this instance, the lots created must be equal to or greater than 80.5 feet. The proposed lots meet lot frontage requirements.

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

Lot size analysis; the proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. In this instance, the proposed lots must equal to or greater than 33,025 SF. The proposed lots meet lot size requirement.

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

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

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

Street setbacks. Future structures must comply with appropriate street setbacks per the Metro Zoning Code.



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Lot orientation. The proposed lots would orient to Old Hickory Boulevard.

Agency Review

All agencies have recommended approval.

Harmony of Development

Staff finds that this proposal would provide for harmonious development along Old Hickory Boulevard. The height of future development is limited to two stories in 35 feet, which is consistent with the adjacent properties. The proposal includes a 16-foot shared access drive of all three lots, which eliminates parking pads in the street setbacks and enhances the public realm.

VARIANCE REQUEST

The applicant has applied for a variance from Section 3-4.2.a. of the Subdivision Regulations to not be required to have side lot lines be at right angles to street lines, unless a variation of this rule will give a better street or lot plat.

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

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

The proposed side lot lines for Lots 2-4 are consistent with the angle of the existing lot. Proposing similar lot lines for the newly created lots is in keeping with the existing lot lines and existing character of the surrounding lots. The proposed plat provides lot lines that are similar to the context of the area. This plat provides a better lot formation than strictly applying the right angle rule to new side lot lines.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve



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TRAFFIC & PARKING RECOMMENDATION

Approve

MADISON SUBURBAN UTILITY DISTRICT

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approval is contingent on construction and completion of Metro Project # 17-SL-71. Should the applicant choose to record the plat before completion of these projects, than bonds must be posted with Metro Planning before the plat is recorded.
- This approval applies to public sewer issues only. Madison Suburban Utility District supplies this site with water.

STAFF RECOMMENDATION

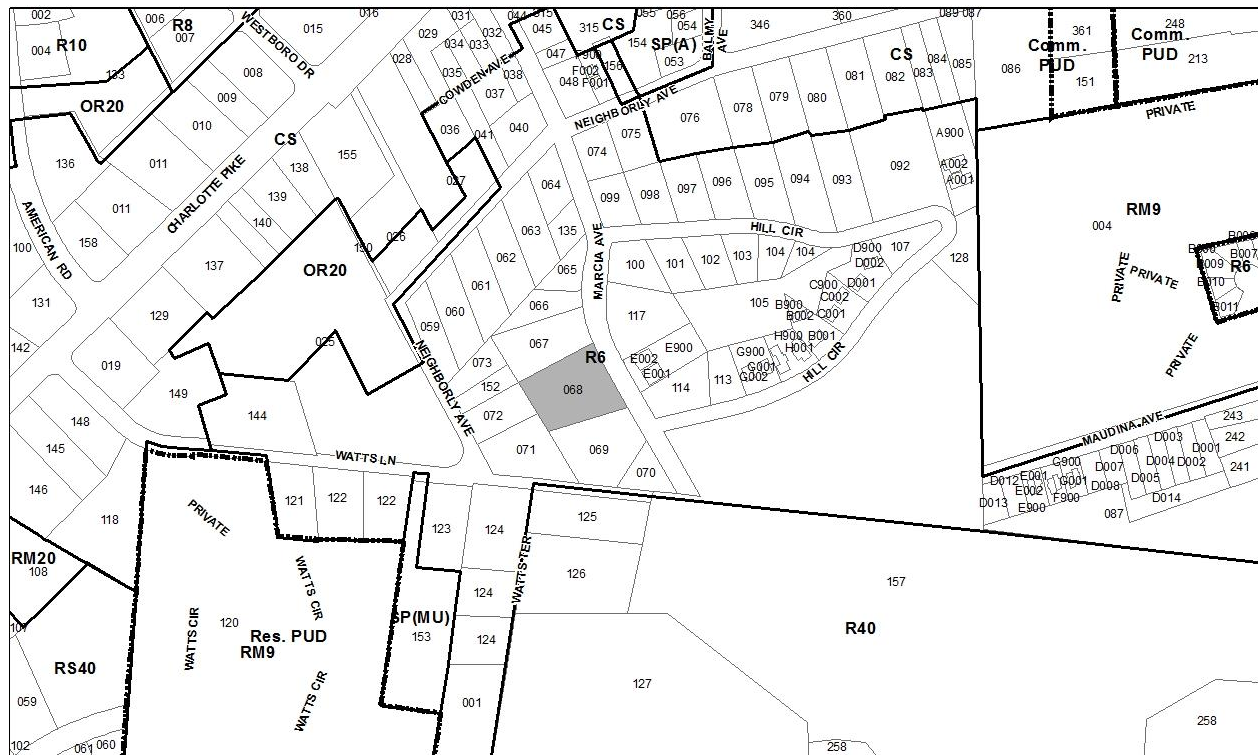
Staff recommends approval of the proposed plat including a variance to the side lot line requirement as the plat meets all other requirements of the Subdivision Regulations.

CONDITIONS

1. Add "See Notes 13-18" on Lots 2-4.



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2017S-082-001
RESUBDIVISION OF LOTS 3 & 4 ON THE PLAT SHOWING THE DIVISION
OF THE JOHN B COWDEN AVENUE PROPERTY
Map 103-01, Parcel(s) 160-162
07, West Nashville
20 (Mary Carolyn Roberts)



Project No. **Final Plat 2017S-082-001**
Project Name **Resubdivision of Lots 3 & 4 on the Plat Showing the Division of the John B Cowden Property**
Council District 05- Roberts
School District 9 – Frogge
Requested by Clint T. Elliott Surveying, applicant; James and Jessica McCoy, owners.

Deferrals This item was deferred at the May 25, 2017, June 8, 2017, and June 22, 2017, Planning Commission meetings. No public hearing was held.

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

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).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 3 lots with 3 duplex lots for a total of 6 units.*

WEST NASHVILLE COMMUNITY PLAN

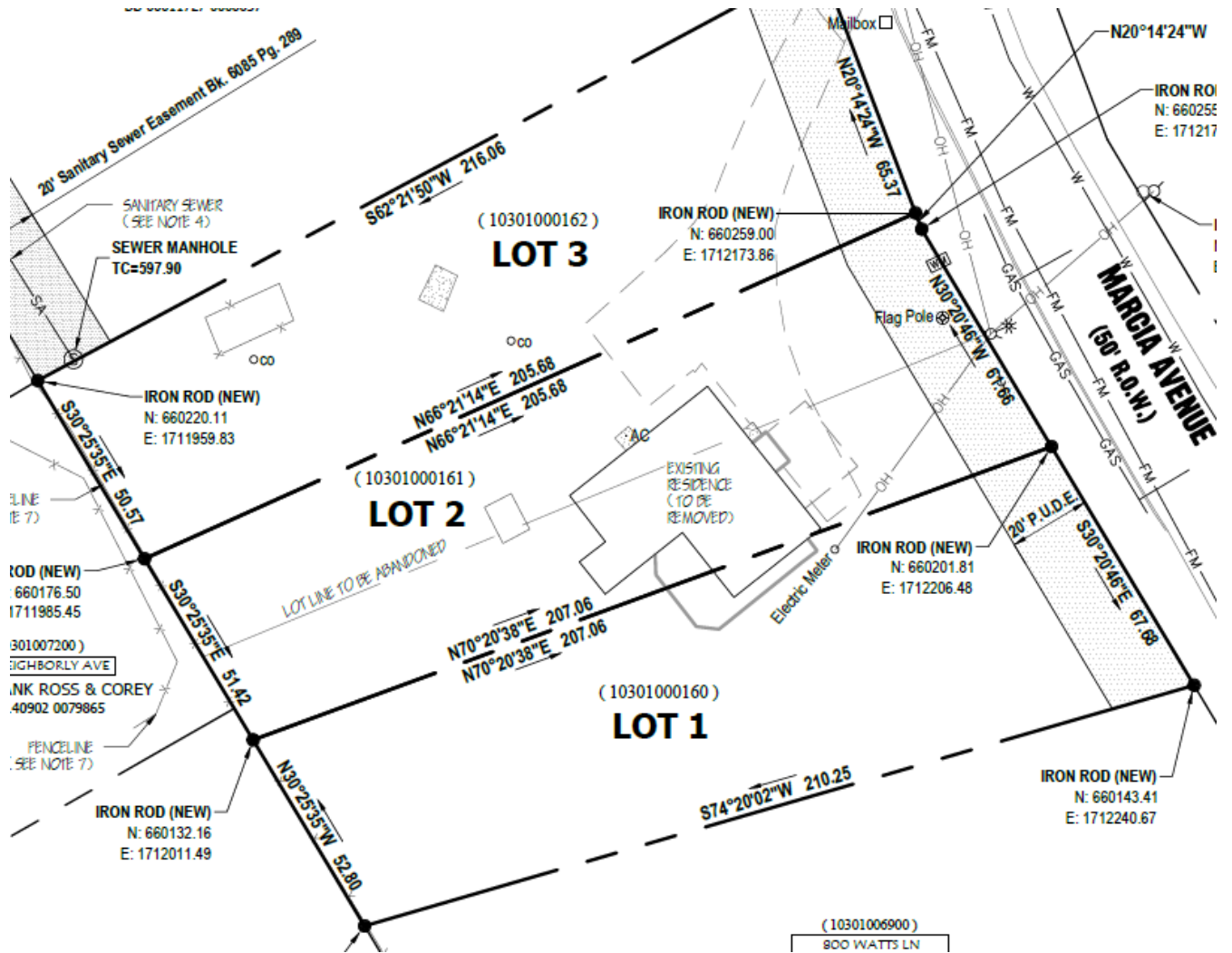
T3 Suburban Neighborhood Evolving (T4 NE) is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, 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.

PLAN DETAILS

This site is located at 227 Marcia Avenue and consists of one lot. The proposal is to create three lots. Each lot will have more than 60 feet of frontage on Marcia Avenue and will be approximately 200 feet deep. Each lot may be eligible for a two-family residential unit.



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Proposed Subdivision



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This proposed subdivision will allow for future infill development that will not be an added burden on Metro's ability to provide adequate services to the site. Infill development is desirable since it will utilize existing infrastructure and not be an added cost to Metro.

Proposed Lots:

- Lot 1: 12,252 square feet, (0.281 Acres), and 67.68 feet of frontage;
- Lot 2: 11,939 square feet, (0.274 Acres), and 61.66 feet of frontage;
- Lot 3: 12,168 square feet, (0.279 Acres), and 65.37 feet of frontage.

ANALYSIS

Lot Compatibility

Section 3-5.3 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Suburban Neighborhood Evolving policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

Zoning Code

These lots meet the minimum standards of the One and Two-Family (R6) zoning district.

Street Frontage

These lots have frontage on a public street.

Special Policies

There are no special policies in the area.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Returned for corrections

- Awaiting approval of public sewer construction plans. Once these plans have been approved, the plat can be accurately reviewed. The required capacity fees must also be paid prior to plat approval.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

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



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CONDITIONS (if approved)

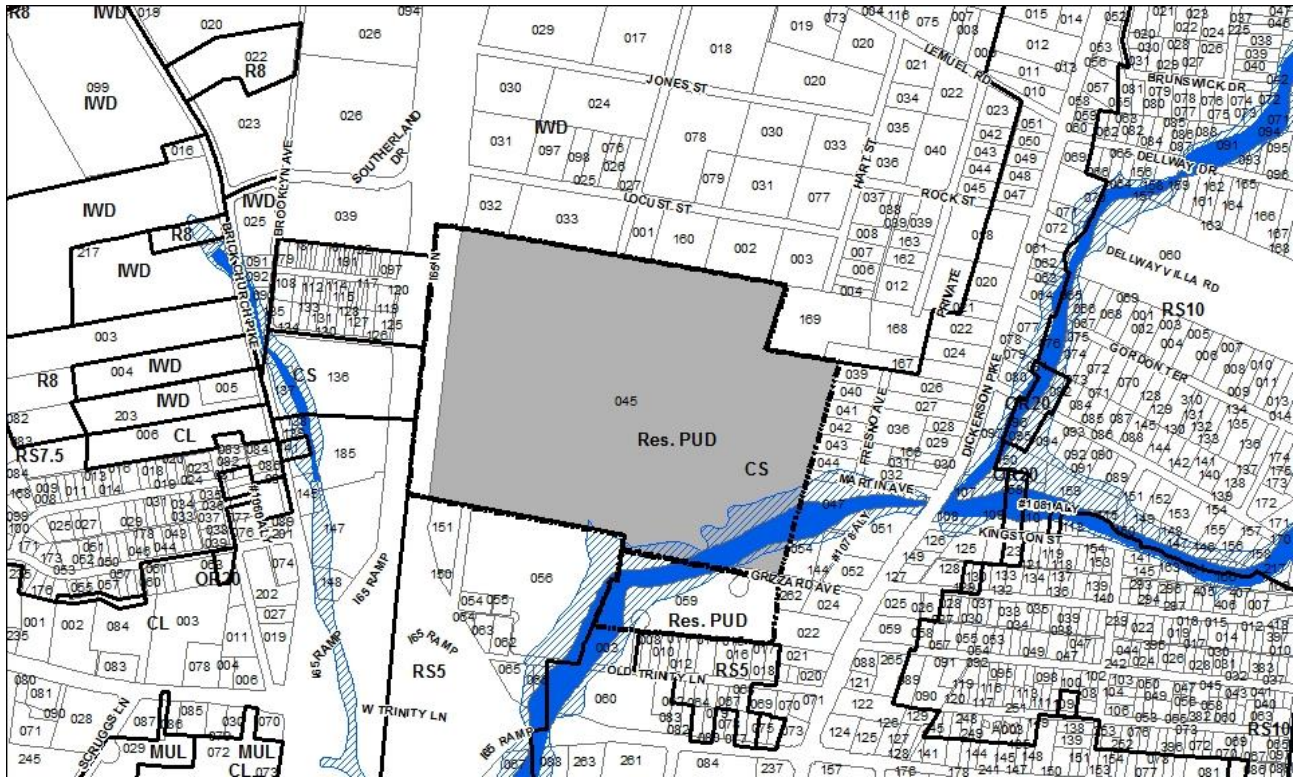
1. A raised foundation of 18"- 36" is required for all residential structures.
2. No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be limited to a driveway a maximum of 16 feet wide between the primary structure and the street.
3. Add the following note to the plan/plat: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



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Metro Planning Commission Meeting of 07/13/2017



148-81P-001
HOLIDAY VILLAGE
Map 071-03, Parcel 045
6, East Nashville
02 (DeCosta Hastings)
05 (Scott Davis)



Project No. 148-81P-001
Project Name Holiday Village
Council District 02 - Hastings, 05 – S. Davis
School District 1 – Gentry
Requested by Perry Engineering, LLC, applicant; UMH TN Holiday Village MHP, LLC, owner.

Deferrals This item was indefinitely deferred at the January 12, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the July 27, 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 preliminary plan for Holiday Village

Revise Preliminary PUD

A request to revise the preliminary plan for a Planned Unit Development Overlay District located at 201 Grizzard Avenue, approximately 685 feet northwest of Dickerson Pike, zoned Commercial Service (CS) (68.15 acres), to revise the layout and reduce the number of mobile home units from 207 units to 155 units.

Existing Zoning

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

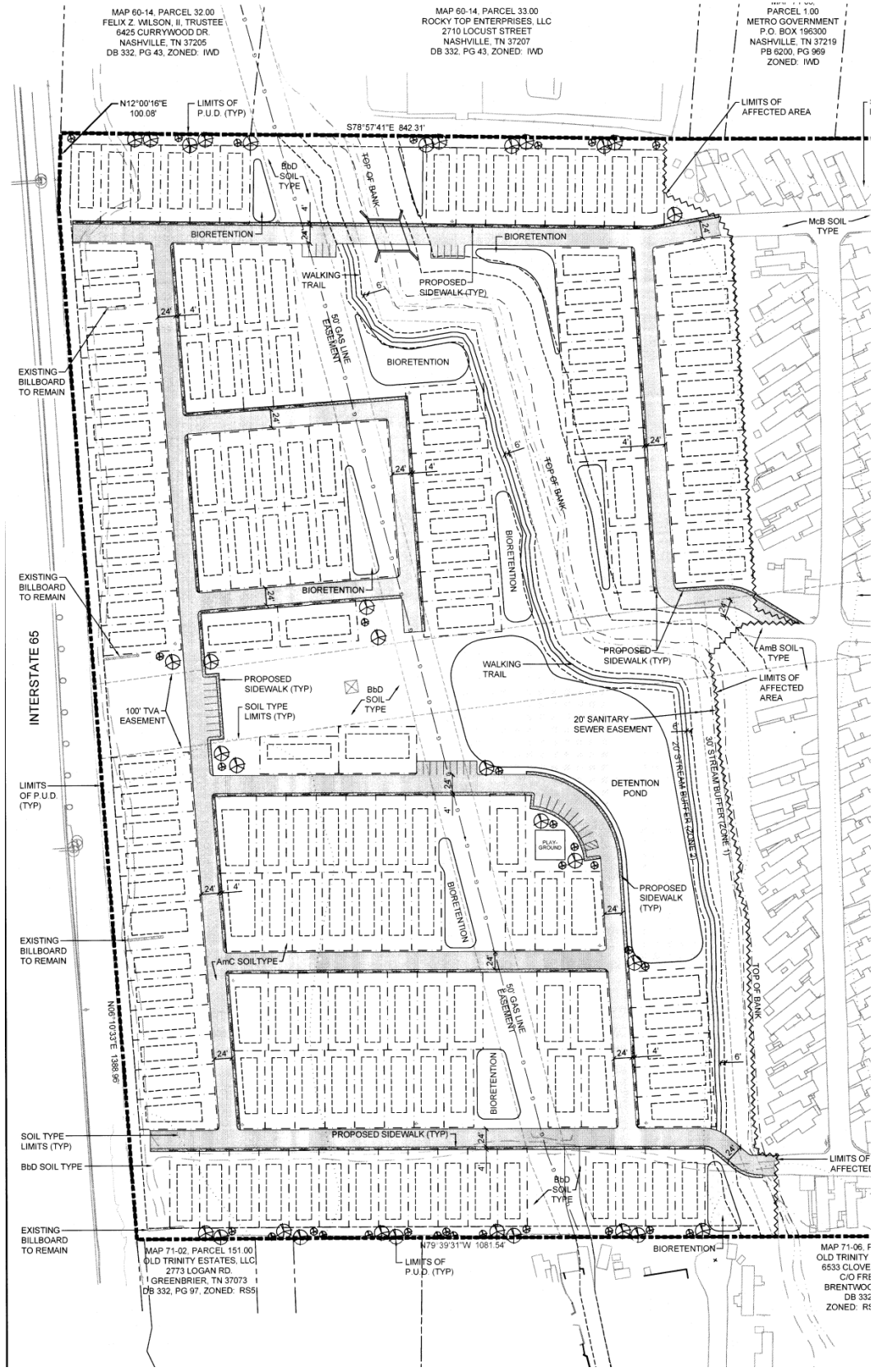
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

HISTORY

The Holiday Village PUD consists of approximately 68 acres on Grizzard Avenue west of Dickerson Pike. Council approved the original PUD plan in 1981, which included 476 mobile home lots. A portion of the PUD has been built and consists of 269 mobile home lots.



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Proposed Plan



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The current request is to revise the PUD layout and to reduce the number of mobile home units within this phase. The PUD was originally approved for 476 multi-family units, and 269 have been built. The current proposal reduces the remaining amount of approved mobile home units from 207 mobile home units to 155 mobile home units.

The revision to the PUD meets parking requirements of the Metro Zoning Code. The proposal includes sidewalks throughout the site and a walking trail from the southern portion of the site at Grizzard Avenue to the northern portion of the site.

The existing approved PUD includes one access point along Grizzard Avenue. The proposed revision includes an access easement along the southern property line, as required by the Fire Marshall. The revised site layout is consistent with the approved PUD and no changes are proposed that conflict with the Council approved plan. Consequently, staff finds that the proposed revision is a minor modification.

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

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

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



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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 proposal is for a revision to the preliminary plan to revise the layout and to reduce the amount of mobile home units. As the proposed revision keeps with the overall intent of the PUD, planning staff recommends approval of the request.

