

Metropolitan Planning Commission



Staff Reports

August 10, 2017



Metro Planning Commission Meeting of 08/10/2017

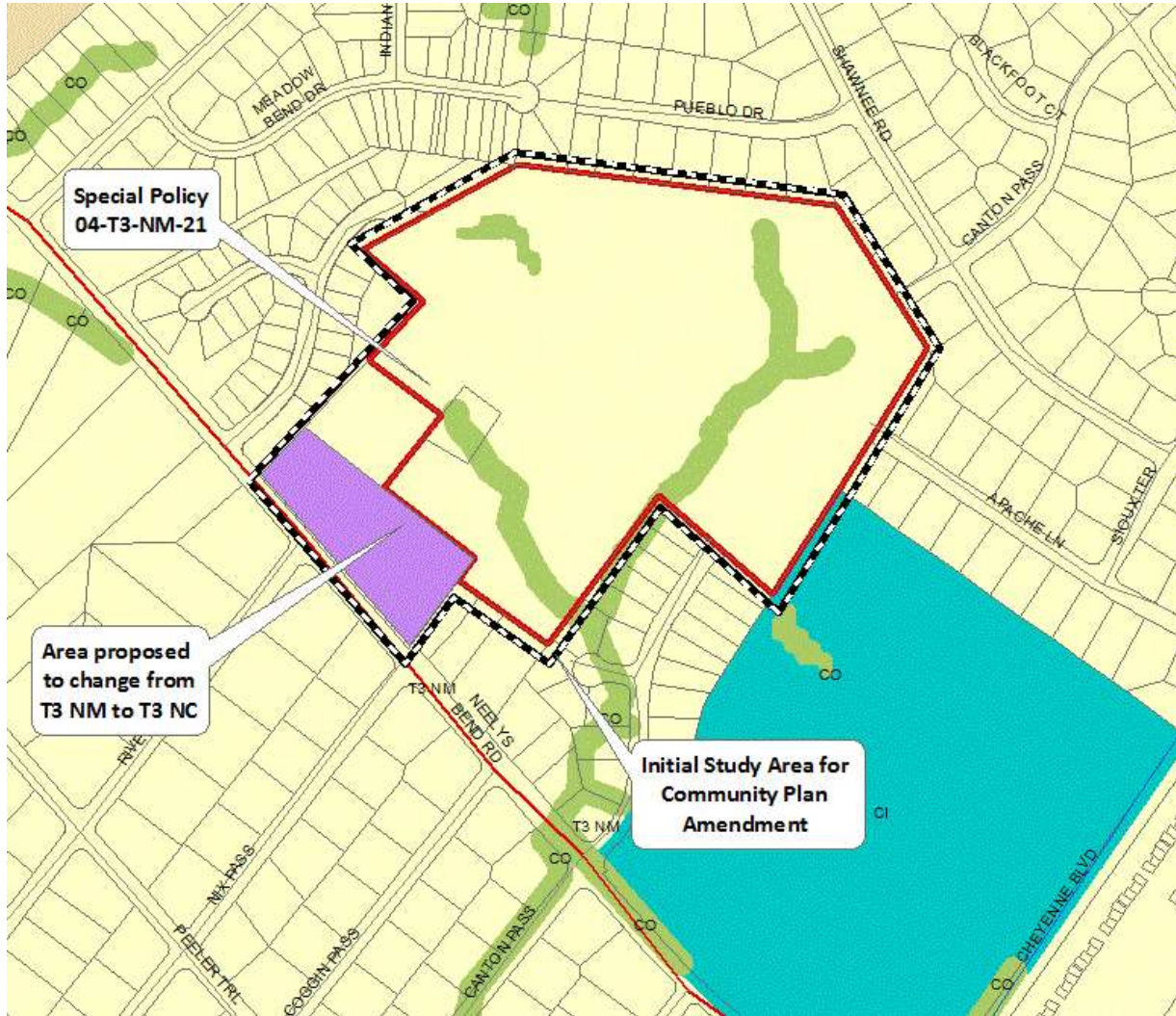
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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2017CP-004-001

MADISON COMMUNITY PLAN AMENDMENT

Map 052, Parcel(s) 025-026, Part of Parcel 020

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.

Deferrals This item was deferred at the July 13, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Sanders
Staff Recommendation Approve.

APPLICANT REQUEST

Amend Madison Community Plan to change the policy.

Major Plan Amendment

A request to amend the Madison Community Plan by changing from T3 Suburban Neighborhood Maintenance to T3 Suburban Neighborhood Center on properties located at 1133 and 1145 Neely’s Bend Road and Neely’s Bend Road (unnumbered), northwest of the terminus of Apache Lane, zoned RS10 (5.17 acres).

MADISON COMMUNITY PLAN

Current Policy

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.

Proposed Policy

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that fit in with the general character of suburban neighborhoods. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity. T3 NC areas are pedestrian friendly, generally located at intersections of suburban streets that contain commercial, mixed use, residential, office, and civic and public benefit land uses.

BACKGROUND

The property once contained a portion of the industrial operations of the Odom Sausage Company under a Planned Unit Development approved in 1976. The industrial use of the property was phased out, and only administrative offices for the company remained at the site until its recent sale to the current property owner.



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The applicant's initial application proposed to amend the policy of a larger area of the community plan (33.31 acres), reflected in the project boundary for the associated rezoning request (2017SP-049-001), from T3 Suburban Neighborhood Maintenance to T3 Suburban Neighborhood Evolving and T3 Suburban Neighborhood Center. The application also proposed to delete Special Policy Area 04-T3-NM-21, which encourages infill development because of the existing zoning entitlements, adequate access, and the potential for providing additional housing choice and housing diversity in an area that is mostly single-family residential development. Because the special policy recommends that only residential land uses as allowed by the RS10 zoning district (single-family detached dwellings) be considered, the applicant initially requested its removal in order to explore options to provide a wider range of housing types within that portion of their project boundary.

Based on feedback from the community and staff, the applicant amended the application to minimize the policy changes and adhere to the currently adopted policy guidance for the majority of the project boundary of 2017SP-049-001, including the special policy. The revised community plan amendment proposes to amend the policy for three properties fronting Neely's Bend in order to support future neighborhood services and additional housing options at this location. The requested policy amendment area is now 5.17 acres.

COMMUNITY PARTICIPATION

Prior to submitting an application, the development team held one community meeting on April 11, 2017, to present their ideas for redeveloping the subject properties in order to provide a new variety of housing and small-scale retail in the neighborhood. Staff was not present at this meeting.

A staff-led community meeting was also held on June 21, 2017, with the property owners, the area Councilmember, and approximately 60 people in attendance. The majority of the questions and comments during this meeting were related to the rezoning proposal for the property. Primary concerns expressed during the meeting by community members opposed to the proposal at that time include the following:

- Impact on the rural character of the surrounding area;
- Impact of an increase in residential density and housing options;
- Traffic safety and congestion associated with additional intensity and nonresidential use of the property; and
- Impact of additional development on stormwater.

Staff also received comments from community members who were open to change through redevelopment of the property but had the same concerns listed above. The positive aspects of their comments include the following:

- Positive impact of the proposed investment on the value of surrounding neighborhoods; and
- The "neighborhood/community feel" of the proposal.

Staff received one comment from a nearby resident in support of the proposal to provide additional housing and to provide a place for a small retail area within walking distance.



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ANALYSIS

The properties are located at the northernmost area of the Neely's Bend peninsula. This area is suburban in character with moderate density. The character of the area begins to transition from suburban residential to a rural environment approximately one mile south of the subject properties.

Neely's Bend Road is currently two lanes and is designated as an arterial boulevard in the Major and Collector Street Plan. An MTA bus stop is located on the west side of Neely's Bend within the area of the property's street frontage.

The surrounding residential development occurred primarily between the 1960s and 1980s and consists of mostly single-family detached homes. There are several townhome, duplex, and condo developments within a one-mile radius. These neighborhoods have experienced little to no change since their development.

The closest concentration of commercial services is approximately two miles north at the intersection of Neely's Bend Road and Gallatin Pike, and a gas station/convenience store is located approximate a half-mile south on Neely's Bend Road.

Nonresidential uses within a one-mile radius are primarily institutional:

- Tristar health facility
- Signature healthcare
- Religious institutions and places of worship
- Middle Tennessee School of Anesthesia
- Madison Elementary School
- Neely's Bend Elementary School
- Neely's Bend Middle School

T3 Suburban areas are moderately developed with nature strategically incorporated into the site design. Existing vegetation is preserved to frame curvilinear streets. A complete suburban neighborhood features a mix of housing types that are thoughtfully integrated into the neighborhood. Suburban centers play an integral role in completing neighborhoods by offering residents the option to walk or bike to meet some of their daily needs.

Given its proximity to an arterial boulevard (Neely's Bend), a transit stop, employment centers, schools, and the surrounding suburban residential development, the proposed amendment area would be a suitable location for T3 Suburban Neighborhood Center policy to support neighborhood services and/or a mixture of uses to serve the surrounding residences and institutions. Additionally, staff finds that the proposal to amend 5.17 acres along Neely's Bend Road to T3 Suburban Neighborhood Center policy achieves the following:

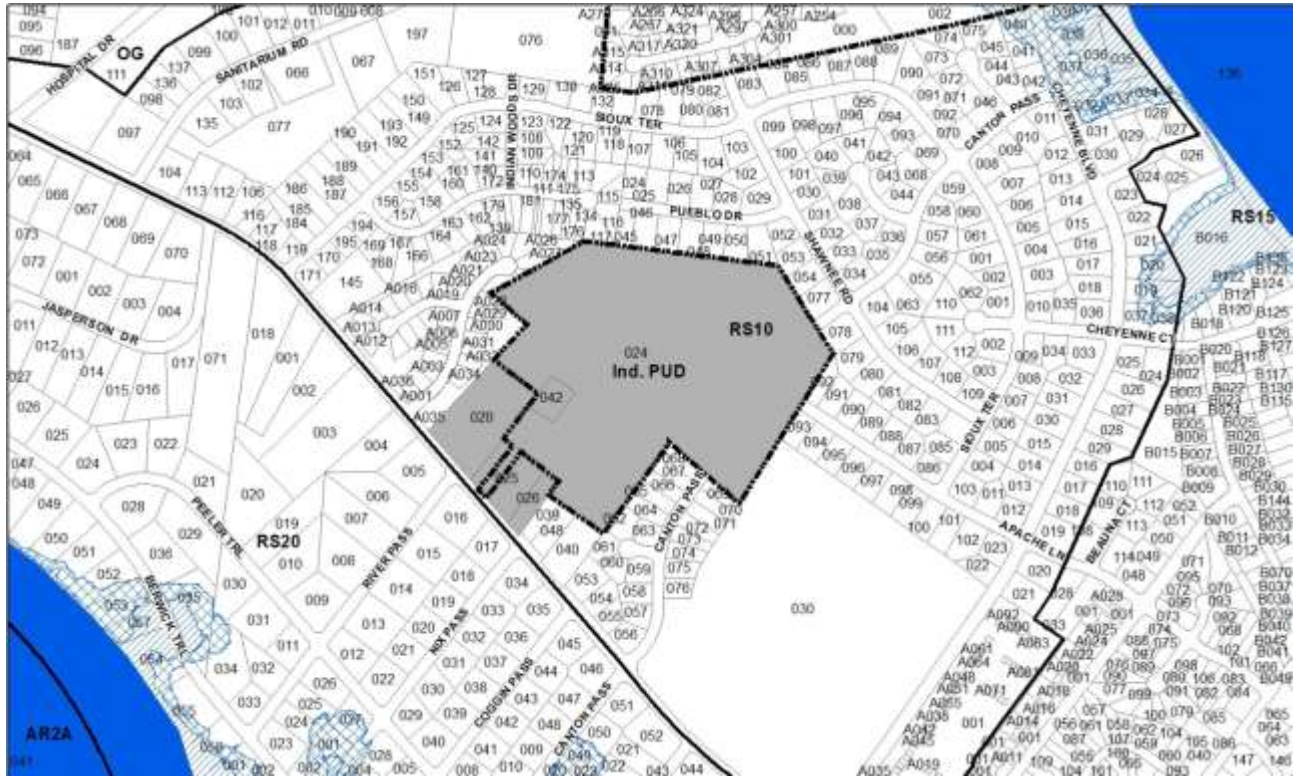
- Works toward completing an incomplete suburban neighborhood by including a mix of housing types that respond to today's local housing demand.
- Works to complete the surrounding neighborhoods by creating a small neighborhood-scaled center that co-exists within and enhances a residential suburban neighborhood.

STAFF RECOMMENDATION

Staff recommends approval.



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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 2017CP-004-001 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.

Deferrals This item was deferred at the July 13, 2017, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST
Permit a mixed use development.

Preliminary SP

A request to rezone from 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 a mixed use development with a maximum of 22 single-family residential units and 173 detached, multi-family residential units.

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 19 units subject to compliance with the requirements of the Metro Subdivision Regulations. The uses permitted on the majority of the property at this time are governed by the PUD.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The approved PUD allows for an industrial development.*



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Proposed Site Plan



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Proposed Zoning

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

MADISON COMMUNITY PLAN

Existing Policy

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 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.

A portion of the property within the PUD is also within a Special Policy area, 04-T3-NM-21. The special policy encompasses Parcels 024 and 042 and identifies the area as appropriate for infill development because of the existing zoning entitlements, adequate access and the potential for providing additional housing choice in an area that is mostly single-family residential development. The policy also notes that the area has close proximity to commercial centers and corridors, which makes it an appropriate location for more diversity of housing.

Proposed Policy (portion of property)

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

Consistent with Policy?