FIRE DEPARTMENT RECOMMENDATION

Returned for corrections

- After further review, we are going to require a 2nd means of ingress/egress for this development due to the fact that it was approved over 30 years and the number of units far exceed the requirement.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved with conditions

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



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PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

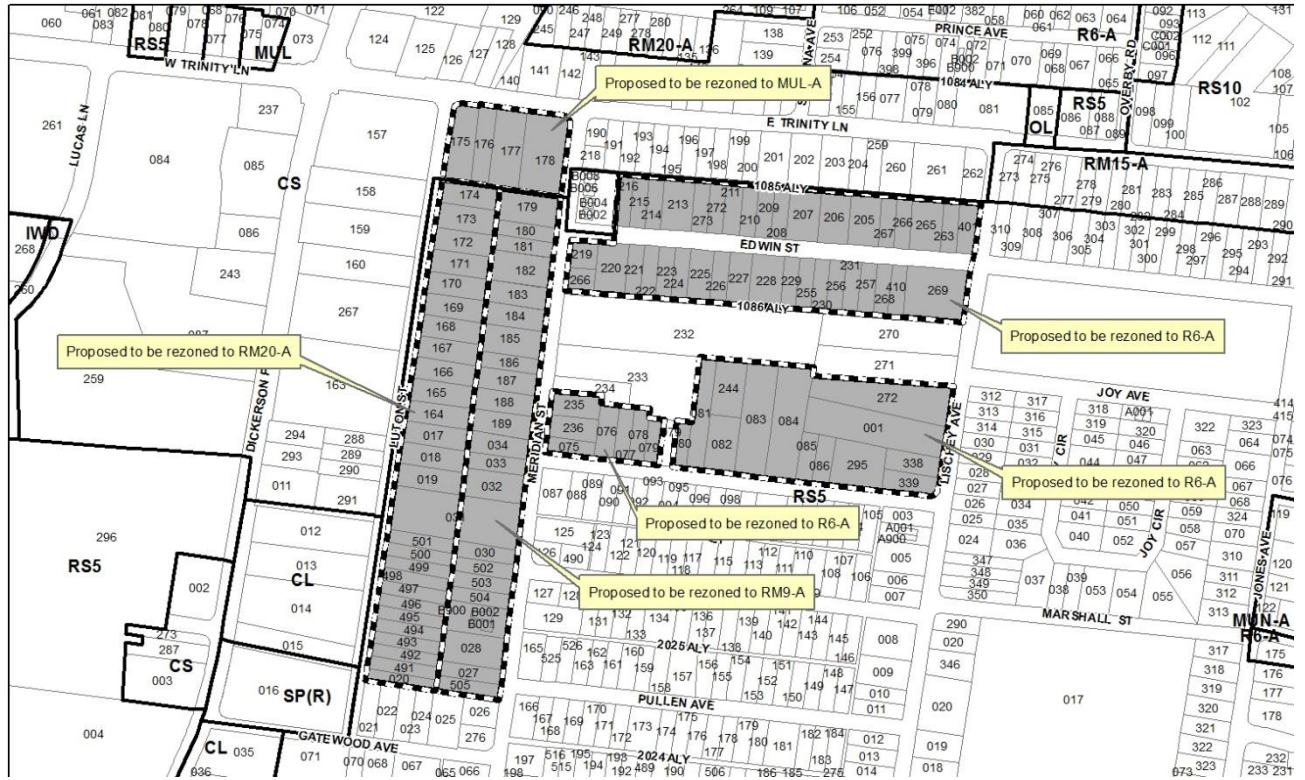
Staff recommends deferral to the July 27, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all reviewing agencies, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Recordation of the off-site access easement shall be required prior to building permit approval.
2. Secondary access drive shall be built from the southern property line to the Grizzard Road extension prior to Use and Occupancy approval.
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 a minimum 5-foot clear path of travel for pedestrian ways, including public sidewalks, and the location of any existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions with the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



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2017Z-037PR-001
Various Maps, Various Parcels
05, East Nashville
05 (Scott Davis)



Project No. Zone Change 2017Z-037PR-001
Council District 05 – Davis
School District 5 – Buggs
Requested by Councilmember Scott Davis, applicant; various property owners.

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

Staff Reviewer Birkeland
Staff Recommendation Approve.

APPLICANT REQUEST

Zone change from CS and RS5 to RM20-A, MUL-A, R6-A, and RM9-A.

Zone Change

A request to rezone from Commercial Service (CS) and Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM20-A), Mixed Use Limited-Alternative (MUL-A), One and Two-Family Residential-Alternative (R6-A), and Multi-Family Residential-Alternative (RM9-A) zoning for various properties south of E Trinity Lane, (36.24 acres).

Existing Zoning

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses, (2.49 acres).

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, (33.98 acres).

Proposed Zoning

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 162 units, based on 8.12 acres.*

Mixed Use Limited-Alternative (MUL-A) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards, (2.49 acres).

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6-A would permit a maximum of 133 lots with 33 duplex lots for a total of 166 units, based on 18.41 acres. This calculation is based on acreage only.*

Multi-Family Residential-Alternative (RM9-A) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM9-A would permit a maximum of 69 units, based on 7.73 acres.*



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EAST NASHVILLE COMMUNITY PLAN

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

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

Consistent with Policy?

Yes. The proposed zone change is consistent within each policy. The proposed MUL-A zoning district is consistent with the T4 CM policy area along East Trinity Lane. The RM20-A and RM9-A policies are consistent with the T4 NE policy as it transitions from Dickerson Pike, within the Urban Mixed Use Corridor policy, to the interior neighborhood. This area is served by an existing transit route along Meridian Street, Edwin Street and Lischey Avenue; which would support the zone change proposal. The proposed R6-A zoning is consistent with the T4 NE policy in the interior of the neighborhood along Lischey Avenue, which is a collector street. The proposed zoning districts transition from the corridors into the neighborhood, by providing opportunity for change that is respectful of each location.

ANALYSIS

The zone change request includes many parcels located south of East Trinity Lane and east of Luton Street. The majority of the parcels include single-family residential uses with a few two-family residential uses. This area includes two unbuilt alleys. The proposed zone change requests are appropriate for the T4 Urban Neighborhood Evolving and T4 Mixed Use Corridor policies, in these locations. The proposed zoning districts provide a transition of intensity from the corridors into the neighborhood. As this area continues to evolve and redevelop, the proposed Alternative zoning proposed will foster a more pedestrian friendly environment by limiting new driveways to a maximum width of 12 feet and providing for alley access where an alley exists.

FIRE MARSHAL’S OFFICE RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: CS

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (820) | 2.49 | 0.6 | 65,078 SF | 5137 | 120 | 478 |

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) | 41.17 | 8.71 D | 336 U | 3171 | 245 | 320 |

Maximum Uses in Proposed Zoning District: RM20-A

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 8.12 | - | 162 U | 1106 | 84 | 107 |

Maximum Uses in Proposed Zoning District: RM9-A

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 7.73 | - | 69 U | 542 | 38 | 56 |

Maximum Uses in Proposed Zoning District: R6-A

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential* (210) | 25.23 | 7.26 D | 228 U | 2220 | 170 | 226 |

*Based on two-family lots

Maximum Uses in Proposed Zoning District: MUL-A

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (820) | 2.49 | 1.0 | 108,464 SF | 7160 | 162 | 672 |

Traffic changes between maximum: CS, RS5, RM20-A, RM9-A, MUL-A and R6-A

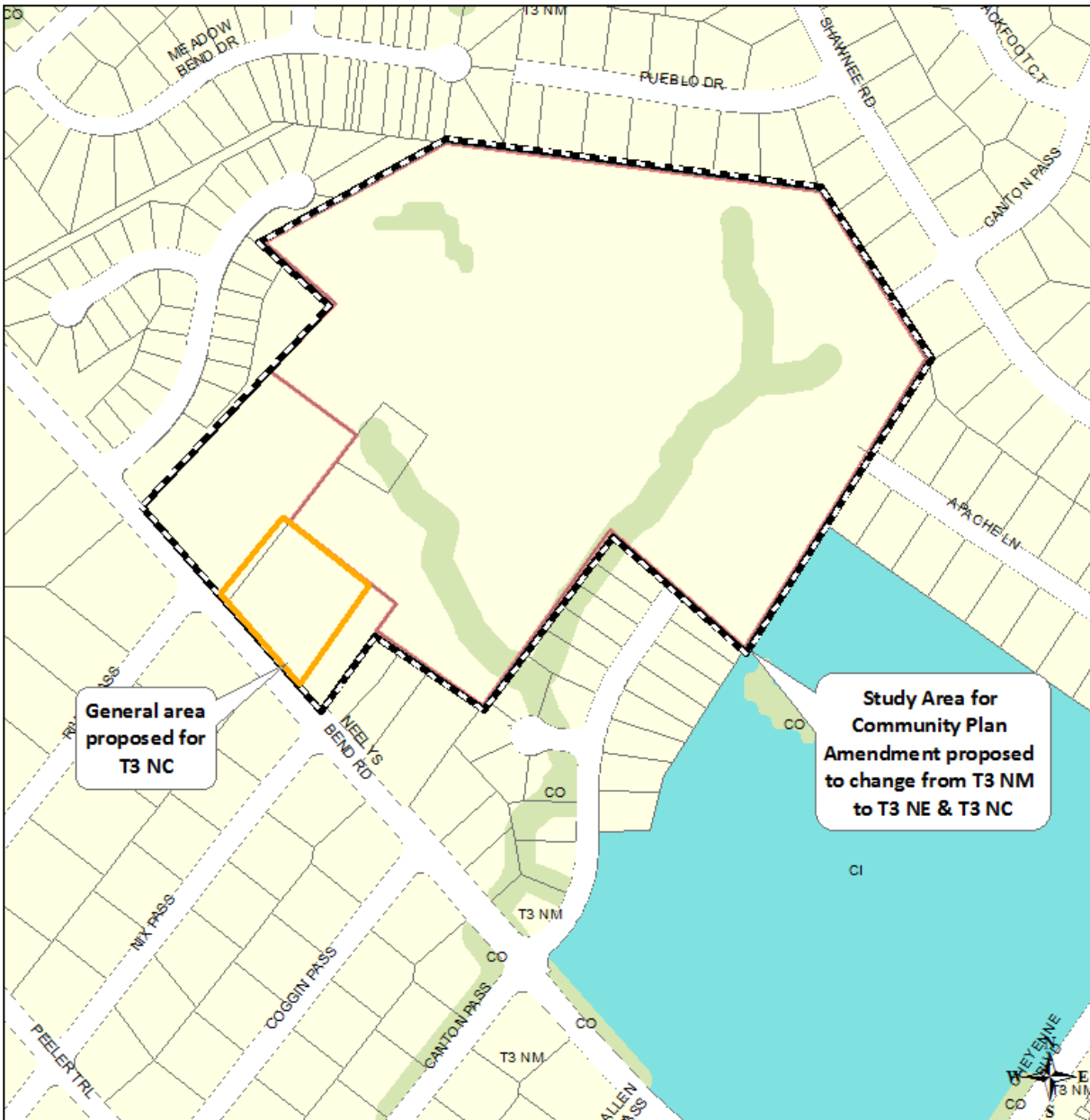
| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +2,720 | +89 | +263 |

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 07/13/2017



2017CP-004-001

MADISON COMMUNITY PLAN AMENDMENT

Map 052, Parcel(s) 020, 024-026, 042

04, Madison

09 (Bill Pridemore)



| | |
|-----------------------------|--|
| Project No. | Major Plan Amendment 2017CP-004-001 |
| Project Name | Madison Community Plan Amendment |
| Associated Cases | 2017SP-049-001 and 176-75P-001 |
| Council District | 09 – Pridemore |
| School District | 3 – Speering |
| Requested by | Ragan-Smith and Associates, applicant; 1201 Neely’s Bend Road, LLC, owner. |
| Staff Reviewer | Sanders |
| Staff Recommendation | <i>Defer to the August 10, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST

Amend Madison Community Plan to change the policy.

Major Plan Amendment

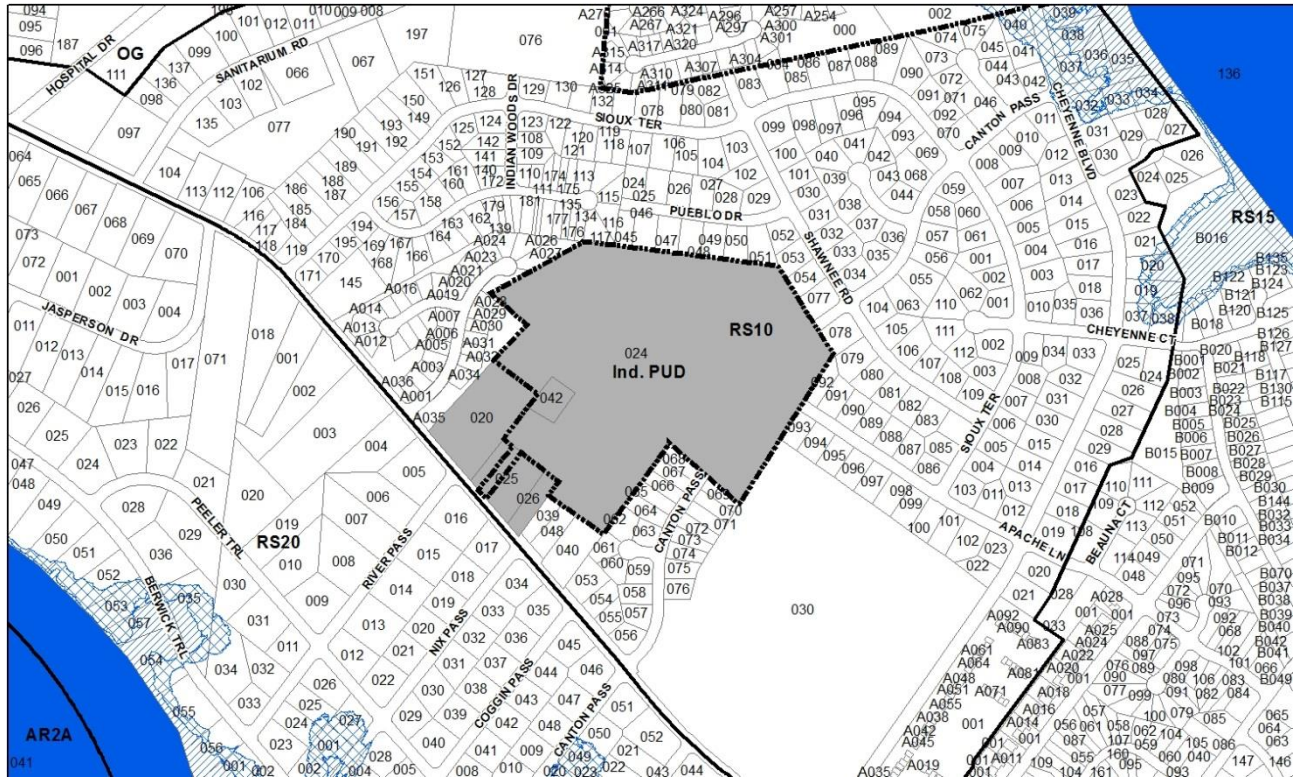
A request to amend the Madison Community Plan by deleting Special Policy 04-T3-NM-05-IA01 and changing from T3 Neighborhood Maintenance to T3 Neighborhood Evolving and T3 Neighborhood Center on properties located at 1133, 1145, and 1201 Neely’s Bend Road and Neely’s Ben Road (unnumbered), northwest of the terminus of Apache Lane, zoned RS10 (33.31 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 10, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 07/13/2017



2017SP-049-001

1201 NEELY'S BEND SP

Map 052, Parcel(s) 020, 024-026, 042

04, Madison

09 (Bill Pridemore)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2017SP-049-001 |
| Project Name | 1201 Neely's Bend SP |
| Associated Case | 176-75P-001 and 2017CP-004-001 |
| Council District | 09 – Pridemore |
| School District | 4 – Speering |
| Requested by | Ragan-Smith and Associates, applicant; 1201 Neely's Bend Road, LLC, owner. |
| | |
| Staff Reviewer | Shepard |
| Staff Recommendation | <i>Defer to the August 10, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST

Permit 215 multi-family units and retail space.

Preliminary SP

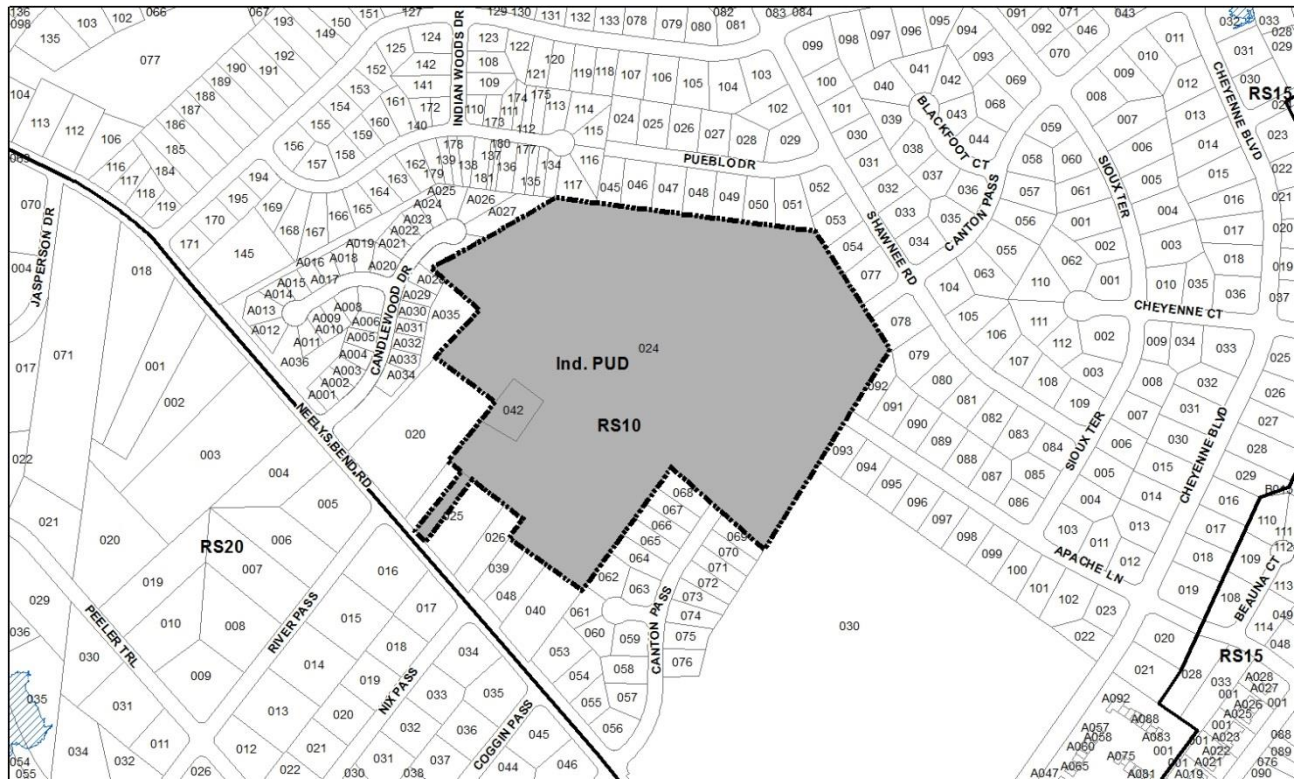
A request to rezone from Single-Family Residential (RS10) to Specific Plan – Mixed Use (SP-MU) zoning on properties located at 1133, 1145 and 1201 Neely's Bend Road and Neely's Bend Road (unnumbered), northwest of the terminus of Apache Lane, and partially within a Planned Unit Development Overlay District (33.31 acres), to permit up to 215 multi-family residential units and retail.

STAFF RECOMMENDATION

Staff recommends deferral to the August 10, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 07/13/2017



176-75P-001
COMMERCIAL PUD (CANCELLATION)
Map 052, Parcel(s) 024, 042
Map 052, Part of Parcel 025
04, Madison
09 (Bill Pridemore)



| | |
|-----------------------------|--|
| Project No. | Planned Unit Development 176-75P-001 |
| Project Name | Commercial PUD (Cancellation) |
| Associated Case | 2017SP-049-001 and 2017CP-004-001 |
| Council District | 09 – Pridemore |
| School District | 4 – Speering |
| Requested by | Ragan-Smith and Associates, applicant; 1201 Neely's Bend Road, LLC, owner. |
| | |
| Staff Reviewer | Shepard |
| Staff Recommendation | <i>Defer to the August 10, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST
Cancel a Planned Unit Development.

Cancel PUD

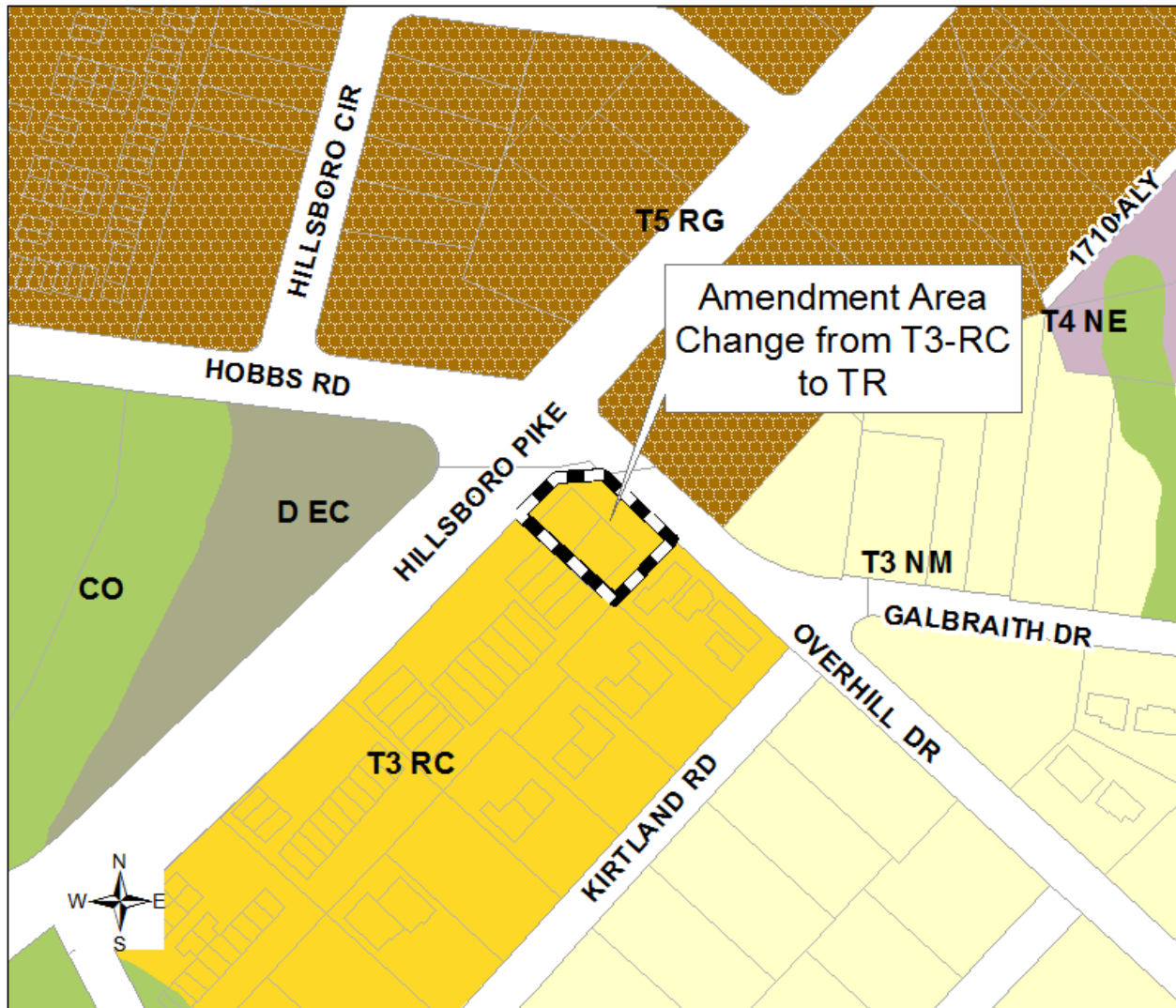
A request to cancel a Planned Unit Development Overlay District on properties located at 1201 Neely's Bend Road, Neely's Bend Road (unnumbered) and a portion of 1145 Neely's Bend Road, northwest of the terminus of Apache Lane, zoned Single-Family Residential (RS10) (29.7 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 10, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 07/13/2017