The residential portion of the proposed SP is consistent with the existing T3 NM policy and the special policy, which identifies this property as appropriate for infill that incorporates a diversity of housing. The SP works toward completion of an incomplete suburban neighborhood by including a mix of housing types that responds to local housing demand. The portion of the SP within the T3 NM policy area includes single-family lots and detached single-family cottages. The single-family detached uses provide housing diversity consistent with the guidance in the special policy, which calls for the site to be developed with land uses allowed by RS10 zoning. Buildings are oriented to streets or open spaces with vehicular connectivity in the form of local streets that complete a



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currently disconnected street network, consistent with the goals of T3 NM policy. T3 NM policy also encourages pedestrian connectivity to nearby open spaces, transit, schools and centers, which is provided in the plan through an off-site sidewalk connection to Neely's Bend Middle School and improved connectivity from the neighborhood to the existing bus stop.

There are sensitive environmental features present on the site, including steep slopes and streams, as indicated by the presence of Conservation policy along the northwest property boundary and through the center of the site. The proposed SP strategically incorporates these features into open spaces within the site plan in order to enhance the neighborhood and protect the sensitive features.

The associated plan amendment proposes the application of T3 NC policy to a 5.17-acre portion of the site near the entrance of the development to accommodate commercial and civic uses. The proposed center is intended to provide a walkable option for residents of the proposed development as well as residents of the existing developments along Neely's Bend Road and in the surrounding area. The incorporation of townhomes into the portion of the SP within the proposed T3 NC policy provides additional housing choice adjacent to the corridor and in a location that minimizes disruptions to surrounding existing land use pattern. The neighborhood center portion of the proposed SP is consistent with policy if the associated plan amendment is approved.

Overall, the proposed uses and intensity are arranged on the site in a manner that provides a transition from neighborhood commercial uses and townhomes fronting Neely's Bend Road to moderate density detached single-family units within the interior of the site. Single-family lots are located along the rear property line, along with open space and landscape buffers to provide a transition to the primarily single-family residential development pattern surrounding the site. The design of the SP serves to integrate this development into the existing land use pattern while providing for a diversity of housing types as called for by the special policy.

PLAN DETAILS

The site encompasses approximately 33.31 acres on the northeast side of Neely's Bend Road, approximately 0.28 miles northwest of the intersection of Neely's Bend Road and Cheyenne Boulevard, and approximately two miles southeast of the intersection of Neely's Bend Road and Gallatin Pike. The property is the former headquarters of the Odom Sausage Company and contains industrial buildings associated food processing. The property is no longer being used by the company. A portion of the site is also within an industrial PUD which permitted the food processing use. An associated request to cancel the PUD is included in this application.

Site Plan

The plan proposes a total of 7,000 square feet of commercial uses, and a maximum of 195 single-family and multi-family residential units. The non-residential uses, which could include grocery store, full service or takeout restaurant, retail, personal care services, and medical office, are located in a single, 7,000-square-foot building along Neely's Bend Road. A total of 16 townhome units are also proposed along Neely's Bend. A total of 157 detached, single-family cottages are located throughout the interior of the site, and 22 single-family lots are arranged along the rear property line. The SP also includes conversion of an existing building located in the interior of the site into a clubhouse amenity to serve residents.



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The plan will result in completion of a currently disconnected street network in the area. The plan includes a primary vehicular connection to Neely's Bend Road which will be connected through the development to the existing terminus of Apache Lane on the eastern property boundary, completing Apache Lane. The plan will also connect the existing terminus of Canton Pass at the northern edge of the property to the terminus of Canton Pass at the southern property boundary to complete that connection. Canton Pass, Apache Lane, and a proposed roadway, Canton Pass Circle, as well as associated alleys will be public. A network of private drives is proposed on either side of Apache Lane near the front of the development to serve the townhomes, clubhouse, and some of the single-family cottage units.

A 6-foot sidewalk and 8-foot planting strip are provided along Neely's Bend Road, consistent with the requirements of the Major and Collector Street Plan (MCSP). Five-foot sidewalks with 5-foot planting strips, which exceed the local street requirements, are provided along all public roads within the development. Sidewalks connecting all of the units located along private drives to the public street are also included. The plan also proposes an off-site sidewalk connection extending 724 linear feet from the property boundary to Cheyenne Boulevard, to provide a pedestrian connection to Neely's Bend Middle School. The existing right-of-way along Neely's Bend Road southeast of the property varies. The SP proposes to locate the sidewalk within public right-of-way or a pedestrian access easement, with the final sidewalk design to be determined by Planning and Public Works prior to approval of a final site plan.

The SP includes an appendix of architectural standards and character imagery for each of the building forms proposed in the SP. Bulk standards are established for each building typology, including setbacks, build-to zones, height, and glazing requirements. Height is limited to two stories in 35 feet for the neighborhood commercial buildings, with up to three stories in 45 feet permitted for the clubhouse or other neighborhood amenity buildings. Townhomes are limited to 3.5 stories with a pitched roof or three stories with a roof terrace in 50 feet. The single-family cottages and single-family lots are limited to 2.5 stories in 35 feet. A total of 750 parking spaces are provided within the development, which exceeds the minimum parking requirements for the units and uses proposed. The parking includes surface parking for the non-residential uses, townhomes and some of the single-family cottages in parking lots and along the private drives. The remainder of the single-family cottages and single-family lots have detached or attached garages. All of the units and lots front public streets or private drives, with rear-loaded garages or surface parking in the rear, with the exception of 17 cottage units located in the southeastern portion of the site which are oriented toward open space.

For all building types, the SP includes architectural standards requiring avoidance of blank facades through incorporation of articulations or changes in material. Standards are also provided for prohibited materials and recessed garages. A requirement for raised foundations is proposed for residential uses. Twenty-foot landscape buffer yards are incorporated along the perimeter of the site, with additional 50-foot-wide landscape preservation zones designated along the northwestern and southeastern property lines. Open space areas are incorporated throughout the plan, with a total of 7.64 acres of active open space provided outside of streams and designated stormwater management areas.



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ANALYSIS

The SP is generally consistent with the existing T3 NM policy, which calls for preservation of the general character of existing neighborhoods with low to moderate density residential development. The T3 NM policy and the special policy for this large property acknowledge that infill to achieve more housing choice in this predominantly single-family area is appropriate. The SP provides for a general transition from neighborhood commercial and multi-family residential uses adjacent to Neely's Bend, to moderate density single-family residential at the rear of the site adjacent to existing single-family development. The subject property sits lower than the surrounding residential area. The single-family lots have been located along the rear perimeter of the site to provide a transition from the detached cottages and townhomes to the existing single-family residential development. The average size of the existing RS10-zoned lots to the north of the proposed development is approximately 14,800 square feet. The proposed single-family lots within the SP are approximately 7,500 square feet in size, consistent with the RS7.5 zoning district. If the existing PUD were cancelled and the subject property were to be redeveloped under the existing RS10 base zoning, lots consistent in size with the RS7.5 zoning district could be permitted along the perimeter of the property with only 10-foot landscape buffer yard per the provisions of the cluster lot subdivision standards. The SP proposes a wider 20-foot landscape buffer yard to provide a better transition between the SP and the surrounding residential. The change in topography between the surrounding lots and the SP will further help to screen the proposed development.