2017CP-010-002

GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT

Map 131-02-0-V, Parcel(s) 101-102, 201, 202, 301, 302, 401, 900

10, Green Hills-Midtown

25 (Russ Pulley)



| | |
|-----------------------------|---|
| Project No. | Minor Plan Amendment 2017CP-010-002 |
| Project Name | Green Hills-Midtown Community Plan Amendment |
| Associated Case | 2017SP-045-001 |
| Council District | 25 – Pulley |
| School District | 8 – Pierce |
| Requested by | Baker Donelson, applicant; Dube & Whitefield Properties, owner. |
| Staff Reviewer | Grider |
| Staff Recommendation | <i>Defer to the July 27, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST

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

Minor Plan Amendment

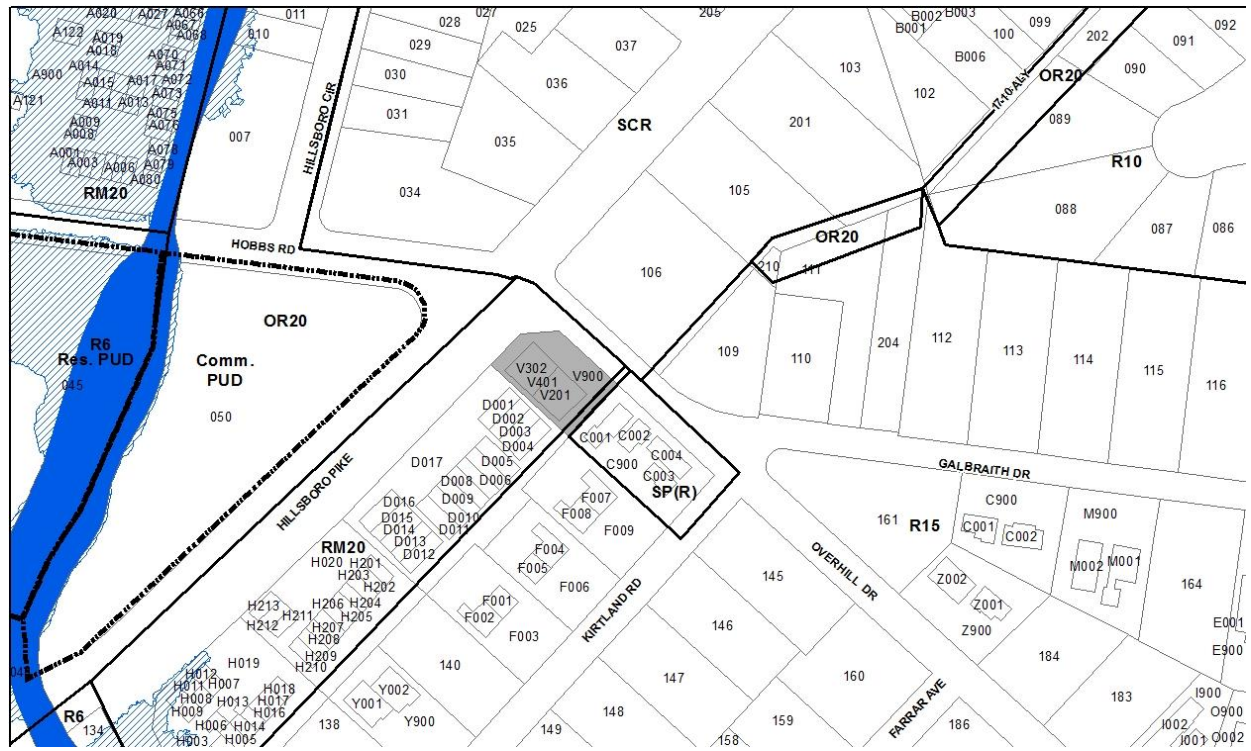
A request to amend the Green Hills-Midtown Community Plan by amending the Community Character Policy to change from T3 Suburban Residential Corridor (T3-RC) Policy to Transition (TR) Policy on property located at 2041 Overhill Drive, at the southeast corner of Overhill Drive and Hillsboro Pike, zoned Multi-Family Residential (RM20) (approximately 0.43 acres).

STAFF RECOMMENDATION

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



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2017SP-045-001

ALEXANDER SP

Map 131-02-0-v, Parcel(s) 101-102, 201, 202, 301, 302, 401, 900

10, Green Hills-Midtown

25 (Russ Pulley)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2017SP-045-001 |
| Project Name | Alexander SP |
| Associated Case | 2017CP-010-002 |
| Council District | 25- Pulley |
| School District | 8 – Pierce |
| Requested by | Baker Donelson, applicant; Dube & Whitefield Properties, LLC, owner. |
| Staff Reviewer | Burse |
| Staff Recommendation | <i>Defer to the July 27, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST

Zone change to permit a physical therapy office.

Preliminary SP

A request to rezone from Multi-Family Residential (RM20) to Specific Plan (SP) zoning on property located at 2041 Overhill Drive, at the southeast corner of Hillsboro Pike and Overhill Drive (0.43 acres), to permit a physical therapy office.

STAFF RECOMMENDATION

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



NO SKETCH



| | |
|-----------------------------|---------------------------------------|
| Project No. | Text Amendment 2017Z-018TX-001 |
| Project Name | Downtown Code Amendment |
| Council Bill No. | BL2017-827 |
| Council District | 19 – O’Connell |
| School District | 5, 1 – Buggs, Gentry |
| Requested by | Metro Planning Department |
| | |
| Staff Reviewer | Collins |
| Staff Recommendation | <i>Approve.</i> |

TEXT AMENDMENT

A request to amend Chapter 17.37 of the Zoning Code, the Nashville Downtown Code, to update and clarify standards pertaining to subdistrict boundaries and their applicability.

Existing Zoning

Downtown Code (DTC) is intended for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown. The DTC district seeks the efficient use of land capitalizing on a high level of services, reduced automobile dependence with enhanced usage of mass transit, and the creation of a vibrant and safe pedestrian streetscape.

DOWNTOWN COMMUNITY PLAN

The Downtown Community Plan policies are intended to preserve, enhance, and create diverse Downtown neighborhoods that are compatible with their surrounding context; and to maintain and enhance the core commercial, civic and entertainment center of Nashville and Middle Tennessee. Appropriate development encompasses a diverse mix of high-intensity residential, mixed-uses, office, retail, commercial, and civic uses.

Consistent with Policy?

Yes. The proposed text amendment clarifies and updates the Downtown Code (DTC) standards and subdistricts to allow flexibility that encourages high quality, sustainable urban development in Downtown Nashville.

PURPOSE

The proposed amendment to the Introduction of Chapter 17.37, the Downtown Code, clarifies that DTC subdistrict boundaries extend to the centerline of abutting public street right-of-ways; and that property that is not contained within a subdistrict, such as rail and river corridors, shall be considered an open space subdistrict. The proposed amendment also clarifies that property that is within more than one DTC subdistrict may be eligible to use the development standards of either subdistrict, via the modification processes.

ANALYSIS

The proposed amendments clarify the boundaries of the DTC subdistricts, and how they interface with the public right-of-ways. The DTC subdistrict maps depict the existing parcels with the street network atop and separate from the subdistrict parcels. The amendment clarifies that the subdistrict boundaries continue to the centerline of abutting public street right-of-ways, to ensure that in cases of future street abandonments the resulting parcels fall into the intended subdistricts. Additionally rail and river corridors are not depicted in the DTC as being within any subdistrict. The amendment



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clarifies that those areas are considered to be within an open space subdistrict, with the intended future use of those corridors to be open space, such as greenways and parks.

Within the DTC there are instances of property that is within more than one subdistrict, and lot consolidation applications are increasing. Given this split-zoned condition, the proposed amendment updates and clarifies the DTC in order to alleviate potential conflict of standards where more than one subdistrict applies to a given property. The proposed amendment would allow such property to apply for a minor modification to use the standards of either subdistrict. If the Executive Director of the Planning Department finds that additional consideration is warranted, then the modification request may be submitted to the applicable Design Review Committee as a major modification.

STAFF RECOMMENDATION

Staff recommends approval.

ORDINANCE NO. BL2017-827

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, to update and clarify the DTC subdistricts within Chapter 17.37, Downtown Code, all of which is described herein (Proposal No. 2017Z-018TX-001).

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the Downtown Code (DTC) on February 2, 2010; and

WHEREAS, The Metropolitan Government recognizes the importance of updating, clarifying, and refining the Downtown Code (DTC) standards and subdistricts to encourage high quality, sustainable urban development; and

WHEREAS, The refinement of the DTC will continue to ensure a quality urban experience for the citizens, businesses, and visitors of Metropolitan Nashville and Davidson County.

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

Section 1. That Chapter 17.37 of the Metropolitan Code is hereby amended by inserting the following two bullet points on page 13 of the DTC after the first bullet point under “Regulating Plan”.

- “
 - Subdistrict boundaries extend to the centerline of all abutting public street right-of-ways. Any properties not within the subdistrict boundaries of the regulating plan including, but not limited to, rail and river corridors shall be considered an open space subdistrict.
 - Unless otherwise regulated by the DTC subdistrict standards, property that is within more than one subdistrict may apply for a minor modification to use the standards of



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either subdistrict. If the Executive Director of the Planning Department finds that additional consideration is warranted, then the modification request may be submitted to the Downtown Code/MDHA Design Review Committee as a major modification.”

And by inserting the following on page 14 of the DTC to the first bullet point under “Modifications to the Standards” after the words “percent or less –”

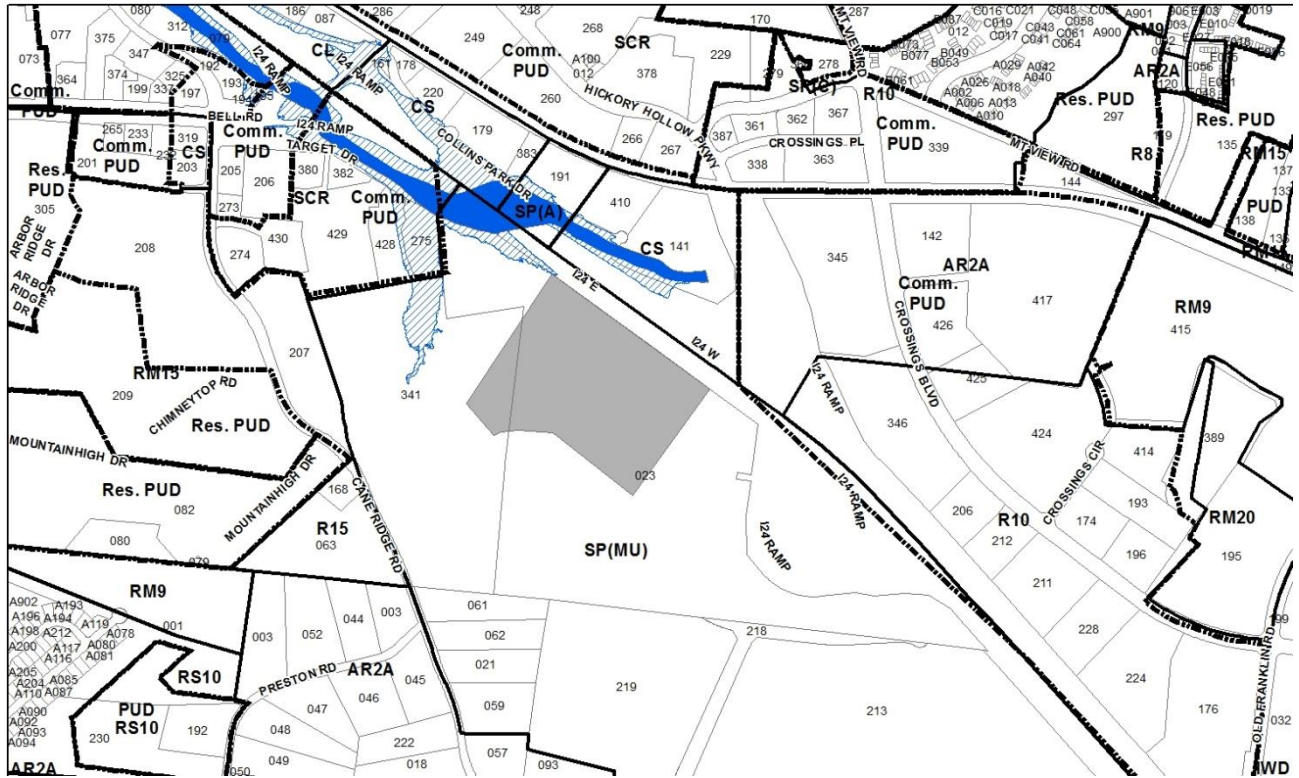
“or modifications explicitly noted herein as minor”

Section 2. Be it further enacted, that this ordinance shall take effect immediately 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: Freddie O’Connell



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2015SP-005-005

CENTURY FARMS – BEAMAN AND TURNER PROPERTIES (AMENDMENT)

Map 163, Part of Parcel(s) 341

Map 174, Part of Parcel(s) 023

12, Southeast

32 (Jacobia Dowell)



Project No. Specific Plan 2015SP-005-005
Project Name Century Farms – Beaman and Turner Properties SP (Amendment)
Council District 32 – Dowell
School District 6 – Hunter
Requested by Barge Waggoner Sumner and Cannon, Inc., applicant; Century Farms, LLC, owner.

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

APPLICANT REQUEST

Preliminary SP Amendment for signage standards.

Preliminary SP Amendment

A request to amend a Specific Plan on a portion of properties located at Cane Ridge Road (unnumbered), located between Cane Ridge Road and I-24, zoned Specific Plan-Mixed Use SP-MU (74.00 acres), to amend signage standards for the Retail subdistrict.

Existing Zoning

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

Proposed Zoning

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

SOUTHEAST NASHVILLE COMMUNITY PLAN

District Destination Retail (D DR) policy is intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D Destination Retail Districts are characterized by the presence of one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. These uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.



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Retail Subdistrict – Parcel A



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Conservation (CO) policy is intended to preserve and enhance environmentally sensitive land within all Transect Categories except T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils.

Special Policies

Retail Subdistrict: No special policies are needed. Base Destination Retail District Policy applies to this district.

Consistent with Policy?

Yes. The proposed change to the signage standards is consistent with the goals of the District Destination Retail Land use policy. The District Destination Retail policy identifies signage that is consistent with big-box retail uses when the proposal is placed in an appropriate location, such as adjacent to an interstate highway. The policy identifies Pillar signs as appropriate if the location and size of the signage are appropriate given the uses within the District.

PLAN DETAILS

The site is located at the Hickory Hollow parkway interchange of Interstate 24. The site is approximately 286 acres located west of Interstate 24, east of Cane Ridge Road and north of Old Franklin Road. The proposed amendment seeks to change the signage standards for the retail subdistrict, Parcel A only.

The proposed amendment seeks to allow a single multi-surface ground sign oriented along the interstate frontage. The sign is proposed to be 110 feet in height with a combined total area of 1,800 square feet for all panels (600 square feet per panel). The amendment also proposes signage in the form of commercial flags, with each flag containing 120 square feet of area attached to a pole with a maximum height of 40 feet. The interior way finding and parking signage standards proposed by the amendment are consistent with the signage standard of the SCR zone district which establishes the signage standards for the retail subdistrict within the Preliminary SP.

ANALYSIS

The preliminary SP plan proposed a master plan including a variety of uses and building types in five subdistricts. The subdistricts include: Residential, Retail, Neighborhood Transition, Office Concentration, and Mixed Use. Within the sub-districts various parcels are identified with specific performance criteria. The preliminary plan identifies Parcel A as the retail subdistrict which is designated as the location for largest big-box retail structures. The preliminary SP limited signage to the standards of the SCR zoning district.

The preliminary SP recommended the signage standards follow the requirements of the SCR zone district. The signage requirements of the SCR zone district would allow a maximum of three ground signs 50 feet in height. These ground signs would be limited to a maximum square footage for all signs of 576 square feet, with the maximum area for a single ground sign limited to 480 square feet. Each sign is required to be setback 100 feet from any ground sign on the same premise. In addition to the number of standard ground signs allowed, properties directly abutting a controlled access highway may install additional ground signs along the frontage of that highway at the rate of one sign per one thousand feet of highway frontage.



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Parcel A, located within the retail subdistrict, contains 2,453 feet of frontage along Interstate Highway 24, which would allow two additional signs for a total of 5 ground signs. The two additional ground signs permitted by the frontage along a controlled access highway are required to be spaced a minimum of one thousand feet apart and each may be a maximum of 480 square feet for a total of 960 square feet of additional signage.

The square footage of the commercial flags exceeds the allowable area by 112 square feet per flag, the proposed height of 40 feet is allowed within the signage standards regulated by the SCR zone district within preliminary SP.

The proposed change is consistent with the guidance for signage in the District Destination Retail policy therefore staff recommends approval with conditions.

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

Approve with conditions

- Any sign construction shall not adversely affect any public water or sewer infrastructure.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the amendment is consistent with the policy.

CONDITIONS

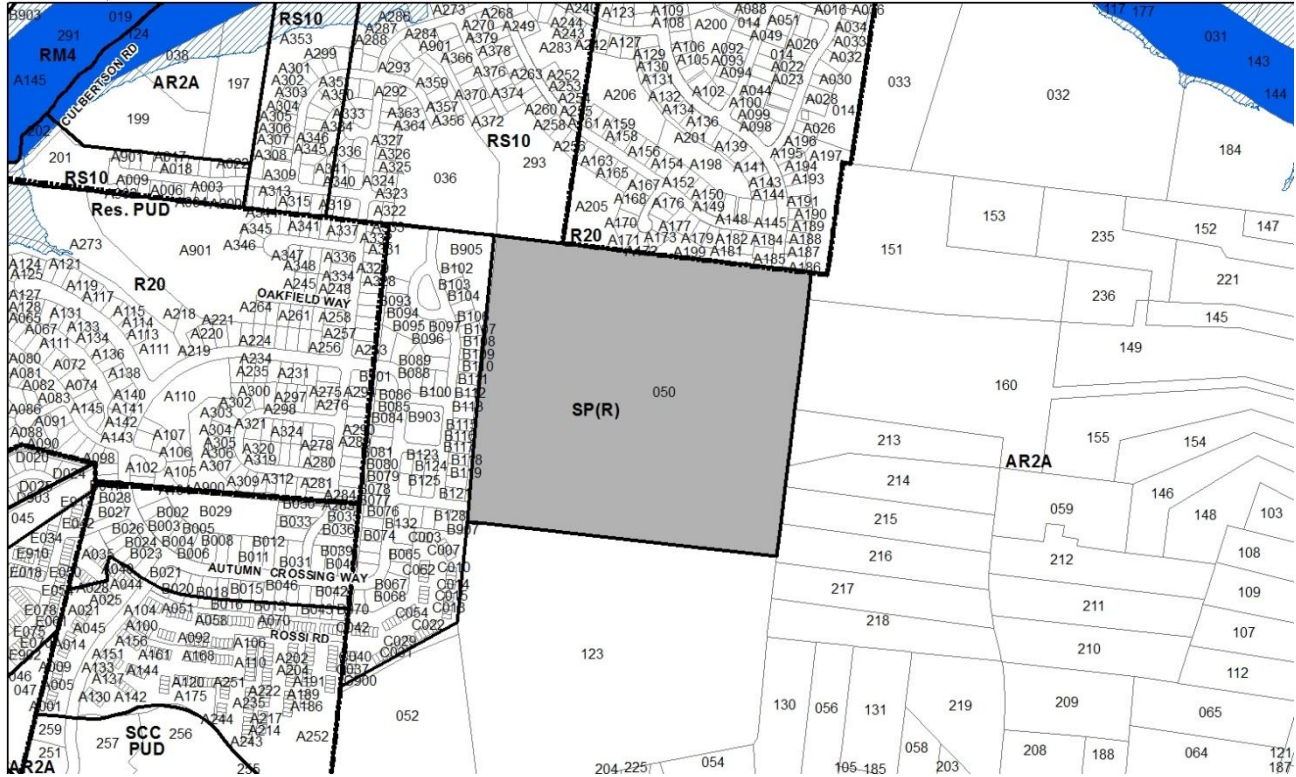
1. Retail uses located on Parcel A within the retail subdistrict with building areas greater than 200,000 square feet are permitted to contain the signage proposed in this amendment. All other uses within the retail subdistrict shall comply with the signage standards of the SCR zoned district.
2. All conditions of BL2015-1037 shall remain in effect, except for Condition 11 relating to signage for the retail subdistrict.
3. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application
4. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



SEE NEXT PAGE



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2015SP-068-003
BRINKLEY SP (AMENDMENT)
Map 181, Parcel(s) 050
12, Southeast
31 (Fabian Bedne)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2015SP-068-003 |
| Project Name | Brinkley SP (Amendment) |
| Council District | 31- Fabian Bedne |
| School District | 02 – Brannon |
| Requested by | Civil Site Design Group, applicant; The Principals Group, LLC, owner. |
| Staff Reviewer | Burse |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

APPLICANT REQUEST

To amend the existing SP in regards to allowed building materials.

Amendment to SP

A request to amend a Specific Plan on property located at Pettus Road (unnumbered), east of the terminus of Lacebark Drive, zoned SP-R (56.84 acres), to permit the use of brick, stone, cement board, cultured stone and/or wood on 100% of the front facade and side facade of the buildings.