The SP includes connections to existing stub streets to enhance vehicular and pedestrian connectivity in the area. The SP includes sidewalk connections within the site as well as an off-site connection along Neely's Bend to the middle school. There is an existing MTA bus stop on Neely's Bend opposite the project frontage. The proposed vehicular and pedestrian connections will enable residents of the development and the surrounding neighborhood to better access Neely's Bend Road, the middle school, and existing MTA service. The proposed T3 NC policy permits incorporation of a limited amount of neighborhood commercial uses along Neely's Bend. The commercial services will create a walkable neighborhood center accessible to residents of the development and the surrounding area, potentially minimizing the need for residents to travel north to Gallatin Pike or Old Hickory Boulevard. The plan is consistent with the goals of the special policy to provide increased housing choice with good access and connectivity, and also achieves the goals of the T3 NM policy to preserve the general character of the neighborhood by integrating the proposed development into the existing land use pattern with thoughtful attention to transitions, open space, and connectivity.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved



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WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. If needed for abandonment/relocation of existing public sewer through the site, public sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.
- For the latest preliminary SP revision (stamped received 7/14/17), Metro Water has added an addendum to our previous approval (this approval still applies), regarding the forthcoming Final SP submission: This revision reduces the overall unit count of the development, which impacts capacity fee amounts. Before Final SP submission, MWS advises the applicant to revise their availability study to reflect the latest unit count (and subsequently reduced capacity fees).

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- **Neelys Bend Road at Randy Road**
 - No intersection control changes, traffic signal modifications, or additional laneage are recommended at the intersection of Neelys Bend Road at Randy Road as part of the Neelys Bend SP to provide traffic operations that meet Metro Nashville – Davidson County’s policy goal for level of service.
- **Neelys Bend Road at Larkin Springs Road**
 - No intersection control changes, traffic signal modifications, or additional laneage are recommended at the intersection of Neelys Bend Road at Larkin Springs Road as part of the Neelys Bend SP to provide traffic operations that meet Metro Nashville – Davidson County’s policy goal for level of service.
- **Neelys Bend Road at River Pass / Project Access/ Apache Lane**
 - The Neelys Bend SP access to Neelys Bend Road should have a minimum width of 33 feet of pavement with two egress lanes (11 feet each) and one ingress lane (11 feet).
 - An eastbound left turn lane should be installed on Neelys Bend Road at the project access. The turn lane should have a storage length of 100 feet and taper lengths in accordance with AASHTO and MUTCD guidelines.
- Design of upstream taper shall be coordinated with MPW roadway construction plans at Neelys Bend and Cheyenne Blvd.



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- **Neelys Bend Road at Cheyenne Boulevard**
 - The Metro Nashville Department of Public Works plans to construct intersection improvements consisting of a new traffic signal and improved turn lanes at this intersection prior to completion of the Neelys Bend SP. The plans for this intersection improvement have been reviewed as part of this report and the improvements have been included in the intersection analysis for the background and total traffic conditions.
 - No additional intersection control changes or laneage are recommended at the intersection of Neelys Bend Road at Cheyenne Boulevard as part of the Neelys Bend SP to provide traffic operations that meet Metro Nashville – Davidson County’s policy goal for level of service.

- **Cheyenne Boulevard at Canton Pass**
 - No intersection control changes or additional laneage are recommended at the intersection of Cheyenne Boulevard at Canton Pass as part of the Neelys Bend SP to provide traffic operations that meet Metro Nashville – Davidson County’s policy goal for level of service.

- **Neelys Bend Road at Project Access Street B**
 - The Neelys Bend SP access to Neelys Bend Road should be a Metro Public Works ST- 324 driveway ramp with a width of 26 feet of pavement to allow for one egress lane (13 feet) and one ingress lane (13 feet).

- **Neelys Bend Road at Canton Pass**
 - No intersection control changes or additional laneage are recommended at the intersection of Neelys Bend Road at Canton Pass as part of the Neelys Bend SP to provide traffic operations that meet Metro Nashville – Davidson County’s policy goal for level of service.

- **Primary Access**
 - Primary access to the Neelys Bend SP will be provided on Neelys Bend Road at River Pass. The proposed primary access will consist of one (1) lane for traffic entering Neelys Bend SP and two (2) lanes for traffic exiting Neelys Bend SP. This access will be unsignalized with two-way stop control in place.

- **Secondary Access**
 - Secondary access to the Neelys Bend SP will be provided at a private drive connection to Neelys Bend Road approximately 290 feet southeast of the primary access at River Pass.

- **Cross Access Connection**
 - The existing street stubs of Canton Pass and Apache Lane along the south and east boundaries of the property will be extended through the site to provide neighborhood street continuity and to provide cross access connections between neighborhoods.

- Parallel Parking on Street A shall be located an adequate distance from Apache Lane and Street B for appropriate operation.
- Signage and pavement marking plan shall be submitted with construction documents.



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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 5.18 | 4.35 D | 22 U | 211 | 17 | 23 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Warehousing (150) | 0.06 | - | 2,709 SF | 10 | 1 | 1 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| General Office Building (710) | 28.07 | - | 14,444 SF | 301 | 40 | 40 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 4.0 | - | 22 U | 211 | 17 | 23 |

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 (220) | 29.08 | - | 173 U | 1151 | 89 | 108 |

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) | 0.23 | - | 7,000 SF | 311 | 13 | 19 |

Traffic changes between maximum: **RS10, PUD and SP-MU**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | 1151 | 61 | 86 |

METRO SCHOOL BOARD REPORT

Projected student generation existing Industrial PUD district: 0 Elementary 0 Middle 0 High

Projected student generation existing RS10 district: 4 Elementary 3 Middle 3 High

Projected student generation proposed SP-MU district: 22 Elementary 15 Middle 11 High

The proposed SP zoning is expected to generate a total of 48 students, or 38 more than the existing RS10 zoning and Industrial PUD overlay. Students would attend Neely's Bend Elementary School, Neely's Bend Middle School and Hunters Lane High School. None of the schools have been



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identified as over-capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted uses shall be limited to a maximum of 22 single-family residential units, 173 detached, multi-family residential units, and a maximum of 7,000 square feet of general office, medical office, grocery store, restaurant, retail, or personal care service uses.
2. The 20-foot landscape buffer zones indicated on the plan shall be landscaped consistent with the requirements for Type C landscape buffer yard established in Section 17.24.240 of the Metro Zoning Ordinance. The existing plant material shall be supplemented with additional trees and shrubs as needed to meet the Type C requirements.
3. Elevations for all building types consistent with the bulk and architectural standards and character imagery in the Preliminary SP shall be provided with the submittal of the Final Site plan for each phase.
4. A minimum of two means of access to the development shall be constructed prior to approval of Use and Occupancy permits for any multi-family units beyond a maximum of 100 units. Both access points shall be accessible to the units noted in this condition.
5. If not provided through the Neely's Bend and Cheyenne Road intersection improvements planned by Metro Public Works, work with Planning and Public Works to stripe a crosswalk to connect existing sidewalk infrastructure at the intersection of Neely's Bend and Canton Pass.
6. Comply with all conditions of Metro Public Works and Traffic and Parking.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the following zoning districts as of the date of the applicable request or application:
 - Single-family residential: R6-A
 - Multi-family residential: RM20-A
 - Non-residential: MUN-AUses are limited as described in the Council ordinance.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site