Existing Zoning

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

HISTORY

In 2015, the Metro Planning Commission recommended approval of the Brinkley Specific Plan (Case # 2015SP-068-001) with the following condition (Condition number 4) related to materials: *Brick, stone, cement board, cultured stone and/or wood shall be used on 100% of the front and side façade of the buildings, excluding non-structural, architectural features such as dormers, porches, gables, etc.*

Metro Council approved the Brinkley Specific Plan in 2015. The property, located east of the terminus of Lacebark Drive, 56.84 acres, was rezoned from Agricultural/Residential (AR2a) to SP-R. The site was approved for 103 single-family residential units. The bill (BL2015-1247) was amended at Council to include the following condition related to materials: *Brick shall be required on 100% of the front and side façades of the buildings, excluding non-structural, architectural features such as dormers, porches, gables, etc. Vinyl siding shall not be permitted.*

The purpose of this application is to return to the previous language for condition number 4 that was included in the recommendation of the Metro Planning Commission but was later amended by Metro Council. The difference between the language approved by the Planning Commission and the language amended at Metro Council are the requirement for 100% brick on the front and side facade of buildings and not permitting vinyl siding.

SOUTHEAST NASHVILLE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized



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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.

ANALYSIS

This amendment would permit brick, stone, cement board, cultured stone and/or wood on 100% of the front and side facades of buildings. The Ordinance as amended requires that brick be used for 100% of the front and side facades of the buildings, excluding non-structural, architectural features such as dormers, porches, gables, etc. This request is consistent with the T3 Suburban Neighborhood Evolving policy as it will provide opportunity for the use of a diversity of exterior materials consistent with requirements of the neighboring Concord Place subdivision.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

Approve

- Approved as a Preliminary SP Amendment only.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

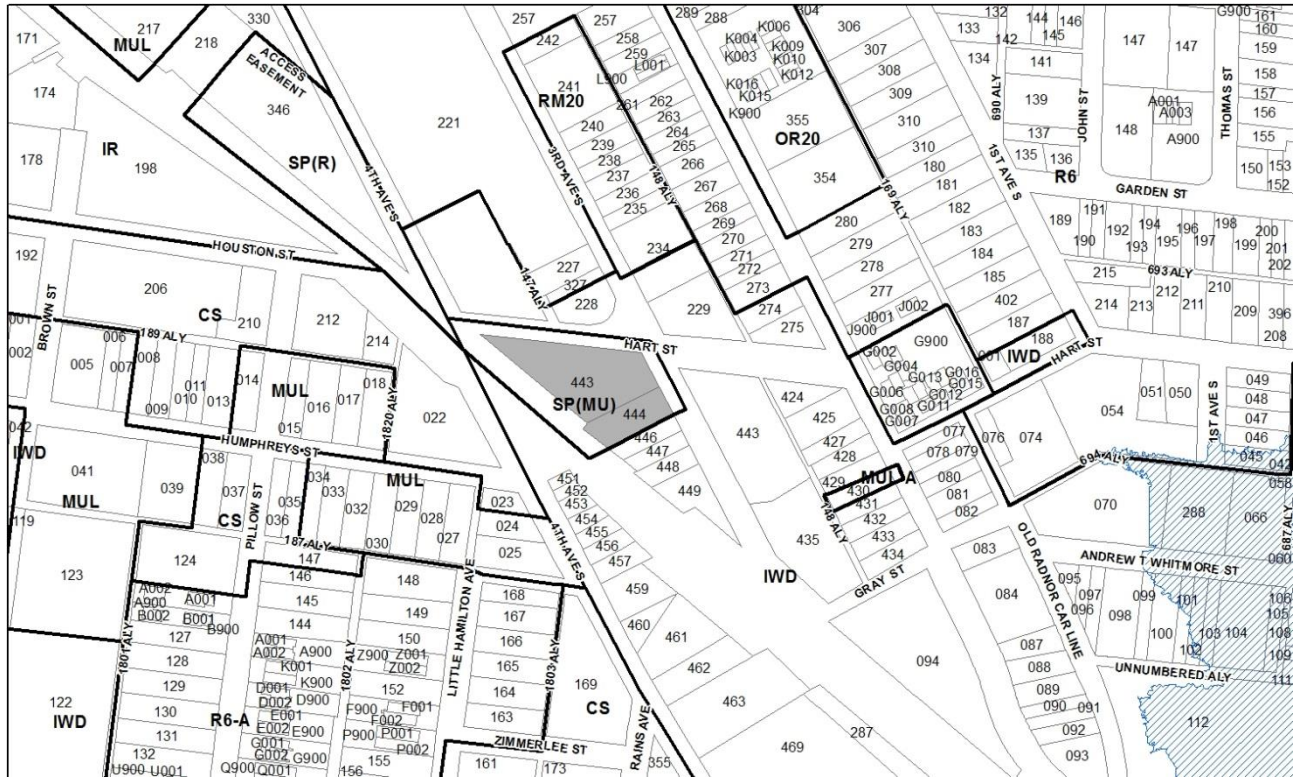
1. The following condition applies to building materials: Brick, stone, cement board, cultured stone and/or wood shall be used on 100% of the front and side façade of the buildings, excluding non-structural, architectural features such as dormers, porches and gables.
2. All other conditions of BL2015-1247 shall remain in effect.
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. Uses are limited as described in the Council ordinance.



SEE NEXT PAGE



Metro Planning Commission Meeting of 07/13/2017



2016SP-039-004

BENTO BOX (Amendment)

Map 105-07, Parcel(s) 443.01, 444

11, South Nashville

17 (Colby Sledge)



Project No. Specific Plan 2016SP-039-004
Project Name Bento Box (Amendment)
Council District 17 - Sledge
School District 05 – Buggs
Requested by Littlejohn Engineering & Associates, applicant; Bento Nashville, LLC, owner.

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

APPLICANT REQUEST

Amend Preliminary SP to permit a mixed use development.

Preliminary SP

A request to amend a Specific Plan on properties located at 1267 and 1271 3rd Avenue South, at the southwest corner of Hart Street and 3rd Avenue South (0.95 acres), to permit a mixed use development.

Existing Zoning

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

Proposed Zoning

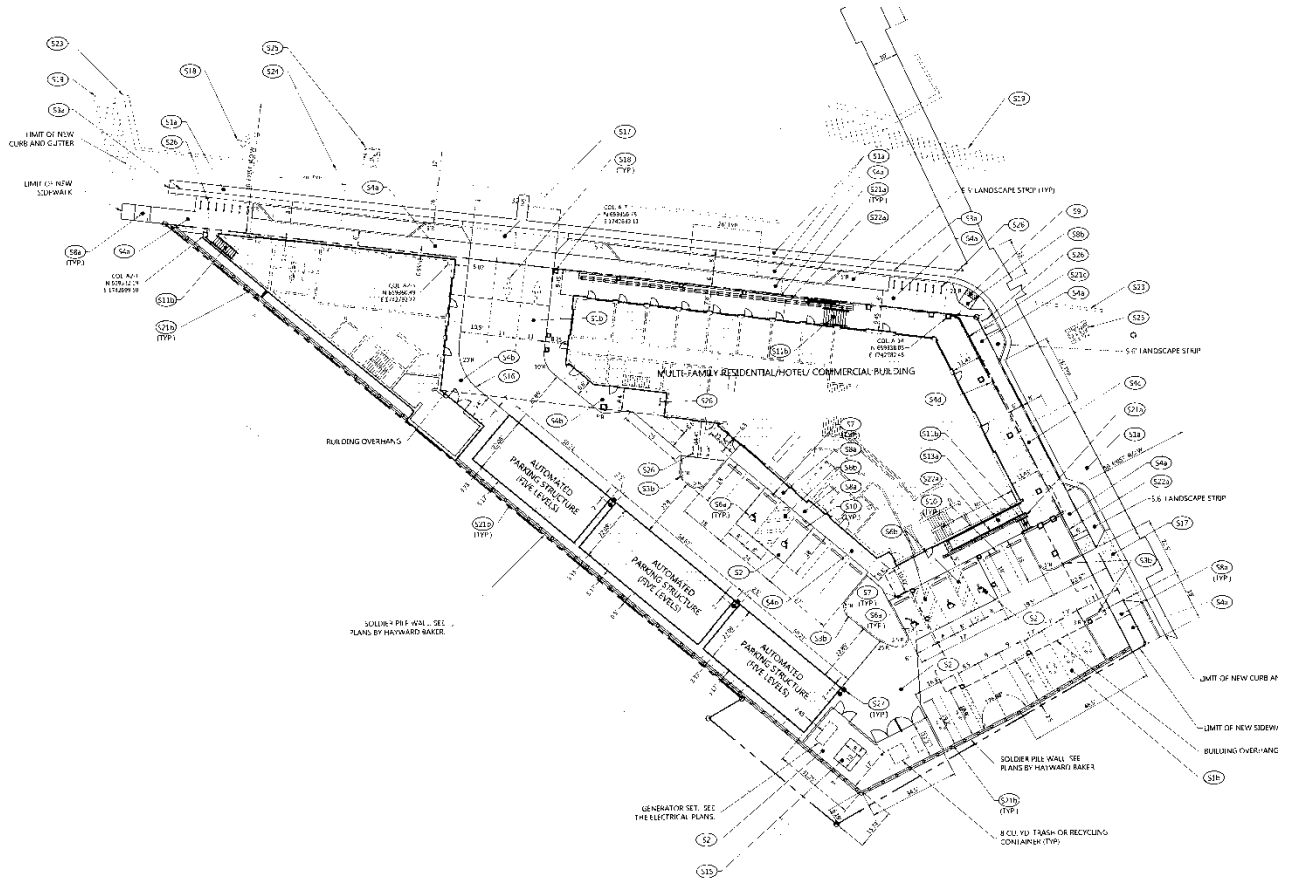
Specific Plan-Residential (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

SOUTH NASHVILLE COMMUNITY PLAN

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal 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 Site Plan



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

Consistent with Policy?

Yes. The proposed development is consistent with the Conservation policy and the T4 Urban Mixed Use Neighborhood policy. The Conservation area consists of a small area of steep slopes along the northeast side of the site. The small area of steep slope is man-made and created from fill placed on the site over a period of time. The plan proposes a mixture of uses including residential, hotel, and commercial space. The proposed building will be built to the back edge of the new sidewalk and parking is behind the building, providing an active pedestrian environment.

PLAN DETAILS

The site is located at 1267 and 1271 3rd Avenue South, at the southwest corner of Hart Street and 3rd Avenue South. The site is approximately 0.95 acres in size and is currently vacant commercial land.

History

On June 9, 2016, the Metro Planning Commission recommended approval a mixed use development with a maximum of 82 residential units and a maximum 8,700 square feet of non-residential uses. On September 22, 2016, the Metro Planning Commission recommended approval of an amendment to the plan to permit a maximum of 89 residential units and a maximum of 8,500 square feet of non-residential uses. The Metro Council approved the amendment with conditions limiting the commercial square footage to a maximum of 8,700 square feet and limiting the height of the building as measured from Hart Street and 3rd Avenue South. The applicant has proposed a new plan that would permit both multi-family residential and hotel uses. If a hotel use is included, a maximum of 66 of the original 89 multi-family units could be used for hotel. The proposed plan also reduces the commercial square footage slightly, from 8,500 square feet to 8,436 square feet. The building footprint and site layout have not changed. The proposed plan also includes an increase to the maximum heights permitted in the Council ordinance. The change in use to permit hotel and the increase in height beyond what was stipulated in the Council-approved conditions require an amendment to the previously approved SP plan.

Site Plan

The plan proposes a mixed use building with 23 multi-family residential units, 66 hotel rooms, and 8,436 square feet of retail and restaurant uses. The 5-story building has frontage along Hart Street and 3rd Avenue South. The western property line abuts CSX railroad right-of-way. The retail and restaurant uses are located on the ground floor of the building. The multi-family residential units and hotel rooms are located in separate wings of the building, with the hotel units in the longer wing along Hart Street, and the apartments in the shorter wing along 3rd Avenue South. The multi-family units and hotel have separate elevators and stairs, but will share the entrance lobby and building amenities.



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Vehicular access to the site will be from Hart Street and 3rd Avenue South and is unchanged from previously approved versions of the plan. The building cantilevers over the vehicular access along 3rd Avenue South. Parking on site will be located within an 83 stall automated parking structure along the rear of the site. The automated parking structure can be entered along the front of the structure, the side that faces the drive aisle. An additional 20 surface parking spaces are also included behind the building and at the southeast corner of the site along 3rd Avenue South. A 17-19' foot tall retaining wall will be installed along the rear of the site, adjacent to the CSX right-of-way, as grade falls along the eastern side of the site.

The proposed six foot wide sidewalk and five and a half foot wide grass strip along Hart Street and 3rd Avenue South exceed the sidewalk requirements for local streets. Additionally, internal sidewalks are provided in the parking area. The proposed bike parking meets Metro Zoning Code requirements. In addition to street trees, the proposal includes landscaping internal to the site. Architectural standards, such as prohibited materials, are included in the plan. The building height is five stories within 80 feet along Hart Street and five stories within 70 feet along 3rd Avenue South.

ANALYSIS

The proposed building form and uses are consistent with the T4 Mixed Use Neighborhood policy. The redevelopment of this site will encourage pedestrian activity and activate the public realm with ground floor retail and restaurant uses that are open to the public. The 5-story building is appropriate in this location within the T4 Mixed Use Neighborhood Policy given the site is adjacent to 4th Avenue South, which is a major arterial street. Mixed use is appropriate in this location as it provides a diversity of housing types, hotel and commercial uses near a major arterial corridor. Per conditions approved by Council, the height for previous versions of this plan was limited to a maximum of five stories in 76 feet along Hart Street and five stories in 64 feet along 3rd Avenue. Additional refinement of the building design and floor plans resulted in the applicant realizing that slight increases in the overall height of the building would be necessary to accommodate the grade change along Hart Street while maintaining ground floor retail and restaurant spaces with ADA accessible entrances. The proposed height is consistent with the T4 MU policy given the location adjacent to a major arterial, and the proposed building will help frame Dudley Park, just to the north of this site, and provide a transition to the existing uses along Hart Street.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Returned for corrections

- Proposed storm line on 3rd Ave S needs to be closer to the curb line and not in the middle of the road.
- Add curb inlets as shown on the mark-ups sent on 6-28-17.
- Provide storm sewer profiles to show surrounding utilities and any potential conflicts.

WATER SERVICES

Approve with conditions

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



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- Please note - this development lies in a combined sewer watershed, and must meet MWS's combined sewer flow policies for undersized combined sewers.

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, to the back of the proposed sidewalk, is to be dedicated prior to MPW sign off on the building permit.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Comply with TIS findings.
- Hart Street
 - The double solid yellow centerline along Hart Street should be refurbished between 4th Avenue South and 2nd Avenue South

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 0.95 | - | 89 U | 663 | 48 | 67 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (814) | 0.95 | - | 8,500 SF | 402 | 14 | 42 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 0.95 | - | 23 U | 263 | 15 | 31 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (814) | 0.95 | - | 3,559 SF | 190 | 11 | 31 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Restaurant (932) | 0.95 | - | 4,877 SF | 621 | 57 | 55 |



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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Hotel (310) | 0.95 | - | 66 Beds | 589 | 22 | 33 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | | 598 | 43 | 41 |

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-MU district: 11 Elementary 6 Middle 5 High
Projected student generation proposed SP-MU district: 3 Elementary 1 Middle 1 High

The proposed SP-MU zoning district could generate 3 more students than what is typically generated under the existing SP-MU zoning district. Students would attend Whitsitt Elementary, Wright Middle School, and Glencliff 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 deferral to the July 27, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS (if approved)

1. Permitted land uses shall be limited to a maximum of 89 multi-family residential units and 8,500 square feet of restaurant/general retail uses or a maximum of 66 hotel rooms, 23 multi-family residential units, and 8,500 square feet of restaurant/general retail uses.
2. Height is limited to a maximum of 5 stories within 80 feet along Hart Street.
3. The rooftop patio is permitted along Hart Street. The roof covering the patio area shall not exceed 13 feet in height.
4. Height is limited to a maximum of 5 stories within 70 feet along 3rd Avenue South.
5. This property will not be eligible for short-term rental property (STRP) permits.
6. All other conditions of Council Ordinance No. BL2016-538 remain in effect.
7. If a development standard, excluding 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 MUN-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.



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



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2017SP-035-001
EAST TRINITY LANE SP
 Map 072-05, Part of Parcel(s) 058
 05, East Nashville
 05 (Scott Davis)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2017SP-035-001 |
| Project Name | East Trinity Lane SP |
| Council District | 05 – Davis |
| School District | 5 – Buggs |
| Requested by | Barge Cauthen & Associates, applicant; LVH, LLC, owner. |
| Staff Reviewer | Rickoff |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

APPLICANT REQUEST

Preliminary SP to permit up to 190 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Mixed Residential (SP-MR) zoning on a portion of property located at East Trinity Lane (unnumbered), at the southeast corner of East Trinity Lane and Edwin Street (10.08 acres), to permit up to 190 multi-family residential 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 74 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices
- Preserves Sensitive Environmental Features

The neighborhood contains a mix of one and two-family residential uses, along with institutional and commercial uses. The proposed SP includes a mixture of 190 multi-family, single-family and townhome units, which will provide an additional housing choice for residents of the area. This plan also is designed to minimize land disturbance and the impact of development on environmental features.



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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.

T4 Urban Residential Corridor (T4 RC) is intended to preserve, enhance and create urban residential corridors. T4 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. T4 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 proposed SP is consistent with T4 RC and T4 NE policies, which are intended to enhance urban neighborhoods with a variety of housing choices and high levels of connectivity. Urban Residential Corridor policy is located along E. Trinity Lane, and this portion of the site includes higher density residential units that will be served by high levels of pedestrian connectivity from Cherokee Avenue to the E. Trinity Lane and Edwin Street corridors through the use of sidewalks. Neighborhood Evolving policy is located on the southern portion of this site, and includes a mixture of housing types that connect to the E. Trinity Lane units through a network of sidewalks and walking trails. Sidewalks, consistent with the MCSP, will be provided along E. Trinity Lane. Edwin Street will include sidewalks consistent with the local street standards.

PLAN DETAILS

The development is located on a portion of property (approximately 10.08 of 11.33 acres), south of E. Trinity Lane and east of Edwin Street. The site is vacant. Approximately 1.24 of the 11.33 acres, located at the northeast corner of the property, is commercially zoned and is not included in this development. A Metro-owned parcel, utilized by Metro Water Services, is located between the development site and the 1.24 acres not included in this proposal. The surrounding area contains a mix of one and two-family residential uses, along with institutional, industrial, and commercial uses. A majority of the non-residential uses are located south of the site along Cherokee Avenue, which is in Urban Mixed Use Neighborhood (T4MU) policy.

The site plan proposes a multi-family development with up to 190 residential units: stacked flats (120), townhomes (25), and single-family cottages (45). The site transitions from higher intensity residential (north) to lower intensity residential (south). The stacked flats are located in two “L” shaped buildings on the northern half of the site; one building fronts the corner of Edwin Street/E. Trinity Lane (Building “B”), and the second building wraps the southwest corner of the Metro Water Services parcel (Building “A”). Building “B” contains 30 units and Building “A” contains 90



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units. The townhome buildings are located mid-site and are clustered in groups of 4 to 5 units, and the single-family units are located south of the townhomes.

Vehicular access is provided at two locations. The first access point, provided from E. Trinity Lane, leads to a surface parking lot located between the two multi-family buildings. This portion of the site (“Phase 1”) includes a traditional grid-like design, with buildings located along the street close to the site’s entrances. The second access point, provided from Edwin Street, connects to a road network that would primarily service the townhomes and single-family units to the south. This portion of the site (“Phase 2”) includes a “loop” road with an alternative road design that is intended to be shared by pedestrians, bicycles, and low speed vehicular travel. The loop road is intended to minimize grading and tree removal on site, and therefore does not include a sidewalk, curb or gutter. It is 20 feet in width and includes a 4’ wide painted surface to delineate the shared walkway/bicycle access from the drive lane. The narrowed painted lane has the effect of slowing vehicles based on the perception of a narrower drive, but the extra width will be available for passing or emergency vehicles. All roads internal to the development will be private. Parking is provided through a combination of surface parking, private garages/carports, and private driveways.

This site is located at a higher elevation than surrounding streets and, due to the grade change within the site, there are limited opportunities for vehicular connections to surrounding parcels, especially to the south. However, paved walking trails are included in the common “greens” where the single-family cottages are located. The walking trails provide for alternative pedestrian routes that connect the single-family and townhome units to Phase 1 and the public sidewalks along Edwin Street and E. Trinity Lane. The sidewalk/trail network also connects to an adjacent (southern) parcel along Cherokee Avenue, providing pedestrian access to surrounding non-residential uses south of the site.

The plan emphasizes the preservation of trees and existing contours, particularly in Phase 2, where the design intent is to minimize the impact of development on environmental features. Several bio-retention areas and retaining walls are also proposed. The existing tree canopy should be preserved and, where feasible, integrated into any proposed stormwater facilities and retaining wall configurations, consistent with the overall design objective of maintaining native site conditions.

Architectural standards have been proposed by the applicant requiring minimum glazing requirements, corner unit projections, and prohibited materials. The maximum height for the single-family detached units and townhomes is 3 stories in 35 feet. The maximum height for Building “B” is 3 stories, and the maximum height for Building “A” is 5 stories. The maximum linear height for Buildings “A” and “B” is 75 feet due to grade variations. Staff recommends including additional design standards for the multi-family buildings to ensure consistency with T4 RC policy, which states that building form should respond to differences in topography to avoid buildings that loom over lower intensity buildings at lower elevations. The policy also states that particular attention should be given to articulating facades that face lower-intensity policy areas. Given the presence of Neighborhood Evolving policy within and adjacent to the site, and considering that the site is located at a higher elevation than the surrounding streets, additional design standards should be included that address façade plane, architectural treatments, and exterior materials along Edwin Street and E. Trinity Lane.



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ANALYSIS

The site is located in the Urban Neighborhood Evolving and Residential Corridor policy areas, which are intended to preserve, create, and enhance neighborhoods with improved circulation networks and a variety of housing choice.