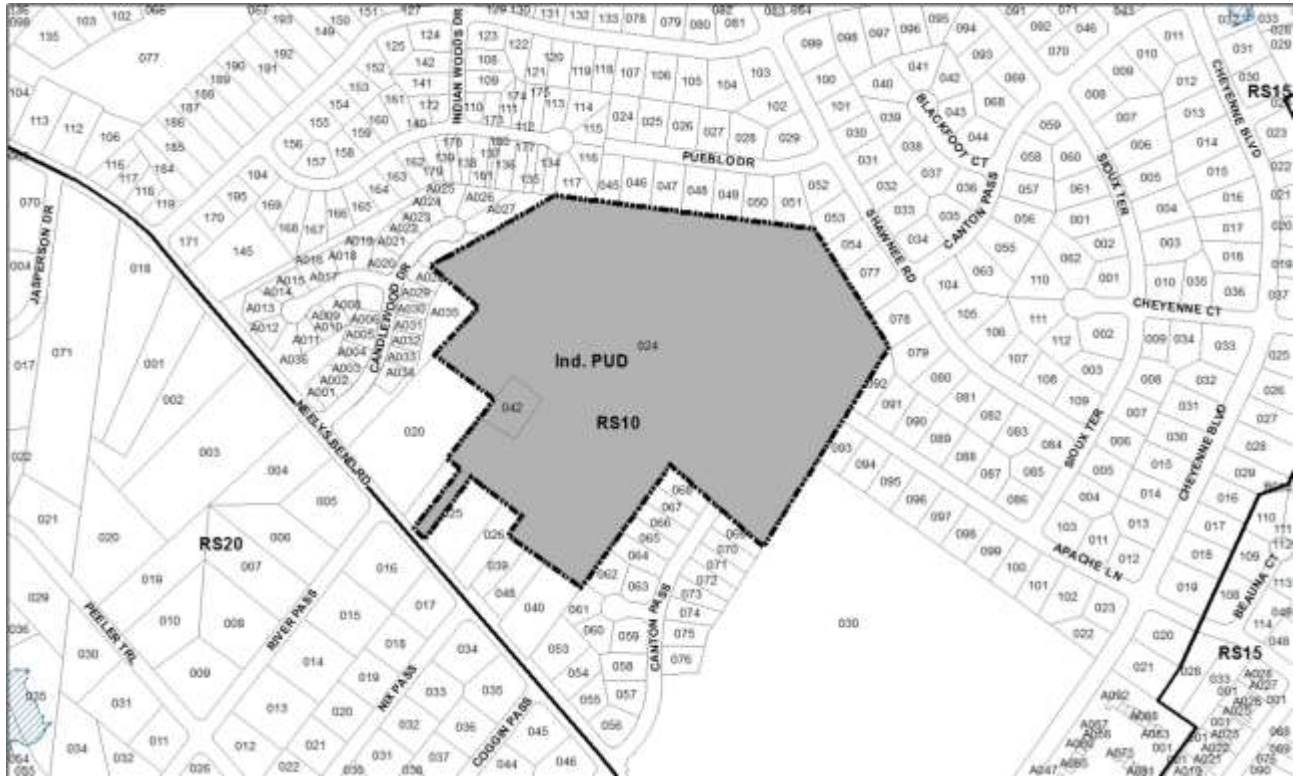
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conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or 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.



Metro Planning Commission Meeting of 08/10/2017



176-75P-001

ODOM SAUSAGE COMPANY PUD (CANCELLATION)

Map 052, Parcel(s) 024, 042

Map 052, Part of Parcel 025

04, Madison

09 (Bill Pridemore)



Project No. PUD Cancellation 176-75P-001
Project Name Odom Sausage Company PUD (Cancellation)
Associated Case 2017CP-004-001 and 2017SP-049-001
Council District 09 – Pridemore
School District 3 – Speering
Requested by Ragan-Smith and Associates, applicant; 1201 Neely's Bend Road, LLC, owner.

Deferrals This item was deferred at the July 13, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Approve subject to the approval of the associated zone change, and disapprove if the associated zone change is not approved.*

APPLICANT REQUEST
Cancel a Planned Unit Development.

PUD Cancellation

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).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 109 units subject to the requirements of the Metro Subdivision Regulations. The uses permitted on the property at this time are governed by the PUD.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The approved PUD allows for an industrial development.*



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MADISON COMMUNITY PLAN

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

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.

A portion of the property within the PUD is also within a Special Policy area, 04-T3-NM-21. The special policy encompasses Parcels 024 and 042 and identifies the area as appropriate for infill development because of the existing zoning entitlements, adequate access and the potential for providing additional housing choice in an area that is mostly single-family residential development. The policy also notes that the area has close proximity to commercial centers and corridors, which makes it an appropriate location for more diversity of housing. The policy calls for review of the PUD should the operations of Odom Sausage Company cease.

Consistent with Policy?

The cancellation of the Odom Sausage Company PUD to allow for the development of the associated Specific Plan (2017SP-049-001) is consistent with the existing land use policy for the area. The approved PUD currently allows an industrial development which previously contained a food processing and packing plant and associated office and administrative space for the Odom Sausage Company. Company operations at the site have ceased. The site is surrounded by moderate density, single-family residential development, making it an inappropriate location for continued industrial use.

PLAN DETAILS

The Odom Sausage Company PUD was originally approved in 1975 to permit an industrial development on 29.7 acres. The PUD allowed for the continued operation and expansion of the Odom Sausage Company food processing and packing plant on the property. The PUD was revised several times to permit the addition of office and administrative space, including freezers, shipping area, and maintenance of trucks associated with the plant. The Odom Sausage Company is no longer operating on the property.