One of the objectives of this plan is to create opportunities for housing and infill development while minimizing earthwork, tree removal, and paving on site. This plan proposes a mixture of housing types using design principles that respect existing site conditions. The inclusion of an alternative road with pedestrian networks will improve pedestrian connectivity internal to the development and along the public streets, consistent with of T4 RC and T4 NE policies.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Approved with conditions with 2 means of ingress/egress as shown. Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve

- Additional stormwater infrastructure may be required to provide adequate conveyance of discharge points through downstream properties.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve 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 or the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to final SP, indicate on the plans the location of the solid waste and recycling containers. All dwelling types will need designated solid waste and recycling container locations. Refer to MPW Solid Waste Guidelines for the number/size of facilities.
- Remove "Where Feasible" from Note 3 (Vertical obstructions note).
- Comply with traffic and parking.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the TIS findings, Developer shall construct the following roadway improvements:

- Metro's Major and Collector Street Plan calls for East Trinity Lane to have a future half-ROW of 36' within the area of the proposed development. These future ROW widths include



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bikeways, planting strips and sidewalks. Adequate ROW should be provided to accommodate the recommended cross-section of Trinity Lane.

- Construct two new street accesses, one on East Trinity Lane and the other on Edwin Street. These accesses should be stop controlled with one lane for entering vehicles and one lane for exiting vehicles.
- Ensure site access location on East Trinity Lane is aligned with Oakwood Avenue as this satisfies offset intersection issues and corner clearance requirements.

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) | 10.08 | 8.71 D | 87 U | 915 | 71 | 95 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 10.08 | - | 190 U | 1275 | 97 | 123 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | | 360 | 26 | 28 |

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 19 Elementary 14 Middle 15 High

Projected student generation proposed SP-MR district: 64 Elementary 28 Middle 23 High

The proposed SP zoning is expected to generate 67 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.

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 Maplewood 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



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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? Please note this is a for-sale product. We are providing 1.24 acres on the adjacent parcel for a non-profit to develop affordable or workforce housing. We are providing a range of unit sizes and housing types to appeal to a broader economic range.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? N/A

STAFF RECOMMENDATION

The proposal is consistent with the intent of the T4 NE and T4 RC policies. Therefore, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to a maximum of 190 multi-family residential units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
3. On the corrected set, rename "North Property" to Phase 1, and "South Property" to Phase 2.
4. On the corrected set, remove Note B.
5. On the corrected set, modify Note D: At least 50% of the building exteriors shall be made up of one or a combination of the following materials: Brick, stone, masonry, glazing and/or metal. Concrete and CMU block shall be limited to foundations only.
6. On the corrected set, remove the retaining wall note under Landscape Notes.
7. On the corrected set, add the following Architectural Notes:
 - a. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing, except for cottages which shall provide a minimum of one principal entrance or outdoor terrace.
 - b. Buildings "A" and "B" shall address the street frontage with architectural treatments including, but not limited to: windows, stoops and entrances, balconies, porches and other functional architectural elements.
 - c. Buildings "A" and "B" shall avoid continuous interrupted blank facades. At a minimum, the façade plane shall be interrupted by one of the following for every twenty-five (25) feet of street frontage, open spaces, and parking areas:
 1. A change in the building material
 2. A horizontal undulation in the building façade
 3. A porch, stoop, or balcony
 - d. Changes in wall planes shall be related to entrances, the integral structure or the organization of interior spaces and activities and not merely for cosmetic effect.
 - e. Porches shall provide a minimum of six feet of depth.
 - f. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.



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- g. Any retaining walls above a height of 36 inches shall not be constructed out of concrete block and shall be landscaped, except for retaining walls located behind buildings where visibility is significantly reduced. All retaining walls shall be shown on the final site plan.
8. Correct the following Note: Sidewalks along E. Trinity Lane are required per the MCSP. Sidewalks along Edwin Street are required per Metro local standards.
9. The sidewalk/trail network shall connect to parcel # 07112009700 to provide pedestrian access through the site to Cherokee Avenue. A public access easement shall be recorded with the Final SP for pedestrian access of the trail network from Cherokee Avenue to the public sidewalks at Edwin Street and/or E. Trinity Lane.
10. Tree preservation areas shall remain undisturbed. A tree survey and detailed landscape plan shall be provided with the Final SP.
11. With the submittal of the Final SP, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
12. The Final SP shall itemize the number of bedrooms included in this development.
13. The Final SP shall comply with Metro Zoning Code Parking requirements.
14. 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.
15. 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.
16. 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 Maplewood 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.
17. 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.
18. 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.
19. 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.
20. 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



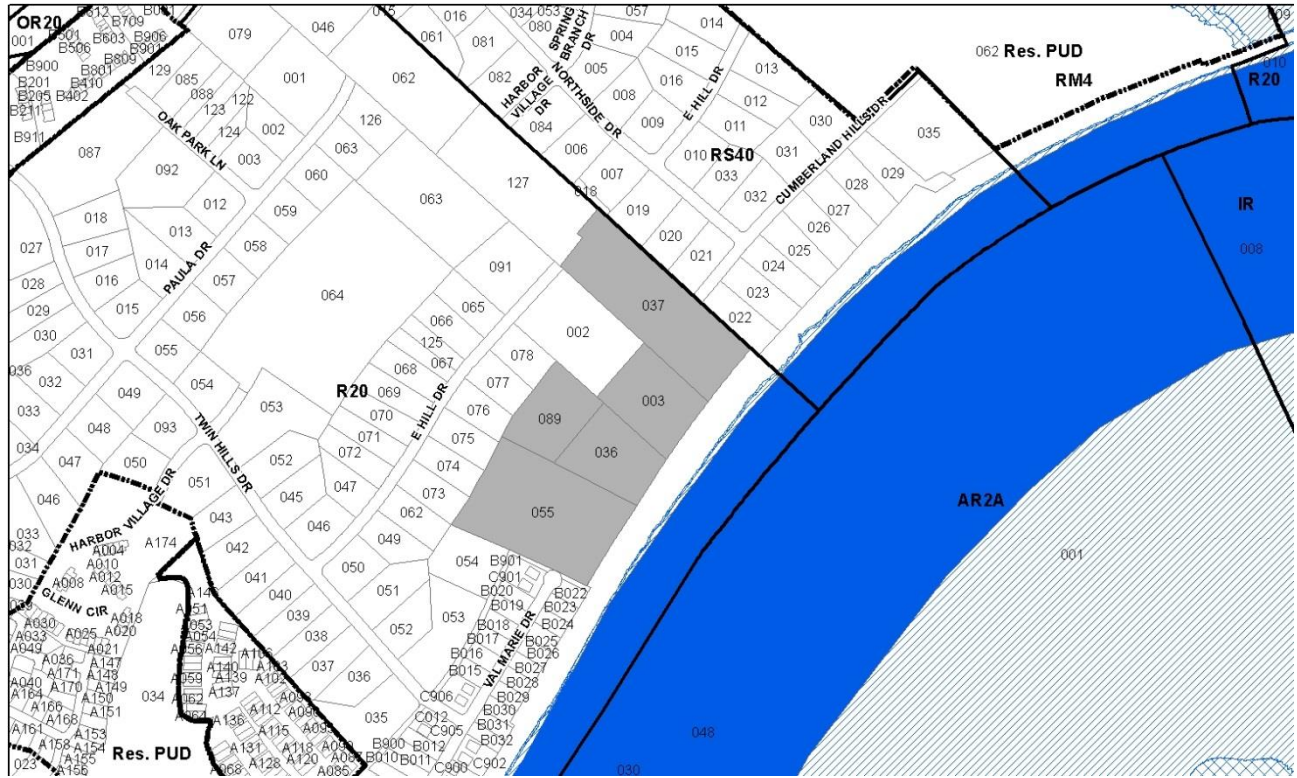
Metro Planning Commission Meeting of 07/13/2017

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.

21. 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-053-001

TWIN HILLS

Map 034-03, Parcel(s) 089

Map 034-04, Parcel(s) 003, 036-037

Map 034-07, Parcel(s) 055

4, Madison

10 (Doug Pardue)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2017SP-053-001 |
| Project Name | Twin Hills SP |
| Council District | 10 – Pardue |
| School District | 3 - Speering |
| Requested by | Dewey Engineering, applicant; James Newman, owner. |
| | |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Disapprove.</i> |

APPLICANT REQUEST

Rezone to SP to permit a single-family development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R20) to Specific Plan-Residential (SP-R) zoning on property located at 2133, 2135 and 2135B E Hill Drive and E Hill Drive (unnumbered) and Twin Hills Drive (unnumbered), approximately 1,700 feet east of Twin Hills Drive, (17.94 acres), to permit up to 50 single-family lots.

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 33 lots with 8 duplex lots for a total of 41 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

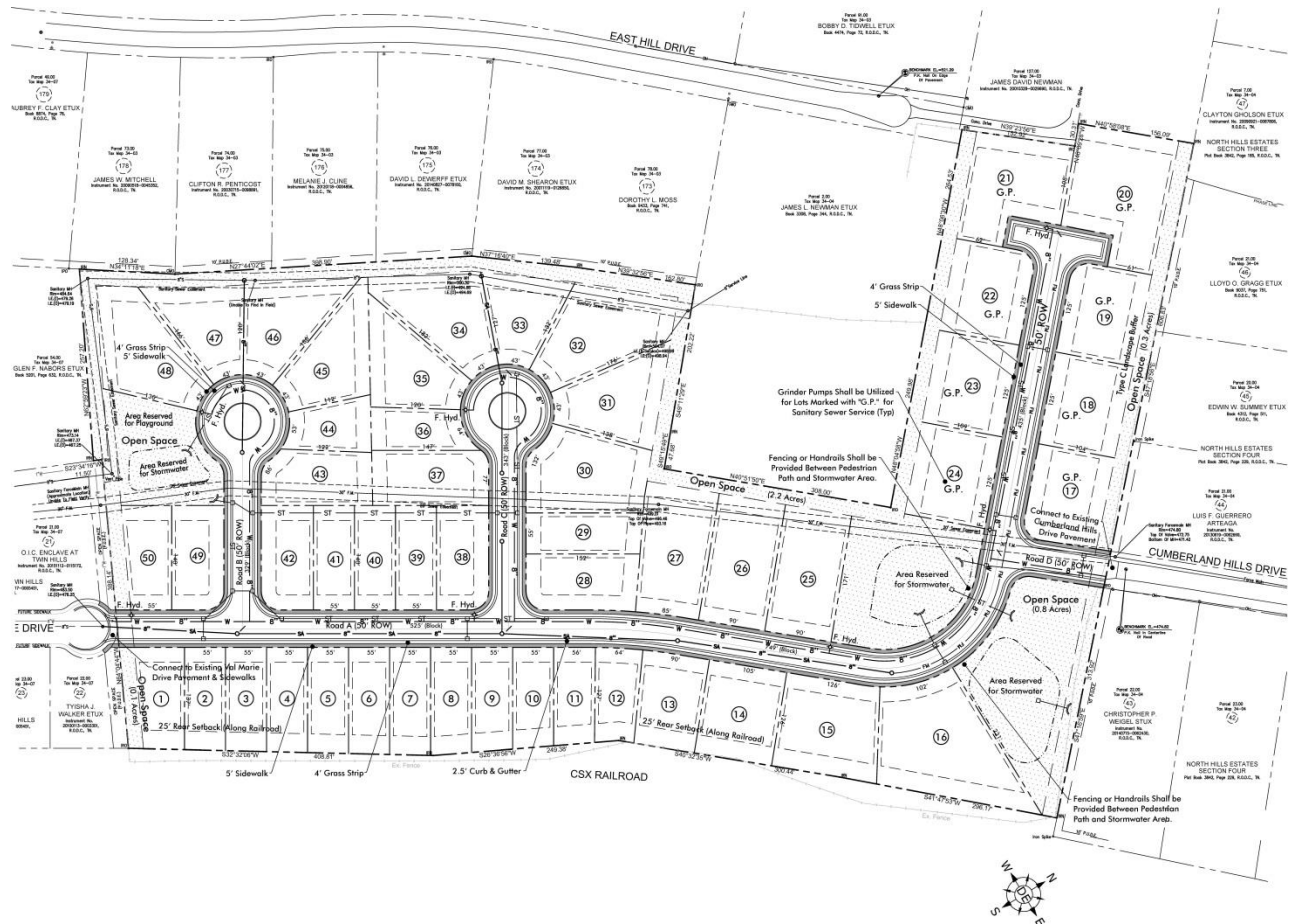
MADISON COMMUNITY PLAN

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.

Special Policy (04-T3-NM-02-IA01) is intended to provide potential infill in the area south of Marsha Drive, north of Val Marie Drive and east of Twin Hills Drive and west of Northside Drive. Buildings should be placed on parcels in a manner where setbacks and spacing are consistent with the existing development. Setbacks in the area are generally 80 feet. The character of the area features suburban, single-family dwellings on parcels that are generally one acre in size.



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Proposed Site Plan



Metro Planning Commission Meeting of 07/13/2017

Consistent with Policy?

No. The properties requested to be rezoned are embedded within a one and two-family residential neighborhood. The proposed plan includes single-family residential uses. However, the proposed lots are out of context and character with the area, which is inconsistent with polices related to these properties. The existing zoning of R20 would permit up to 33 residential lots with 8 duplex lots, for a total of 41 units. By adding required street connections, it is likely the lot count would decrease as land would be dedicated for right-of-way. The proposed plan includes 50 residential lots which is more than the current zoning would allow. The Metro Zoning Code allow for a cluster lot option, which for R20 would permit clustering of lots down to 10,000 square feet. This plan proposes lots as small as 7,160 square feet. Infill may be appropriated in this area if it provides for appropriate setbacks, lot sizes and transitions from the existing residential uses in the area. The proposed plan does not provide for appropriate lot sizes, setbacks or transitions. This intensity is out of character with the majority of the area.

Site Plan

The plan proposes 50 single-family residential lots. Residential lot sizes range from 7,162 square feet to 17,580 square feet. The proposed plan is surrounded by one and two-family residential uses to the north, east and west of the site. A CSX railroad is located south of the site. Building height is limited to three stories within 45 feet.

This plan includes new local streets connecting to Cumberland Hills Drive to the east and Val Marie Drive to the west. The proposed plan does not provide a street connection to East Hills Drive. All lots have frontage along the newly proposed streets. A five foot wide sidewalk and four foot wide planting strip is proposed on the new local streets.

ANALYSIS

SP zoning districts are intended to implement context sensitive development and land use compatibility. SP zoning districts are intended to respect the existing character of abutting neighborhoods and the larger community in which the property is located. The land use policy adopted by NashvilleNext seeks to protect the existing nature of the area while allowing appropriate infill. The rezoning to circumvent the Metro Zoning Code is in direct conflict with the adopted policy and the goals of NashvilleNext.

17.08.020 – Specific Plan District

The SP District is intended to implement the context sensitive development and land use compatibility provisions of the general plan for all land use policies. The district shall be used to promote site specific development in the location, integration, and arrangement of land uses, buildings, structures, utilities, access, transit, parking and streets. A site specific plan shall establish specific limitations and requirements, including any not addressed by this title, so as to respect the unique character and/or charm of abutting neighborhoods and larger community in which the property is located.

The proposed plan is inconsistent with the T3 Neighborhood Maintenance policy and the special policy. While the proposed single-family residential use is appropriate, the special policy provides guidance for how infill developments should be implemented. Rezoning to SP to allow for smaller residential lots and more lots than the Metro Zoning Code would allow is inappropriate.



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This area is zoned R20, requiring a minimum of 20,000 square foot lots. The plan proposes lots ranging from 7,100 square feet to 17,000 square feet, which is not consistent with the cluster lot standards in the Metro Zoning Code. The proposed plan does not provide for similar setbacks to the lots to the north and east of the site. The proposed plan does not provide a transition of lot sizes from the smaller lots to the west to the larger lots to the east. The proposed plan does not provide open space equal to the cluster lot standards and does not meet lot compatibility requirements of the Subdivision Regulations for Neighborhood Maintenance policy areas.

FIRE MARSHAL RECOMMENDATION

Returned for corrections

STORMWATER RECOMMENDATION

Returned for corrections

- The stream shown on 3404000300 and 03404003700 has not been addressed at this time.

WATER SERVICES RECOMMENDATION

Approve with conditions

- The following comments only apply to public sewer issues. Madison Suburban Utility District provides the water to this site:
- 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

- Relocated the hammerhead turnaround at the terminus of Road A such that a retaining wall is not required.
- Show sidewalk connection between Road A and Val Maria Drive.
- Roadway grades and design shall comply with all MPW standards when construction plans are submitted.
- All work within the public ROW must comply with MPW standards.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A TIS is required prior to final SP approval.

Maximum Uses in Existing Zoning District: **R20**

| 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) | 17.94 | 2.17 | 48 U | 530 | 44 | 56 |

*Based on two-family lots



Metro Planning Commission Meeting of 07/13/2017

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 17.94 | - | 50 U | 550 | 45 | 58 |

Traffic changes between maximum: **R20 and SP-R**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | +2 U | +20 | +1 | +2 |

METRO SCHOOL BOARD REPORT

Projected student generation existing R20 district: 5 Elementary 5 Middle 3 High
Projected student generation proposed SP-R district: 7 Elementary 4 Middle 3 High

The proposed SP-R zoning district could generate one more students than what is typically generated under the existing R20 zoning district. Students would attend Gateway Elementary, Goodlettsville Middle School, and Hunters Lane 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)

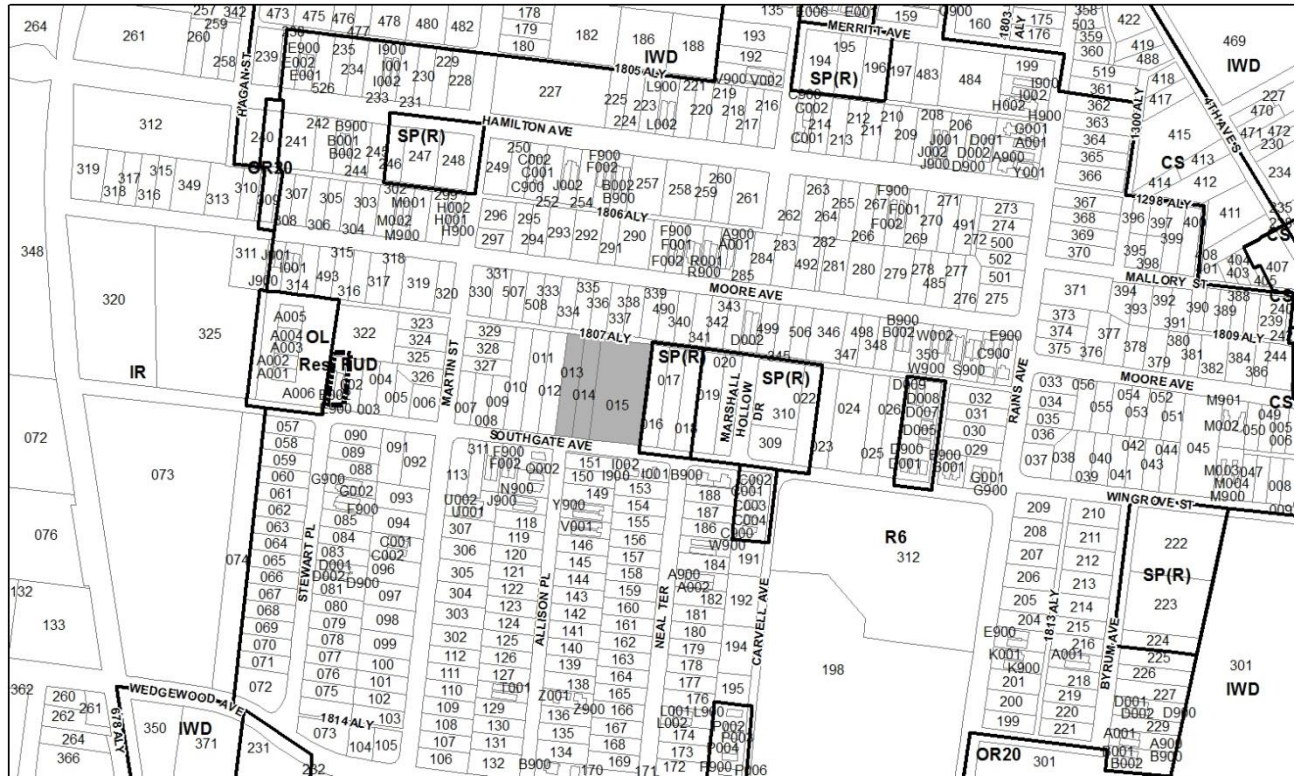
1. Will this project include any affordable or workforce housing units? No
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends disapproval as the proposed plan is not consistent with the T3 Neighborhood Maintenance or Special Policy and not all reviewing agencies have recommended approval.



Metro Planning Commission Meeting of 07/13/2017



2017SP-054-001
 530-536 SOUTHGATE AVENUE SP
 Map 105-11, Parcel(s) 013-015
 11, South Nashville
 17 (Colby Sledge)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2017SP-054-001 |
| Project Name | 530-536 Southgate Avenue SP |
| Council District | 17 - Sledge |
| School District | 5 - Buggs |
| Requested by | Dewey Engineering, applicant; Cumberland Holdings Company, LLC and Donnell W. Howse, owners. |
| Staff Reviewer | Rickoff |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions</i> |

APPLICANT REQUEST

Preliminary SP to permit up to 49 multi-family residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6-A) to Specific Plan – Mixed Residential (SP-MR) zoning on properties located at 530, 534, and 536 Southgate Avenue, approximately 305 feet east of Martin Street, (1.73 acres), to permit up to 49 multi-family units.