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ANALYSIS

Cancellation of the PUD is required to accommodate the requested Specific Plan rezoning to allow for a mixed use development including single-family and multi-family residential dwellings. Cancellation is also consistent with the guidance of the special policy, which calls for review of the PUD should operations of the Odom company cease and for infill development on the property that provides a diversity of housing types. The proposed SP includes single-family and multi-family residential dwelling units, which are more consistent with the T3 NM policy and the surrounding residential development than the industrial uses permitted by the PUD.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

Approve with conditions

- Approval applies to public sewer issues only – Madison serves this site with water.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

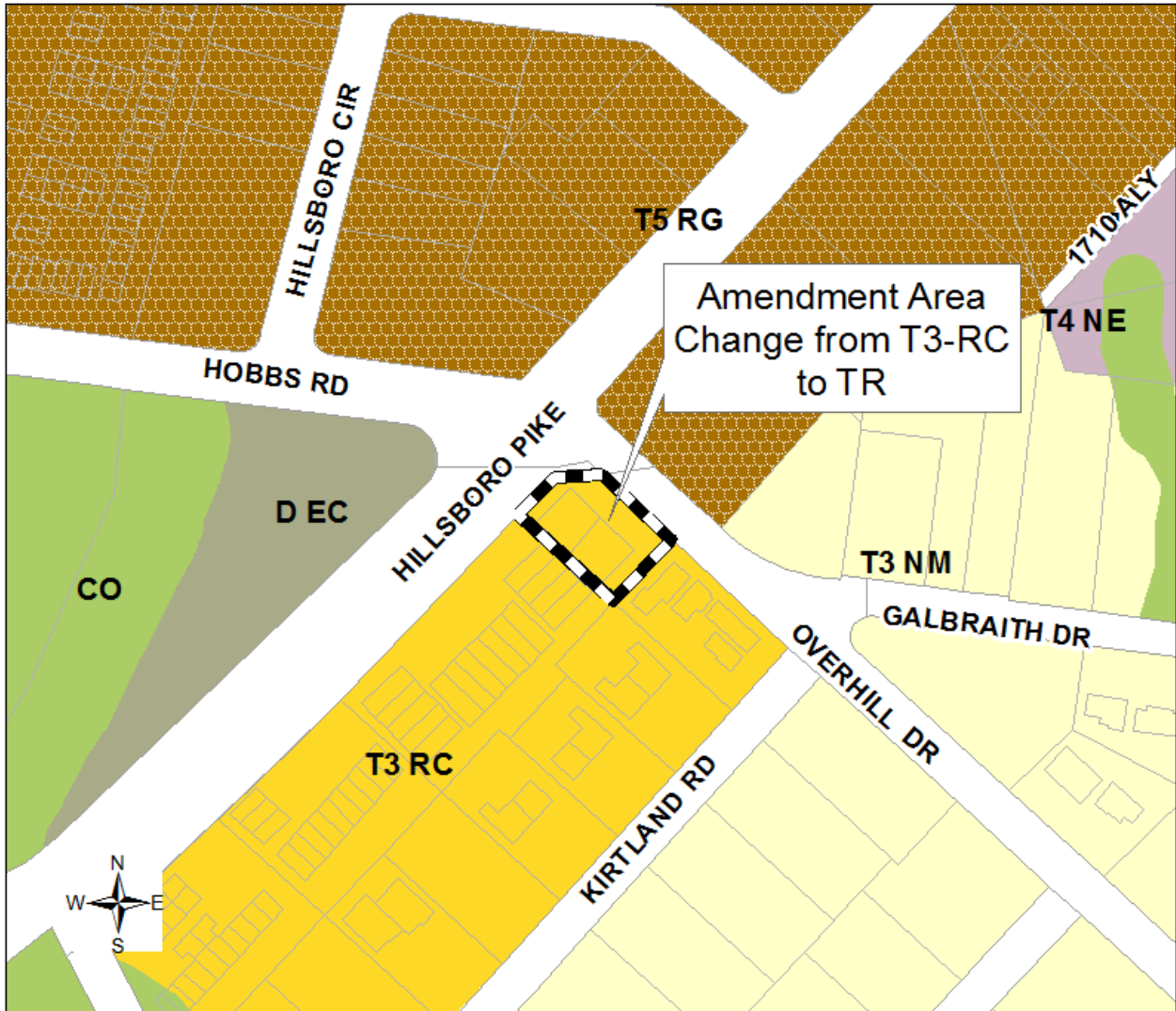
Approve

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 08/10/2017



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. |
| | |
| Deferrals | This item was deferred at the July 13, 2017, and the July 27, 2017, Planning Commission meeting. No public hearing was held. |
| | |
| Staff Reviewer | Grider |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

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

Minor Plan Amendment

A request to amend the Green Hills-Midtown Community Plan by amending the Community Character Policy to change from 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).

GREEN HILLS-MIDTOWN COMMUNITY PLAN

Current Policy

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

Proposed Policy

TR Transition (TR) is intended to preserve, enhance, and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small-scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small to medium-sized footprints.



Metro Planning Commission Meeting of 08/10/2017

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2017SP-045-001, a request to change the zoning from Multi-Family Residential (RM20) to Specific Plan (SP) for property located at 2041 Overhill Drive. The requested SP zoning would allow the use of the first floor of the existing building for a physical therapy/medical office. The second, third, and penthouse floors of the building would remain residential. The property owner, an orthopedic surgeon, lives in the penthouse. Approval of this request would allow the applicant to treat patients in a live/work environment. The existing T3 RC policy does not support the mix of residential, live/work, and medical office uses that the SP proposes. As a result, the applicant has requested a policy change to TR.

The property is located on the corner of the intersection of Overhill Drive, Hillsboro Pike and Hobbs Road. Overhill Drive is a two-lane local street. The Major and Collector Street Plan classifies Hillsboro Pike as a five-lane T3 Suburban-Mixed Use-Arterial Boulevard (T3-M-AB5), and Hobbs Road as a two-lane T5 Center-Mixed Use-Collector Avenue (T5-M-CA2). The Mall at Green Hills, a regional center, is located directly north of the property.

COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is minor. Planning staff is not required to hold a community meeting for minor plan amendments.

ANALYSIS

The amendment area is located at 2041 Overhill Drive and consists of a multifamily residence containing seven residential condominium units on three floors with a penthouse level. The property is currently zoned Multi-Family Residential (RM20), which allows for multi-family residential uses at a density of up to 20 units per acre. T3 RC policy is currently applied to the property and encompasses much of the block. District Employment Center (D EC) policy is currently applied to properties across Hillsboro Pike from the property. T5 Center Regional Center (T5 RG) policy is currently applied to properties to the north.

Application of TR policy on a small area adjacent to the T5 RG policy and Tier One center (identified in NashvilleNext) of The Mall at Green Hills serves as an appropriate transition from the very intensive land use of the mall and its associated commercial uses into the core of the T3 NM policy area. No single-family residences abut the property.

The site's existing RM20 zoning and T3 RC policy do not accommodate live/work uses appropriate for a major corridor to downtown. Changing policy to TR would provide policy support for the associated rezoning case and would allow appropriate uses on the Hillsboro Pike corridor.