Existing Zoning

One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of 12 lots with 3 duplex lots for a total of 15 units. However, application of the Subdivision Regulations may result in fewer units on this property.*

Proposed Zoning

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

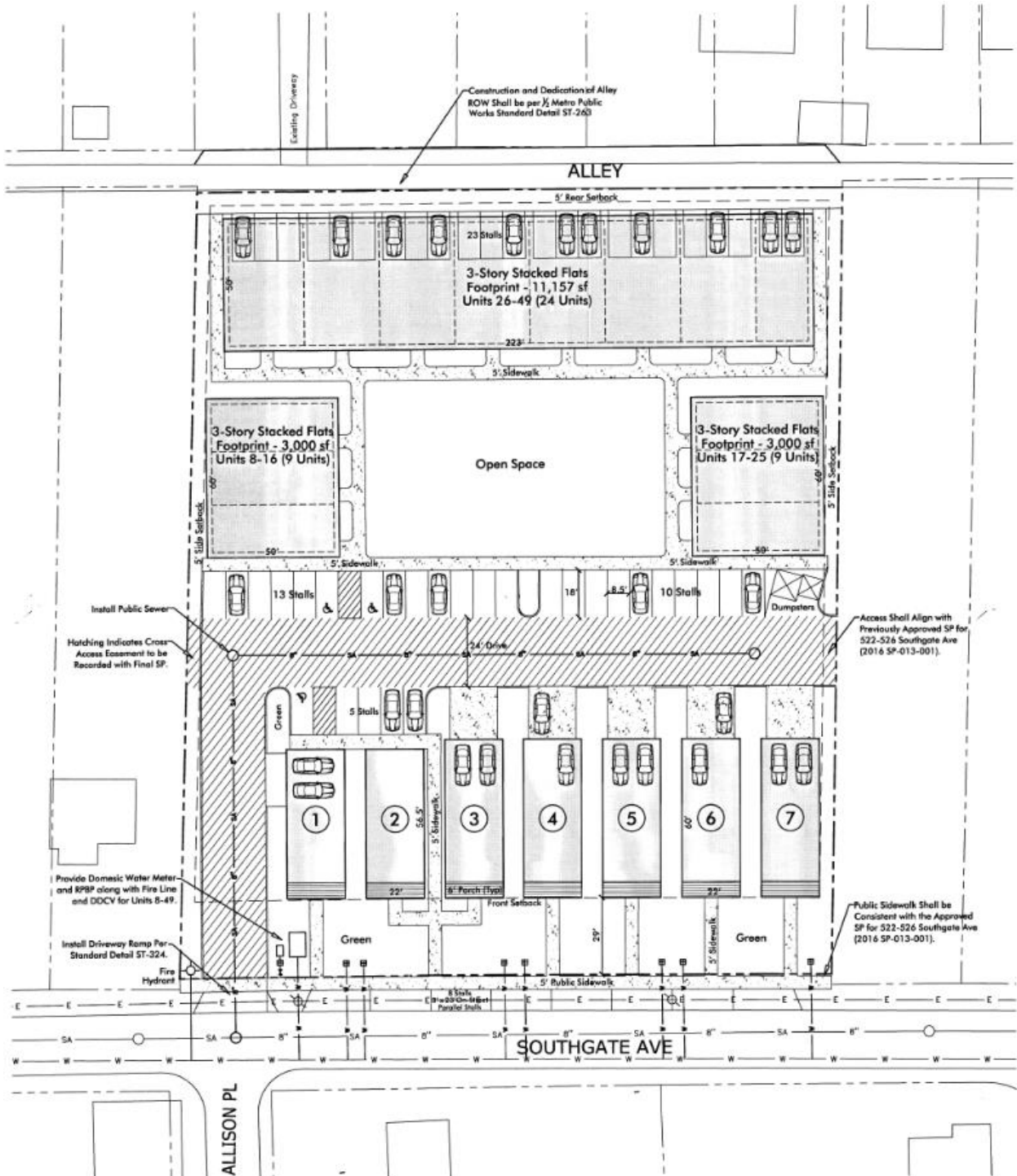
CRITICAL PLANNING GOALS

- 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 reduces the service constraints placed on Metro’s resources. The proposed SP includes 49 multi-family units, creating diverse housing options in the neighborhood.



Metro Planning Commission Meeting of 07/13/2017



Proposed Site Plan



Metro Planning Commission Meeting of 07/13/2017

SOUTH NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

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 include a mixture of stacked flats and detached single-family units, which promotes a variety of housing types in the neighborhood. The proposal is also respectful of the surrounding land use and development patterns and is generally consistent with the approved plans for the Southgate Station SP and 522-526 Southgate Avenue SP, located east of the subject site.

PLAN DETAILS

The site consists of three parcels on approximately 1.73 acres, located on the north side of Southgate Avenue. Each of the three properties contains a single-family dwelling. The existing structures are not included in this proposal and will be removed. The neighborhood contains a mix of single-family, one and two-family, and multi-family residential uses.

The site plan proposes a multi-family development with up to 49 residential units: single-family detached (7), and stacked flats (42). The single-family detached units front Southgate Avenue and will have similar setbacks to the existing and approved homes along the street. The stacked flats are housed in three buildings behind the Southgate Avenue units. Two of the buildings contain 9 units each, and a larger building at the back of the site contains the remaining 24 units. A common open space is located between the three buildings.

Vehicular access is provided from Southgate Avenue to a surface parking lot located between the detached units and the stacked flats. The driveway will extend to the eastern property line and align with the adjacent (eastern) development at 522-526 Southgate Avenue. A cross-access easement will be recorded with the final site plan for future east-west connectivity. Access is also provided from the existing rear alley to the 24-unit building, which contains tuck under parking. Five-foot sidewalks are provided along Southgate Avenue with eight on-street parking spaces, consistent with the adjacent SP-zoned properties. Five-foot sidewalks are provided interior to the development connecting the units to the green space, parking areas, and the street.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths, and prohibited materials. All buildings must address the street frontage, open spaces, and parking areas with architectural treatments that may include windows, stoops and entrances, balconies, and porches. The maximum height of the units is 3 stories in 35 feet for the single-family detached units, and 3 stories in 45 feet for the stacked flats.



Metro Planning Commission Meeting of 07/13/2017

ANALYSIS

The proposed SP is consistent with the T4 Neighborhood Evolving policy by providing for additional housing options that include architectural standards and treatments that enhance the design quality of the neighborhood. Therefore, staff recommends approval with conditions and disapproval without all conditions.

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. 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.
- Comply with the MPW Traffic Engineer conditions of approval
- With Final SP, label all items within the ROW with the appropriate MPW standard detail callout
- With Final SP, show gutter pan along the edge of pavement between travel lane and parking lane.
- Indicate construction and dedication of alley per 1/2 MPW standard ST-263 alley
- Submit recorded ROW dedication prior to the building permit approval by MPW.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A TAS is required prior to final SP approval.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential* (210) | 1.73 | 7.26 D | 15 U | 144 | 12 | 16 |

*Based on two-family lots

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 1.73 | - | 49 U | 421 | 28 | 45 |



Metro Planning Commission Meeting of 07/13/2017

Traffic changes between maximum: **R6-A and SP-MR**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | +34 U | 277 | 16 | 29 |

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MR district: 10 Elementary 5 Middle 5 High

The proposed SP zoning district will generate 20 additional students beyond what would be generated under the existing R6-A zoning. Students would attend Fall-Hamilton Elementary School, Wright Middle School, and Glenclyff 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? This project does not propose any Affordable or Workforce Housing.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? N/A

STAFF RECOMMENDATION

The proposal is consistent with the T4 NE policy and with the existing development pattern along Southgate Avenue. Therefore, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to a maximum of 49 multi-family residential units.
2. On the corrected set, update Architectural Note "G" to apply to buildings along street frontages as well as facing open space and parking areas.
3. On the corrected set, update Architectural Note "H" to apply only to the stacked flat buildings. Revise the note to apply to facades along street frontages as well as facing open space and parking areas.
4. On the corrected set, update Architectural Notes "A" and "B" to apply only to the single-family cottage units.
5. On the corrected set, modify the Site Data existing zoning to R6-A.
6. With the submittal of the final SP, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
7. Provide detailed landscaping plans with the submittal of the final SP.
8. On the corrected set, extend the 5' sidewalks located along the northern boundary of the drive aisle to the eastern and western property lines.



Metro Planning Commission Meeting of 07/13/2017

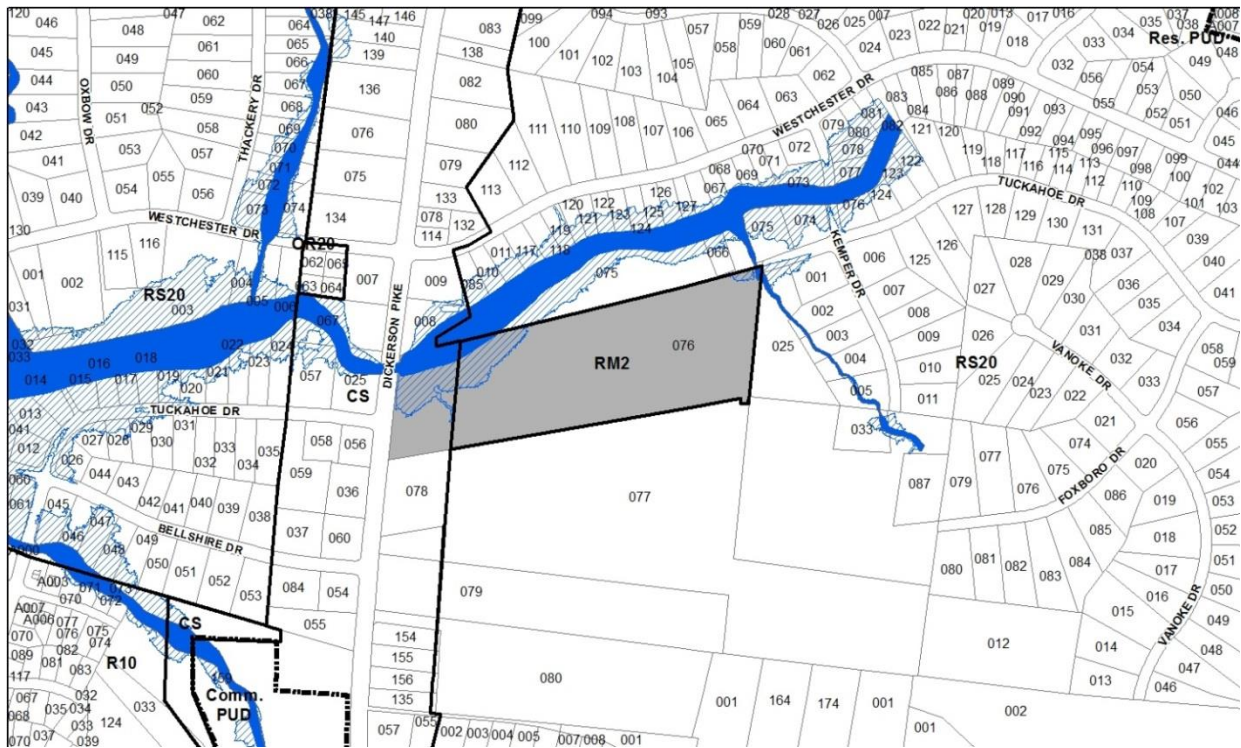
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
10. The final site plan shall 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.
11. 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.
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.
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.
15. All requirements of the Public Works Department shall be met prior to final SP approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 07/13/2017



2017SP-056-001

BUFFALO TRAIL APARTMENTS SP

Map 041, Parcel(s) 076

02, Parkwood-Union Hill

08 (Nancy VanReece)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2017SP-056-001 |
| Project Name | Buffalo Trail Apartments SP |
| Council District | 08- VanReece |
| School District | 3- Speering |
| Requested by | Littlejohn Engineering Associates, applicant; Harold, Shirley and Judy Reasonover, owner. |
| Staff Reviewer | Burse |
| Staff Recommendation | <i>Defer to the July 27, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST

Zone change to permit 260 multi-family residential units.

Preliminary SP

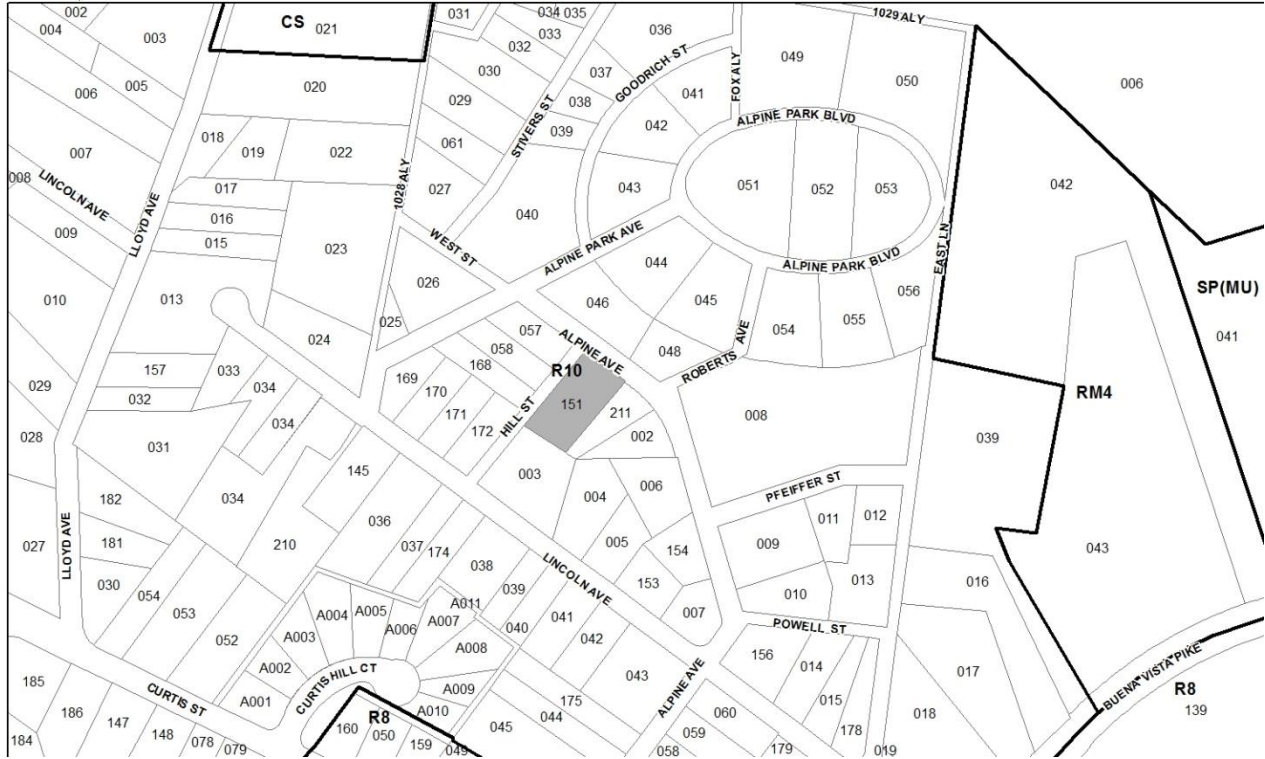
A request to rezone from Commercial Service (CS) and Multi-Family Residential (RM2) to Specific Plan-Residential (SP-R) zoning on a portion of property located at 3711 Dickerson Pike, approximately 455 feet south of Westchester Drive (18.20 acres), to permit 260 residential units, leasing center, clubhouse and swimming pool.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 07/13/2017



2017SP-062-001

3219 ALPINE AVENUE SP

Map 070-09, Parcel(s) 151

03, Bordeaux-Whites Creek

02 (DeCosta Hastings)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2017SP-062-001 |
| Project Name | 3219 Alpine Avenue SP |
| Council District | 02- Hastings |
| School District | 1- Gentry |
| Requested by | SilverPointe Properties, applicant; Courtney Hale, owner. |
| Staff Reviewer | Burse |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

APPLICANT REQUEST

Zone change to permit four residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) to Specific Plan-Residential (SP-R) zoning on property located at 3219 Alpine Avenue, (0.42 acres), to permit two-family residential uses, with a maximum of 4 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. *R10 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units based on acreage only. However, application of the subdivision regulations may result in fewer lots.*

Proposed Zoning

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

BORDEAUX-WHITES CREEK COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 07/13/2017

Proposed Regulatory SP Start

3219 Alpine Avenue Specific Plan (SP)

| Development Summary | |
|----------------------------|-----------------------|
| SP Name | 3219 Alpine Avenue |
| SP Number | Case # 2017SP-062-001 |
| Council District | 2, DeCosta Hastings |

| Site Data Table | |
|------------------------|-----------------|
| Site Data | 0.42 acres |
| Map and Parcel | 070-09-0-151.00 |
| Existing Zoning | R10 |
| Proposed Zoning | SP – Regulatory |
| Allowable Land Uses | Two-Family |
| Required Parking | Per Metro Code |

Specific Plan (SP) Standards

1. This SP shall be limited to two-family residential uses, with a maximum of 4 units.
2. An alley shall be constructed within existing right-of-way adjacent to the site, and shall be constructed from Alpine Avenue to the rear property line of the subject property. All vehicular access shall be from the alley.
3. Minimum street setback shall be 24 feet. Side setbacks shall be 5 feet. Rear setback shall be 20 feet.
4. Building height for the front façade shall be no more than 35 feet to the roofline.
5. A raised foundation of 18”- 36” is required for all residential structures.
6. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
7. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
8. EIFS, vinyl siding and untreated wood shall be prohibited.
9. Porches shall provide a minimum of six feet of depth.
10. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application.
11. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
12. Public water and sewer construction plans, if required, must be submitted and approved prior to Final SP approval. A water and sewer availability request shall be made prior to Final SP submittal with required capacity fees paid prior to Final Site Plan/SP approval.
13. No structures shall be within any public utility and drainage easements, alternatively stormwater pipes can be re-routed to avoid structures.
14. The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Metro Planning Commission Meeting of 07/13/2017

Proposed Regulatory SP end

Consistent with Policy?

Yes. The policy at this site supports the proposed residential uses of this SP. T3 Suburban Neighborhood Evolving policy encourages development that is consistent with classic suburban character in building form with opportunities for improved pedestrian, bicycle and vehicular connectivity. The proposal provides for development consistent with the established development pattern of the immediate neighborhood while incorporating infrastructure improvements such as sidewalks. T3 Suburban Neighborhood Evolving policy encourages creative thinking when developing in environmentally sensitive areas, particularly areas with steep slopes, rivers and streams.

PLAN DETAILS

This is a request for a regulatory Specific Plan (SP) and does not include a site plan. The SP proposes two duplexes for a total of four residential units at this site, 3219 Alpine Avenue. This site consists of 0.42 acres of vacant land that is currently zoned R10. The SP permits a maximum height of 35 feet and includes architectural standards for window orientation, glazing, and entrances. EIFS, vinyl siding and untreated wood are prohibited materials. Vehicular access will be limited to the unimproved right-of-way adjacent to the site. The unimproved right of way will be improved according to alley standards instead of public street standards due to its width and the lack of connectivity it contributes within the immediate area. Parking is required to meet the standards of the Metro Zoning Code. Sidewalks five feet (5') in width and a grass strip four feet (4') in width are required along site frontage on Alpine Avenue. Interior sidewalks are required to be, at minimum, five feet (5') in width and will connect to public sidewalk along Alpine Avenue.

ANALYSIS

Architectural standards included in this SP will ensure the four proposed residential units, to be within two two-family (duplex) structures, provide a well-designed development along Alpine Avenue that is consistent in scale and massing with the surrounding residential development. This proposal will serve as a transitional area for the cluster of two-family residential development immediately west of the site and the single-family residential developments immediately east of the site. Sidewalk improvements along Alpine Avenue will enhance the pedestrian realm by contributing to the existing sidewalk network within the area.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions.

- No structures shall be within any public utility and drainage easements, alternatively stormwater pipes can be re-routed to avoid structures.

WATER SERVICES RECOMMENDATION

Approve with conditions.

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



Metro Planning Commission Meeting of 07/13/2017

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.
- If sidewalks are required then they should be shown on the plans per the MPW standards and specifications. Sidewalks are to be located within ROW.
- Indicate the construction of Hill St per MPW standard roadway.
- Dimension and label the ROW and pavement for all public streets/ ROW.
- Prior to building permit approval by MPW, submit recorded copy of joint use access agreement for these properties.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- At a minimum, provide parking per metro code and include parking chart and identify parking spaces on plan. Identify any guest parking.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential* (210) | 0.42 | 4.35 D | 2 U | 20 | 2 | 3 |

*Based on two-family lots

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 0.42 | | 4 U | 27 | 3 | 3 |

Traffic changes between maximum: **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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | +2 U | 7 | 1 | 0 |

METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning district could generate 1 more student than what is typically generated under the existing R10 zoning district. Students would attend Cumberland Elementary School, Joelton Middle School, and Whites Creek 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.



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STAFF RECOMMENDATION

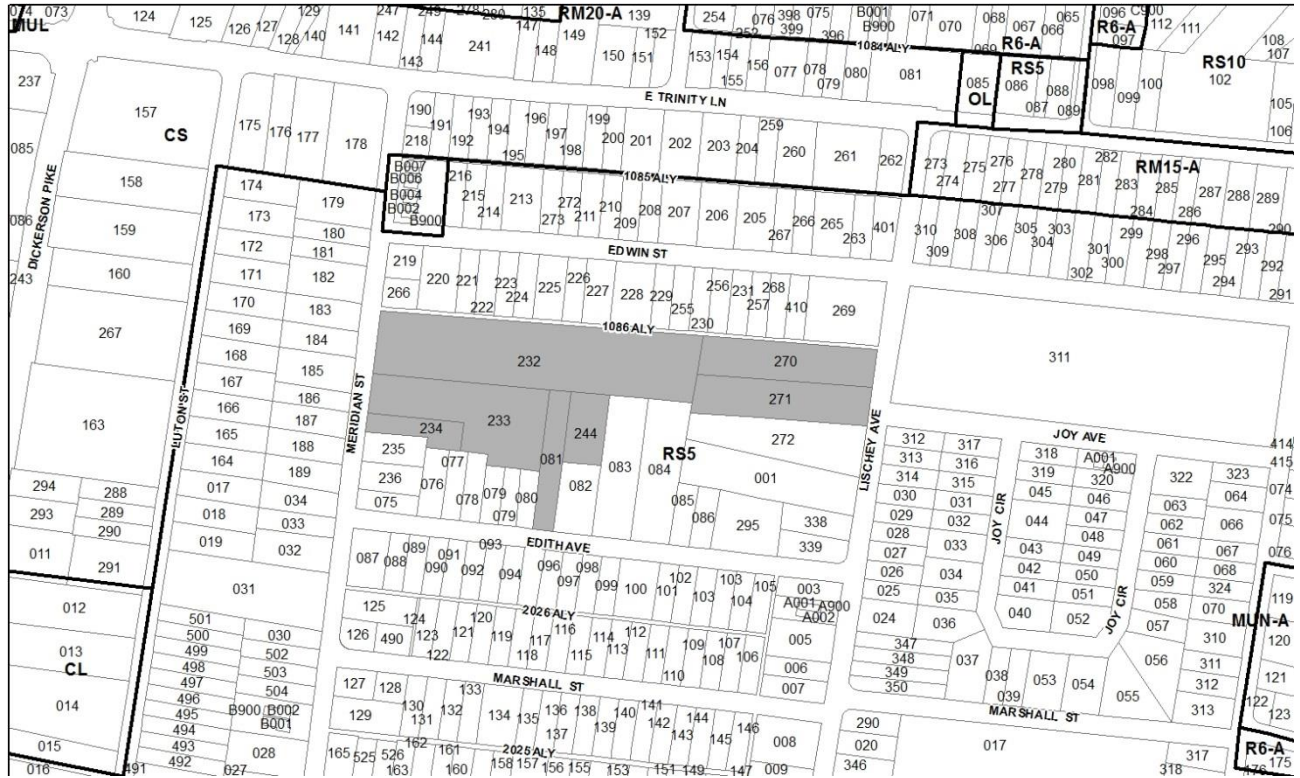
Staff recommends approval with conditions and disapproval without all conditions. The proposed SP is consistent with the T3 Suburban Neighborhood Evolving policy of the Bordeaux-Whites Creek Community Plan.

CONDITIONS

1. Uses of this SP shall be limited to two-family residential uses, with a maximum of 4 units.
2. The unbuilt Hill Street shall be improved to an alley standard and shall be constructed to the rear property line. Vehicular access shall be limited to this right-of-way.
3. The lot shall be subdivided into two lots with a minimum of 8,000 square feet each.
4. The recorded subdivision plat shall include a cross access easement from the improved Hill Street to provide access to both lots.
5. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application.
6. The approved regulatory SP includes exhibits as submitted to the Planning Department including architectural elevations. The final site plan shall be consistent with submitted exhibits.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. Public water and sewer construction plans, if required, must be submitted and approved prior to Final SP approval. A water and sewer availability request shall be made prior to Final SP submittal with required capacity fees paid prior to Final Site Plan/SP approval.
9. No structures shall be within any public utility and drainage easements, alternatively stormwater pipes can be re-routed to avoid structures.
10. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Metro Planning Commission Meeting of 07/13/2017



2017SP-066-001

1801 MERIDIAN SP

Map 071-07, Parcel(s) 232-234, 244

Map 071-08, Parcel(s) 270-271

Map 071-11, Parcel(s) 081

05, East Nashville

05 (Scott Davis)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2017SP-066-001 |
| Project Name | 1801 Meridian SP |
| Council District | 05 – S. Davis |
| School District | 5 – Buggs |
| Requested by | Smith Gee Studio, applicant; Dennis Wood, owner. |
| Staff Reviewer | Shepard |
| Staff Recommendation | <i>Defer to the July 27, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST

Preliminary SP to permit up to 158 multi-family residential units.

Preliminary SP

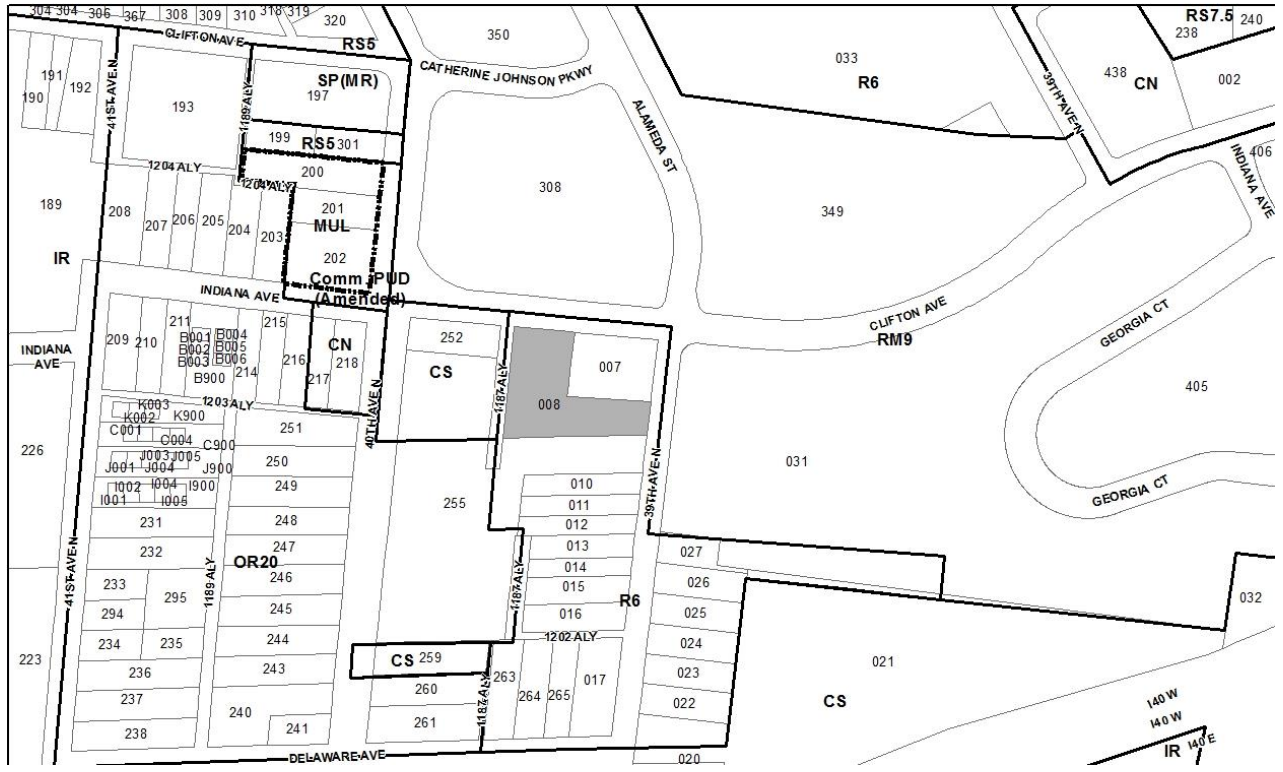
A request to rezone from Single-Family Residential (RS5) to Specific Plan – Residential (SP-R) zoning on properties located at 1707, 1711 and 1801 Meridian Street, 315 Edith Avenue and Edith Avenue (unnumbered), 1808 and 1810 Lischey Avenue, approximately 175 feet south of Edwin Street (8.44 acres), to permit up to 158 multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 07/13/2017



2017S-120-001

SOUTHSIDE OF 39TH AVENUE, EAST SIDE OF CLIFTON STREET RESUB
LOTS 15 AND 16

Map 092-09, Parcel(s) 008

08, North Nashville

21 (Ed Kindall)



Project No. Final Plat 2017S-120-001
Project Name Southside of 39th Avenue, East Side of Clifton Street Resub Lots 15 and 16
Council District 21 – Kindall
School District 1 - Gentry
Requested by William B. Perkins, applicant; Woodbine Community Organization WCO Inc., owner.

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

APPLICANT REQUEST

Request for final plat approval to create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 621 39th Avenue North, at the southwest corner of 39th Avenue North and Clifton Avenue, zoned One and Two-Family Residential (R6) (0.59 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 4 lots, based on the acreage only. The Codes Department has determined that the 3 new lots would not be duplex eligible.*

NORTH NASHVILLE COMMUNITY PLAN

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

PLAN DETAILS

This request is for final plat approval to create three lots on property located at the southwest corner of 39th Avenue North and Clifton Avenue. The site is approximately 25,899 square feet (0.59 acres) and is vacant. The proposed plat would subdivide one parcel into three lots as follows:



Metro Planning Commission Meeting of 07/13/2017

- Lot 1: 8,730.19 SF (0.20 acres) and 50.03 feet of frontage on Clifton Avenue
- Lot 2: 8,536.84 SF (0.17 acres) and 49.96 feet of frontage on Clifton Avenue
- Lot 3: 8,631.29 SF (0.20 acres) and 56.06 feet of frontage on 39th Avenue North

A partially constructed alley is located off of Clifton Avenue, west of Lot 1. If the plat is approved, access for all new lots is limited to this alley.

ANALYSIS

The land use policy for the subject property is T4 Urban Mixed Use Neighborhood (T4 MU), which is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations.

Zoning Code

Proposed lots meet the minimum standards of the R6 zoning district.

Street Frontage

Proposed lots have frontage on a public street.

Agency Review

All review agencies recommend approval.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Returned for corrections

- Once the required capacity fees are paid, the plat can be approved.

STAFF RECOMMENDATION

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

CONDITIONS (if approved)

1. Lots 1, 2, and 3 shall have alley access only through a shared access easement a maximum of 16 feet wide.
2. Remove Note #21.
3. Modify Note #11: Parcel numbers shown thus (xx) refer to Tax Map 092-09.
4. Add note: This site is in the R6 zoning district and is also in the Urban Zoning Overlay.



Metro Planning Commission Meeting of 07/13/2017

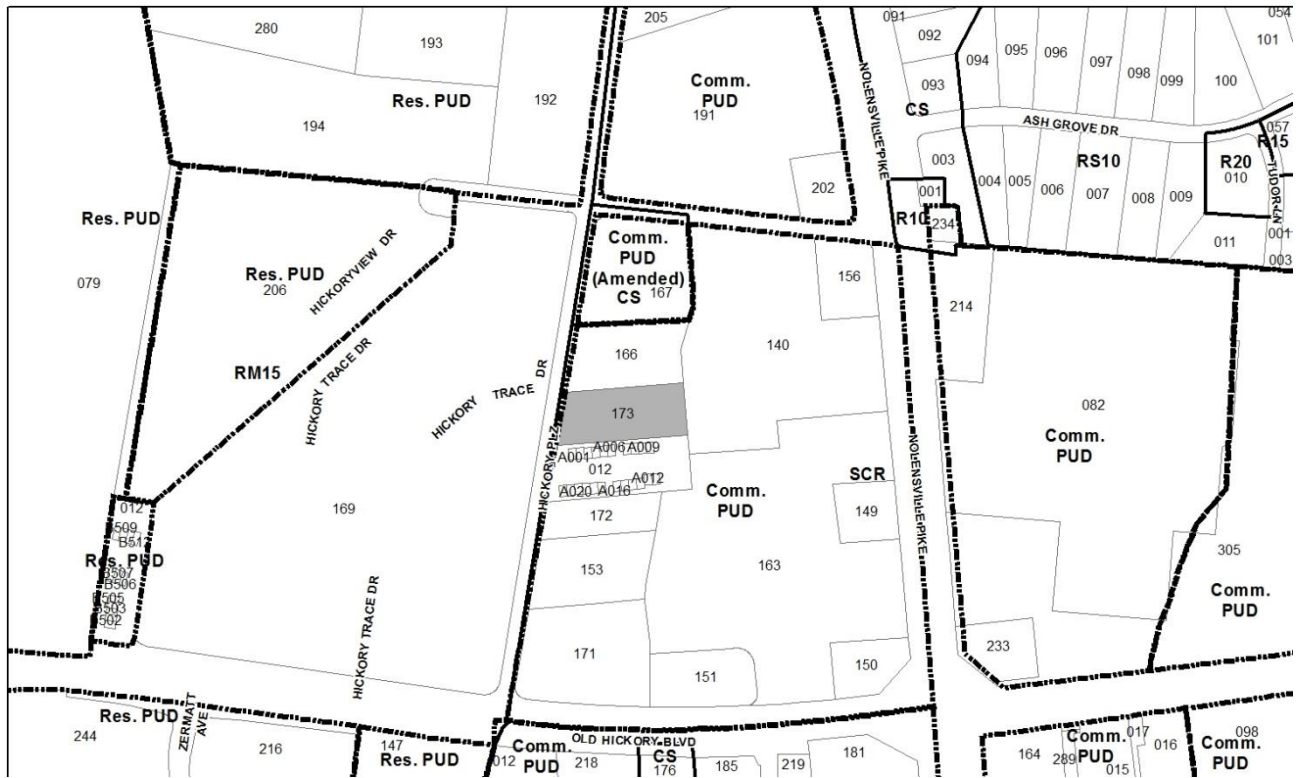
5. On the face of the plat, remove “proposed 5’ sidewalk” and “proposed 4’ grass strip.” Dimension the existing sidewalks on Clifton Avenue and 39th Avenue North.
6. The building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 07/13/2017



192-69P-002
DELTA PROMOTIONS ADDITION
Map 161, Parcel(s) 173
12, Southeast
27 (Davette Blalock)



| | |
|-----------------------------|---|
| Project No. | Planned Unit Development 192-69P-002 |
| Project Name | Delta Promotions Addition |
| Council District | 27 - Blalock |
| School District | 2 – Brannon |
| Requested by | Lukens Engineering Consultants, applicant; Delta Promotion, LLC, owner. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Approve with conditions.</i> |

APPLICANT REQUEST

Revise a portion of the Planned Unit Development and for final site plan to permit an addition to a warehouse.

Revise PUD

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District on property located at 5716 Hickory Plaza, approximately 660 feet north of Old Hickory Boulevard, zoned Shopping Center Regional (SCR) (0.99 acres), to permit an addition to a warehouse.

Existing Zoning

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

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

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The site is located along Hickory Plaza, north of Old Hickory Boulevard and is approximately 0.99 acre in size. Metro Council approved the original PUD in 1969, and it has received numerous revisions.



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This portion of the PUD currently permits commercial uses. The site contains an existing warehouse within 9,655 square feet.

Site Plan

The plan proposes a 4,025 square foot warehouse addition. The addition will be located along the southern side of the existing building. The plan proposes to relocate the existing driveway along the northwestern side of the lot to the southwestern side of the lot. No additional access points are proposed.

A five foot wide sidewalk and four foot planting strip is proposed along Hickory Plaza meeting the local street 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;
 - 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.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required then they should be shown on the plans per the MCSP and MPW standards and specifications. Sidewalks are to be located within ROW.



Metro Planning Commission Meeting of 07/13/2017

TRAFFIC & PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

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.

STAFF RECOMMENDATION

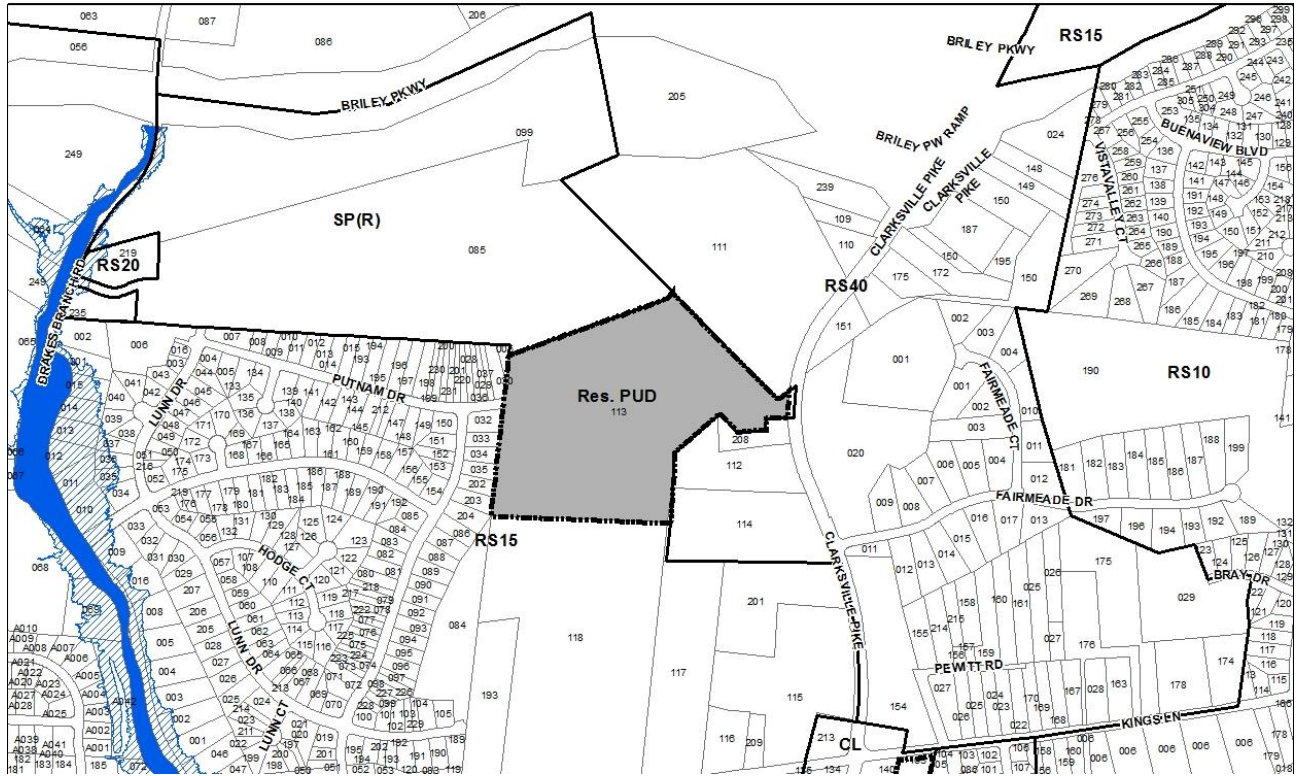
Staff recommends approval with conditions.

CONDITIONS

1. A 5 foot wide sidewalk and 4 foot wide planting strip shall be installed along Hickory Plaza prior to the issuance of a Use and Occupancy permit for the expansion.
2. 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.
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. 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.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Metro Planning Commission Meeting of 07/13/2017



38-87P-001
TEMPLE VALLEY PUD (CANCELLATION)
Map 058, Parcel(s) 113
03, Bordeaux – Whites Creek
01 (Nick Leonardo)



| | |
|-----------------------------|---|
| Project No. | Planned Unit Development 38-87P-001 |
| Project Name | Temple Valley PUD (Cancellation) |
| Council District | 01 – Leonardo |
| School District | 1 – Gentry |
| Requested by | Temple Baptist Church, applicant and owner. |
| Staff Reviewer | Napier |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST
PUD cancellation.

Cancel PUD

A request to cancel a Planned Unit Development Overlay District on property located at 698 Putnam Drive, approximately 700 feet northwest of Fairmeade Drive, zoned RS15 (29.24 acres).

Existing Zoning

One and Two-Family Residential (RS156) RS15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 72 units, based on acreage only. This PUD is currently approved for 140 townhome units with 331 parking spaces.*

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

BORDEAUX-WHITES CREEK 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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Consistent with Policy?

Yes. The proposed PUD cancellation is consistent with the Suburban Neighborhood Evolving policy. The PUD cancellation will result in the property being regulated by the RS15 zoning district which is consistent with the existing zoning of the surrounding neighborhoods

ANALYSIS

The property is located on the western side of Southgate Avenue north of the intersection of Clarksville Pike and Kings Lane. The property contains 32 acres, which is currently vacant and covered with dense vegetation.

Metro Council approved this PUD on July 7, 1987. This PUD is currently approved for 140 townhome units with 331 parking spaces. This PUD was revised in 1999, to remove one dwelling unit and to allow the construction of a parsonage associated with Temple Baptist Church. The Metro Planning Commission recommended approval of the revision at its meeting on May 23, 1987. The cancellation of the PUD is consistent with the policy for the area.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends approval of the PUD cancellation.



SEE NEXT PAGE



Metro Planning Commission Meeting of 07/13/2017



2017Z-052PR-001

Map 071-15, Parcel(s) 248-249, 260

05, East Nashville

05 (Scott Davis)



| | |
|-----------------------------|---|
| Project No. | Zone Change 2017Z-052PR-001 |
| Council District | 05 - Davis |
| School District | 5 - Buggs |
| Requested by | New Beginning Baptist Church of Madison, TN, applicant and owner. |
| Staff Reviewer | Burse |
| Staff Recommendation | Approve. |

APPLICANT REQUEST

Zone change from RS5 to MUN-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mix-Use Neighborhood-Alternative (MUN-A) zoning on property located at 1233, 1310, and 1314 Lischey Avenue, approximately 200 feet north of Douglas Avenue (1.04 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at an overall density of 8.71 dwelling units per acre. *RS5 would permit 9 lots with a maximum of 9 units, based on acreage only. The Subdivision Regulations may not allow the maximum.*

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Center (T4 NC) policy is intended to preserve, enhance, and create urban neighborhood centers that are compatible with the general character of urban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T4 Urban Neighborhood Centers are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, civic and public benefit land uses, with residential only present in mixed use buildings. T4 Urban Neighborhood Centers serve urban neighborhoods within a 5 minute walk.

Consistent with Policy?

Yes. The proposed MUN-A zoning district is consistent with T4 Urban Neighborhood Center policy as it can provide for development that will serve this portion of the urban community.

ANALYSIS

The site is located at 1233, 1310, and 1314 Lischey Avenue and consists of an existing religious institution structure with onsite and off-site parking. Nearby land uses include a commercial use adjacent to the southern portion of the site at the intersection of Douglas Avenue and Lischey



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Avenue, single-family residential uses east and west of the site, and two-family residential land uses south of the site.