STAFF RECOMMENDATION

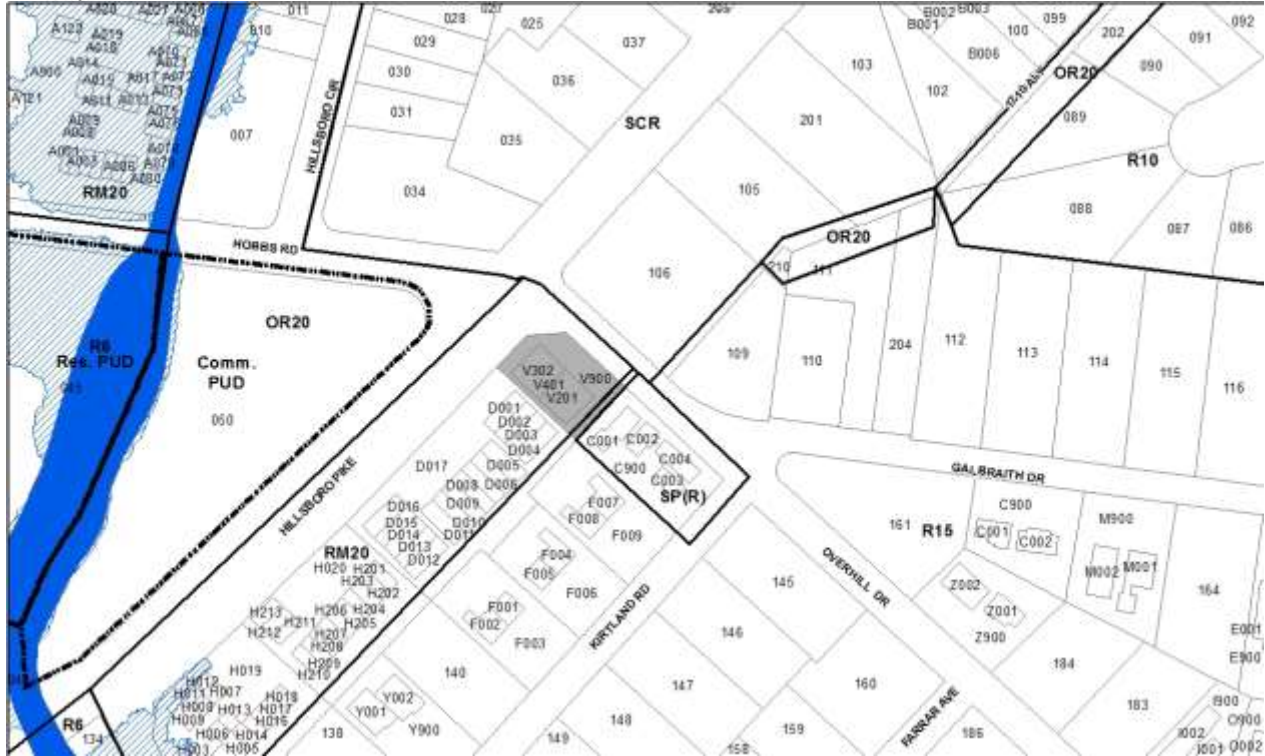
Staff recommends approval of the amendment request.



SEE NEXT PAGE



Metro Planning Commission Meeting of 08/10/2017



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
Associated Case 2017CP-010-002
Project Name Alexander SP
Council District 10- Pulley
School District 8- Pierce
Requested by Baker Donelson, applicant; Dube and Whitefield Properties, LLC and O.I.C. Alexander, owners.

Deferrals This item was deferred at the July 13, 2017, and the July 27, 2017, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Zone change to permit five multi-family residential units and a medical office use.

Preliminary SP

A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 2041 Overhill Drive, (0.43 acres), to permit medical office and five multi-family residential units.

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. RM20 would permit a maximum of 8 units.

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.

GREEN HILLS- MIDTOWN COMMUNITY PLAN

Existing Policy

T3 Suburban Residential Corridor (T3 RC) policy is intended to preserve, enhance and create suburban residential corridors that support predominately residential land uses; are compatible with the general character of suburban neighborhoods as characterized by development pattern, building form, land use, and associated public realm; and that move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.



Metro Planning Commission Meeting of 08/10/2017

Proposed Regulatory SP Start

Alexander Specific Plan (SP)

| Development Summary | |
|----------------------------|----------------|
| SP Name | Alexander |
| SP Number | 2017SP-045-001 |
| Council District | 25, Pulley |

| Site Data Table | |
|------------------------|---|
| Site Data | 0.43 acres |
| Map and Parcel | Map 131-02-0-V, Parcel(s) 101-102, 201, 202, 301,302, 401, 900 |
| Existing Zoning | RM20 |
| Proposed Zoning | SP – Regulatory |
| Allowable Land Uses | Multi-Family Residential and Medical Office |
| Parking | 17 spaces |

Specific Plan (SP) Standards

1. This SP shall be limited to medical office use limited to the first floor and multi-family residential use for a total of 5 units.
2. Hours of operation shall be limited to 8:30 a.m. until 4:00 p.m. Monday through Friday.
3. 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 MUN zoning district as of the date of the applicable request or application.
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.

Proposed Regulatory SP end



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Proposed Policy

Transition (TR) policy is intended to preserve, enhance, and create areas whose primary purposes are to serve as transitions between higher intensity uses on major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and a mixture of mainly moderate to high-density housing types.

Consistent with Policy?

The proposed regulatory SP is not consistent with the existing T3 Residential Corridor policy. The proposed SP is consistent with the proposed policy, Transition (TR) policy at this location.

Transition policy encourages development that consists of small scale offices and a mixture of moderate to high-density housing types.

PLAN DETAILS

This is a request for a regulatory Specific Plan (SP) and does not include a site plan. The site is located at 2041 Overhill Drive and consists of an existing residential structure with structured parking underneath. Existing structures will remain. This SP proposes medical office and multi-family residential uses. Multi-family residential uses will total five condominium units. The medical office use will consist of a physical therapy office and will be limited to the first floor for a total of 5,197 square feet. Hours of operation for the medical office use will be limited to 8:30 a.m. until 4:00 p.m. Monday through Friday. There are 17 parking spaces on the property and 11 spaces will be dedicated for the medical office use during the office's hours of operation.

ANALYSIS

This SP will allow for the development to serve as a transitional area between multi-family residential uses south of the site on Hillsboro Pike, commercial uses north of the site on Hillsboro Pike, and single-family residential uses east of the site on Overhill Drive. The proposed uses are consistent with the associated plan amendment that proposes Transition (PR) policy for the site and allows for the site to be developed in a manner harmonious to within the immediate neighborhood.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

Approve with conditions.

- Approved as a Preliminary SP only.

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.



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- With submittal of Final SP Plan, coordinate with MPW on all construction within the ROW, sidewalks, roadways, etc.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the Traffic Access Study findings, the physical therapy office in the Alexander SP shall operate with the following conditions. The analyses presented in this study indicate that the following language should be included in the Final SP for the proposed rezoning:

- The office shall only be open for appointments 8:30 AM – 4:00 PM on weekdays, and no evening or weekend appointments shall be offered.
- A maximum of three (3) staff members shall be on-site at any given time.
- Appointments shall be limited to four (4) patients per hour.
- There shall be no ambulance activity to and from the office.
- No delivery vehicles larger than FedEx/UPS box trucks shall be allowed on-site during hours of operation of the physical therapy office.
- Seven (7) parking spaces shall be reserved for the physical therapy office and signage will be provided for these spaces.
- The staff members shall be directed to park in the four (4) parking spaces assigned to the two apartments owned by the physician who is also the owner of the building and the operator of the proposed physical therapy office.
- The gate for the existing parking garage shall remain open at all times the physical therapy office is open.