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

The proposed rezoning and potential redevelopment will serve as an appropriate transition area between the existing commercial uses south of the site at the intersection of Lischey Avenue and Douglas Avenue, MCSP designated collector streets, and the less intense single-family residential development north of the site. The proposed rezoning will allow for less intense uses compared to the existing Specific Plan that borders the site to the south. The SP to the south permits uses permitted by the MUL-A zoning district which incorporates a higher intensity of land uses than the MUN-A zoning district which this application proposes for the subject site. The MUN-A zoning district will allow for a gradual decrease in intensity of land use which will serve as a buffer at this site between Neighborhood Maintenance policy and Neighborhood Center policy.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

Maximum Uses in Existing Zoning District: **R6**

| 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) | 1.04 | - | 3 U | 29 | 3 | 4 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 0.52 | 1.0 | 22 U | 147 | 12 | 14 |



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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| General Office (710) | 0.26 | 1.0 | 11,325 SF | 250 | 33 | 33 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (814) | 0.26 | 1.0 | 11,325 SF | 523 | 17 | 49 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | 891 | 59 | 92 |

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 2 Elementary 1 Middle 1 High

Projected student generation proposed MUN-A district: 4 Elementary 3 Middle 2 High

The proposed MUN-A zoning district will generate five more students than what is typically generated under the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. Each school has been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

Staff recommends approval. The proposed rezoning is located at the edge of T4 Urban Neighborhood Center policy and will serve as an appropriate transition area between T4 Urban Neighborhood Center policy and the adjacent T4 Neighborhood Maintenance policy to the north.



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2017Z-069-001

Map 092-08, Parcel(s) 090

08, North Nashville

21 (Ed Kindall)



Project No.
Council District
School District
Requested by

Zone Change 2017Z-069-001
21 – Kindall
5 – Buggs
Joseph L. Perry, applicant; Jannie C. Williams, Joseph L. Perry, and Lisa Carter, owners.

Staff Reviewer
Staff Recommendation

Hill
Approve.

APPLICANT REQUEST

Zone change from R6 to RM20-A

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential-Alternative (RM20-A) zoning for property located at 517 Dr. D. B. Todd, Jr. Boulevard, at the southwest corner of Jo Johnston Avenue and Dr. D. B. Todd, Jr. Boulevard (0.40 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on these properties.*

Proposed Zoning

Multi-Family Residential (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 8 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed rezoning is consistent with the T4 Urban Mixed Use Neighborhood policy as it allows for additional residential density in an area containing a high level of connectivity and in proximity to higher density development along Jo Johnston Avenue. Rezoning to RM20-A will allow for infill development in an area with an existing developed residential, multi-family character while providing an enhanced design through bulk standards contained within the Alternative zoning district.



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ANALYSIS

The property is located on approximately 0.40 acres at the southwest corner of Jo Johnston Avenue and Dr. D. B. Todd, Jr. Boulevard. The site is located in an existing neighborhood with an established character and street network and includes a mixture of low to medium density development. The site contains an existing multi-family development with 7 units with an improved alley to the south. Rezoning to RM20-A would allow one additional residential unit for a maximum of 8 units at this site. The Alternative zoning district proposed will foster a more pedestrian friendly environment by applying build-to zones for new structures and providing for alley access. The proposed rezoning is consistent with the existing multi-family development and general character of the immediate area while providing increased diversity in housing types for the neighborhood.

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.

TRAFFIC AND PARKING RECOMMENDATION

Approved

Maximum Uses in Existing Zoning District: **R6**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential* (210) | 0.4 | 7.26 D | 4 U | 39 | 3 | 5 |

*Based on two-family lots

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 0.4 | | 8 U | 173 | 8 | 23 |

Traffic changes between maximum: **R6 and RM20-A**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | +4 U | 134 | 5 | 18 |



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METRO SCHOOL BOARD REPORT

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

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

The proposed RM20-A zoning is expected to generate 3 more students than the existing R6 zoning. Students would attend Park Avenue Elementary School, McKissack Middle School and Pearl-Cohn High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Mixed Use Neighborhood policy of the North Nashville Community Plan.



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2017Z-070-001

Map 071-12, Parcel(s) 103, 105-106, 108

05, East Nashville

05, (Scott Davis)



| | |
|-----------------------------|--|
| Project No. | Zone Change 2017Z-070PR-001 |
| Council District | 05 – Davis |
| School District | 5 – Buggs |
| Requested by | Sherry Hesson, applicant; Carl F. Cotten, owner. |
| Staff Reviewer | Hill |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Zone change from IWD to RM20-A

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Multi-Family Residential-Alternative (RM20-A) zoning on properties located at 818, 822, 824 and 826 Cherokee Avenue, approximately 1000 feet southeast of Jones Avenue (1.93 acres)

Existing Zoning

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

Proposed Zoning

Multi-Family Residential (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 38 units.*

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed rezoning is consistent with the T4 Urban Mixed Use Neighborhood policy as it allows for additional residential density in an area where moderate to high density development has been identified as appropriate. Additionally, the redevelopment of the site will provide opportunities for diversity in housing types for the immediate area. Rezoning to RM20-A will allow for infill development in an area with an evolving mixed use character while providing an enhanced design through bulk standards contained within the Alternative zoning district.

ANALYSIS

The properties are located on 1.93 acres on the south side of Cherokee Avenue, approximately 1,000 feet southeast of Jones Avenue. The site is located in an existing neighborhood with an established street network and mixed use character. A portion of the site is developed with two single-family dwellings while the remaining lots are vacant. Rezoning to RM20-A would allow 36 additional residential units for a maximum of 38 units at this site. The Alternative zoning district



Metro Planning Commission Meeting of 07/13/2017

proposed will foster a more pedestrian friendly environment by applying build-to zones, limiting vehicular access, and providing more functional entries to buildings. The proposed rezoning is consistent with the existing community plan policy and the evolving character of the immediate neighborhood.

Prior to development, the applicant may be required to complete 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 at building permit stage 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.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Warehousing (150) | 1.93 | 0.8 | 67,256 SF | 240 | 21 | 22 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 1.93 | | 38 U | 354 | 23 | 39 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | +38 U | +114 | -44 | -8 |

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM20-A district: 13 Elementary 6 Middle 5 High

The proposed RM20-A zoning is expected to generate 24 more students than the existing IWD 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 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)

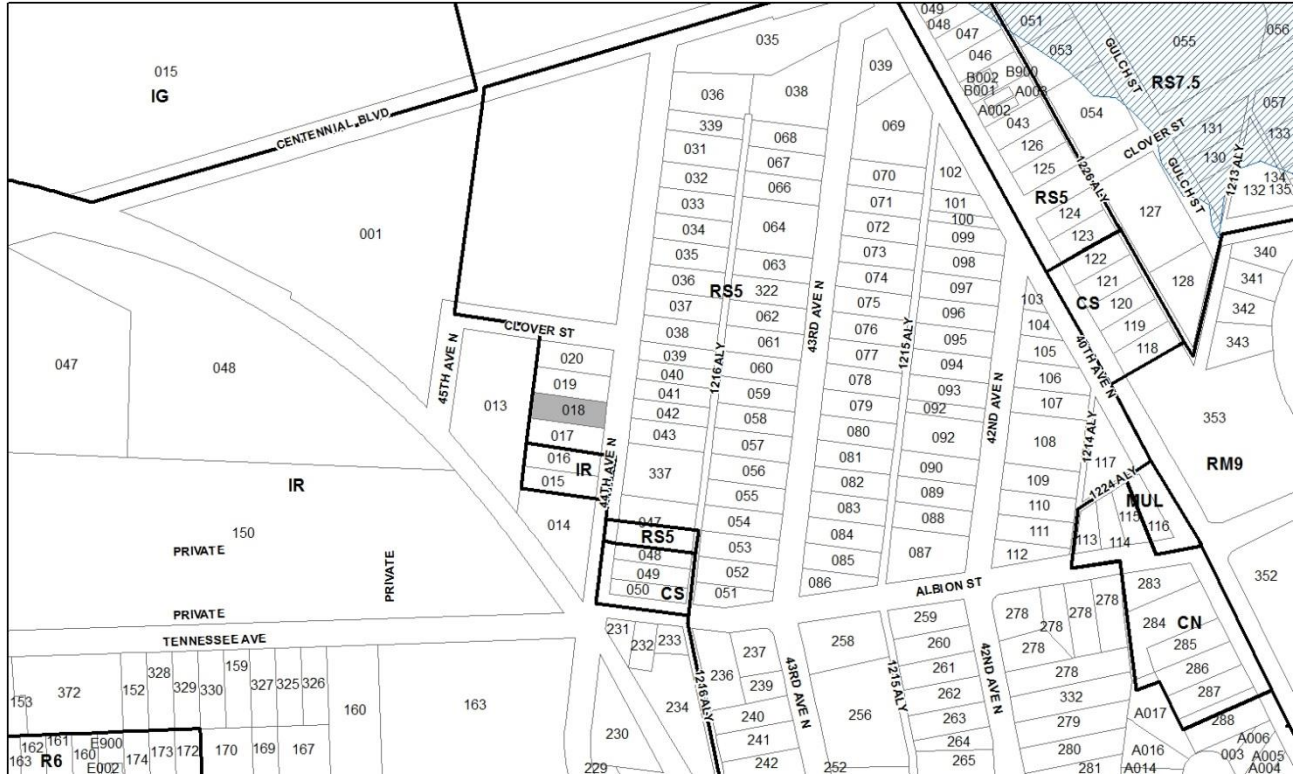
1. Will this project include any affordable or workforce housing units? Yes
2. If so, how many and what is the percentage of the entire development? 10 percent
3. How will you enforce the affordability requirements? By implementing financing requirements to ensure potential owners meet the applicable criteria.
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Mixed Use Neighborhood policy of the East Nashville Community Plan.



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2017Z-072PR-001
Map 091-08, Parcel(s) 018
8, North Nashville
21 (Ed Kindall)



| | |
|-----------------------------|--|
| Project No. | Zone Change 2017Z-072PR-001 |
| Council District | 21 - Kindall |
| School District | 1 - Gentry |
| Requested by | J. Miller Enterprises, LLC, applicant and owner. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

Zone change from RS5 to R6-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 1015 44th Avenue North, approximately 115 feet south of Clover Street (RS5).

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 – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *The Department of Codes Administration has determined that R6-A would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

R6-A zoning is supported by the T4 Urban Neighborhood Evolving policy. The proposed zone change would allow up to two units on this lot. The neighborhood is a mixture of one and two-family residential uses. Industrial zoning is located directly to the rear of the property and south along 44th Avenue North. The site is located along a bus service route and directly adjacent to a bus stop. Therefore, this zone change would add diversity of housing at appropriate locations. Staff



Metro Planning Commission Meeting of 07/13/2017

recommends R6-A zoning, which includes design standards that improve the pedestrian environment and the relationship of buildings to the street.

ANALYSIS

The property is located along the west side of 44th Avenue, south of Dr. Walter S. Davis Boulevard. The existing zoning allows for a single-family residential unit only. The neighborhood consists of a mixture of one and two-family residential units. The site is located approximately 700 feet from the corridor to the north. Industrial zoning is located to the rear of the site and to the south along 44th Avenue North. The site is located along a transit route and directly adjacent to a bus stop. The T4 Urban Neighborhood Evolving Policy supports more housing choices, and this site is located close to a corridor and adjacent to transit service. The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment.

FIRE DEPARTMENT RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

METRO SCHOOL BOARD REPORT

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

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

The proposed zoning 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.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

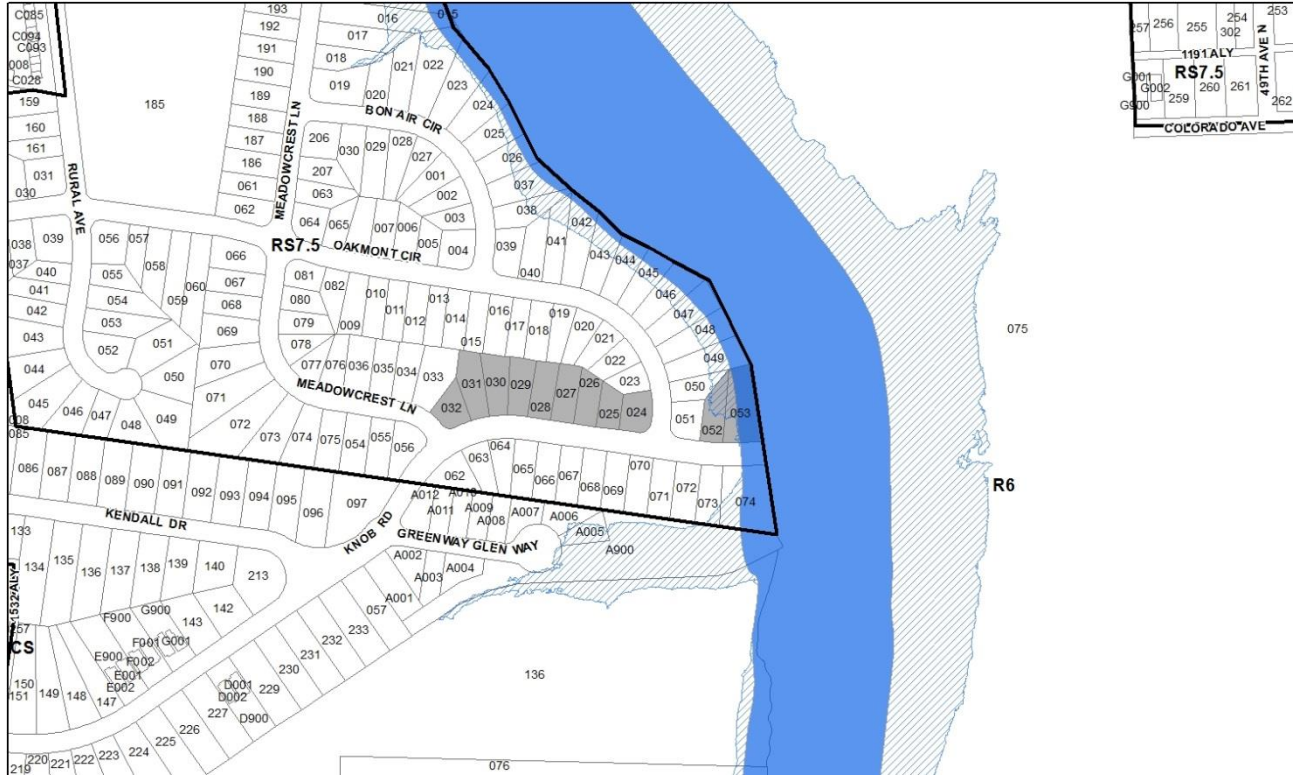
Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy.



SEE NEXT PAGE



Metro Planning Commission Meeting of 07/13/2017



2017Z-075PR-001

Map 103-07, Parcels 024-032, 052-053

07, West Nashville

24 (Kathleen Murphy)



| | |
|-----------------------------|--|
| Project No. | Zone Change 2017Z-075PR-001 |
| Council Bill | BL2017-824 |
| Council District | 24 - Murphy |
| School District | 9 - Frogge |
| Requested by | Councilmember Kathleen Murphy, applicant; various property owners. |
| | |
| Staff Reviewer | Rickoff |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Apply a Contextual Overlay District.

Zone Change

A request to apply a Contextual Overlay District to various properties along Knob Road, at the northeast corner of Meadowcrest Lane and Knob Road, zoned Single-Family Residential (RS7.5) (2.3 acres).

Existing Zoning

Single-Family Residential Districts (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.

Proposed Zoning

Contextual Overlay provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area.

CRITICAL PLANNING GOALS

N/A

WEST NASHVILLE COMMUNITY PLAN

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

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



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Consistent with Policy?

Yes. The proposed overlay area is within the T3 Suburban Neighborhood Maintenance policy area and the proposed Contextual Overlay is consistent with the policy. There is a fairly consistent housing type in regards to bulk and massing currently in the area proposed for the contextual overlay. The Contextual Overlay would help to preserve the general character of the existing neighborhood, with specific standards for new construction that are directly related to the existing residential structures in the area.

CONTEXTUAL OVERLAYS

The Contextual Overlay District provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area.

The design standards established through the Contextual Overlay include specific standards in regards to street setback, building height, building coverage, access, driveways, garages, and parking areas. Street setbacks, building height, and building coverage are directly tied to the lots abutting on either side of a lot proposed for new construction. Access, driveway, garage and parking design standards are intended to help control new accesses on the public streets as well as the location of garages and parking to lessen the impact of new construction on existing homes. The design standards are already established and cannot be modified.

CONTEXTUAL OVERLAY STANDARDS

- A. Street setback. The minimum required street setback shall be the average of the street setback of the two developed lots abutting each side of the lot. When one or more of the abutting lots is vacant, the next developed lot on the same block face shall be used. The minimum provided in 17.12.030A and the maximum provided in 17.12.030C.3 shall not apply. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the minimum required street setback shall be calculated and met for each street.
- B. Height.
 1. The maximum height, including the foundation, of any primary structure shall not be greater than 35 feet or 125% of the average height of the principal structures on the two lots abutting each side of the lot, whichever is less. When one of the abutting lots is vacant, the next developed lot on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum height shall be calculated for each street and limited to 35 feet or 125% of the average height of the lesser value. When 125% of the average of the abutting structures is less than 27 feet, a maximum height of 1.5 stories in 27 feet shall be permitted.
 2. The maximum height, including the foundation, of any accessory structure shall not be greater than 27 feet.
 3. For the purposes of this section, height shall be measured from grade or, if present, the top of a foundation which shall not exceed three feet above grade, to the roof line.
- C. Maximum building coverage. The maximum building coverage (excluding detached garages and other accessory buildings) shall be a maximum of 150% of the average of the building coverage (excluding detached garages and other accessory buildings) of the two abutting lots on each side. When the abutting lot is vacant, the next developed lot shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the



Metro Planning Commission Meeting of 07/13/2017

subject lot is on a corner, the maximum building coverage shall be calculated and met for each street.

D. Access and driveways, garages and parking areas.

1. Access and Driveways.

- a. Where existing, access shall be from an improved alley. Where no improved alley exists, a driveway within the street setback may be permitted.
- b. For a corner lot, the driveway shall be located within 30 feet of the rear property line.
- c. Driveways are limited to one driveway ramp per public street frontage.
- d. Parking, driveways and all other impervious surfaces in the required street setback shall not exceed twelve feet in width.

2. Garages.

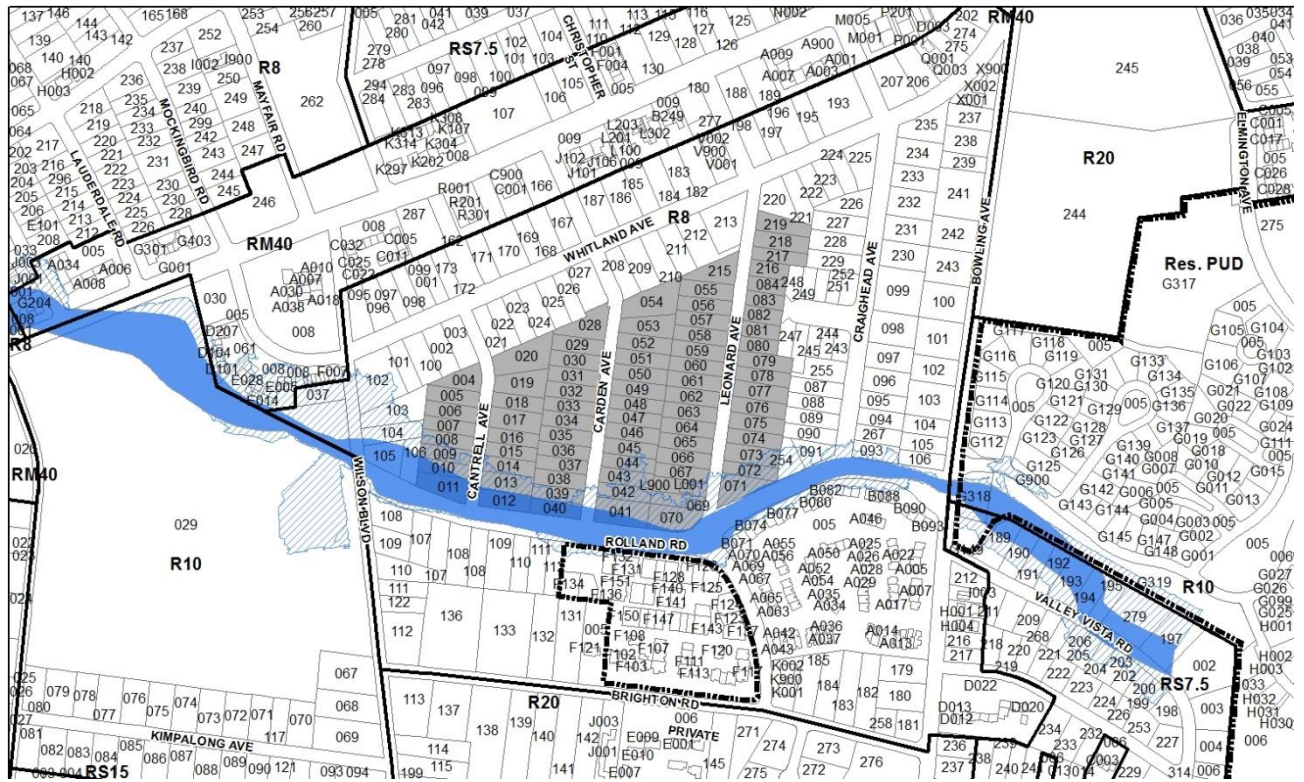
- a. Detached. The front of any detached garage shall be located behind the rear of the primary structure. The garage door of a detached garage may face the street.
- b. Attached. The garage door shall face the side or rear property line

STAFF RECOMMENDATION

Staff recommends approval as the establishment of a contextual overlay is consistent with the maintenance policy for the area.



Metro Planning Commission Meeting of 07/13/2017



2017Z-079PR-001
Various Maps, Various Parcels
10, Green Hills - Midtown
24 (Kathleen Murphy)



Project No. Zone Change 2017Z-079PR-001
Council Bill No. BL2017-822
Council District 24 – Murphy
School District 8 – Pierce
Requested by Councilmember Kathleen Murphy.

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

APPLICANT REQUEST

Zone change from R8 to RS7.5.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Single-Family Residential (RS7.5) for various properties along Cantrell Avenue, Carden Avenue and Leonard Avenue, approximately 245 feet west of the intersection of Craighead Avenue and Rolland Road (23.09 acres).

STAFF RECOMMENDATION

Defer to the July 27, 2017, Planning Commission meeting.