Maximum Uses in Existing Zoning District: **RM20**

| 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) | 0.43 | - | 8 U | 54 | 5 | 5 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.3 | | 5 U | 48 | 4 | 6 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Medical Office Building (720) | 0.13 | | 5,782 SF | 22 | 14 | 23 |

Traffic changes between maximum: **RM20 and SP**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | | 16 | 13 | 24 |



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STAFF RECOMMENDATION

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

CONDITIONS

1. The uses in this SP shall be limited to medical office use and a maximum of 5 multi-family residential units. Medical office shall be limited to the 1st floor. Short term rental properties are prohibited.
2. Comply with conditions of Traffic and Parking and Public Works.
3. 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 MUN zoning district as of the date of the applicable request or application.



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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 September 14, 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 unit per parcel.

STAFF RECOMMENDATION

Staff recommends deferral to the September 14, 2017, Planning Commission meeting at the request of the applicant.



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, June 22, 2017, July 13, 2017, and July 27, 2017, Planning Commission meetings. No public hearing was held.

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

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.

Existing Zoning

Mixed Use Neighborhood (MUN) is intended for a low intensity mixture of residential, retail, and office uses. *The maximum nonresidential floor area allowed by MUN is 4,966 square feet. If at least 25% of the floor area is residential, then the residential component is not counted towards floor area. Therefore, a range of building masses up to approximately 14,900 square feet is possible based on a three story building with two stories of residential. Other Zoning Code requirements could affect the building envelope.*

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 a banquet/meeting area, all uses allowed in MUN and a maximum of five multifamily residential units. The proposed development includes a maximum of 10,000 square feet of non-residential uses, with the option to convert the banquet/meeting uses to residential in the future. Therefore, should the five residential units be developed, the nonresidential square footage would decrease.*



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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 rezoning is consistent with the T4 Urban Mixed Use Neighborhood policy. The proposed zoning allows for a mixture of uses, including commercial and residential, with building placement and bulk standards designed to create walkable neighborhoods. The policy includes guidance to protect and enhance the residential portions of the area. The plan proposes requirements that govern the frequency of events and strategies to manage parking and circulation.

PLAN DETAILS

The site is located at 1235 5th Avenue North, at the southeast corner of 5th Avenue North and Monroe Street. The site is approximately 0.19 acres in size and is currently vacant.

Site Plan

The plan proposes a mixed use development allowing for banquet/meeting/event space, all uses allowed in MUN zoning, except alternative financial services, rehabilitation services and beer and cigarette market. This plan also permits a maximum of five residential units. The plan identifies that the banquet/meeting/event space uses will be located on the first and second floors. Building height is limited to three stories within 45 feet. The restaurant/bar use will be located in the basement. If in the future the second floor is no longer used for banquet/meeting uses, it could be converted to residential. The proposed development includes a maximum of 10,000 square feet of non-residential uses. This amount of commercial square feet is more than the amount of commercial square feet allowed under MUN zoning.

The site has frontage along 5th Avenue North and Monroe Street. The proposed plan is surrounded by single-family residential uses to the south and across Monroe Street to the north, zoned MUN. A manufacturing use is located northeast of the site, zoned IR. Multi-family residential uses are across 5th Avenue North to the east of the site, zoned MUN. A retail use is located west of this site, zoned IR. Vehicular access is limited to the alley along the western property line. Parking is proposed to be off-site per the parking study. Valet services will be used for the proposed uses. Details for parking are proposed to be submitted with the final SP.

There are existing eight foot wide brick sidewalks along 5th Avenue North and Monroe Street. The Major and Collector Street Plan requires an eight foot sidewalk and four foot planting strip along 5th Avenue North. Local street standards require Monroe Street to have a minimum five foot sidewalk and four foot planting strip. The plan proposes to keep the eight foot brick sidewalks on both streets. It should be noted that there are two existing power poles located along the site frontage, one located on 5th Avenue North and one located on Monroe Street. The passable sidewalk on Monroe Street will narrow to five feet at the pole location and along 5th Avenue North to five feet 8 inches at the pole location. Instead of installing a planting strip, four feet of right-of-way will be dedicated along 5th Avenue North.



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ANALYSIS

The plan is consistent with the goals of the T4 Urban Mixed Use Neighborhood Policy. The proposed mixed use building will serve the existing mixture of uses along Monroe Street and within the Germantown area. The existing brick sidewalks will remain along 5th Avenue North and Monroe Street, preserving the unique character of the Germantown area. The proposed building has been reviewed and approved for massing and design by Metro Historic Zoning Commission and MDHA.

HISTORIC ZONING COMMISSION RECOMMENDATION

Approve with conditions

- The MHZC approved the design of the building in May 2014. Any alterations to the design will need to be reviewed by the MHZC.

MDHA RECOMMENDATION

Approve

- Approved on November 1, 2016.

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 MPW Traffic Engineer conditions
- Prior to building permit approval submit copies of the ROW dedications.
- All power poles, fire hydrants, signs, etc. are to be located within the furnishing zone.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- The maximum occupancy of the three-story building shall not exceed 333 guests. The SP Plans shall include a note limiting total guests for banquet and special events and restaurant use to 333.
- A minimum of 85 spaces should be required to support the proposed plan at full capacity (14 for the restaurant use and 71 for the event space use). Metro Public Works has based this on a



Metro Planning Commission Meeting of 08/10/2017

review of the parking data analysis submitted July 18, 2017. The developer has negotiated with St. Mark’s Missionary Baptist Church on 6th Ave North to utilize their parking lot to meet a portion of this requirement. It is unstriped but has a capacity of approximately 50 vehicles. This parking should be adequate to address the needs of the restaurant and events up to 50 attendees. Additional off-site parking will be required order to accommodate the balance of vehicles expected to arrive at the restaurant and event space during periods of full capacity.

- For events in excess of 50 attendees, a parking management plan shall be developed to address the comprehensive parking needs of the restaurant and the event space. The parking spaces required under this condition may be provided through offsite parking that complies with Metro Code requirements, or through a use of valet/shuttle service properly permitted by the Metro Traffic and Parking Commission, or a combination of such. This parking plan shall be established to minimize the impact to existing on-street parking that is currently available for residential land uses in the immediate vicinity of the project site. Additional traffic analysis may be required based on the proposed parking management plan.
- Developer shall apply to the Metro Traffic and Parking Commission for any proposed valet/shuttle plan.
- Any proposed valet/shuttle stand for the site shall not be located along 5th Ave North.
- Any proposed valet/shuttle plan shall ensure that the flow of traffic on the streets adjacent to the development is not impeded due to the valet/shuttle operation. The plan shall be established so that it minimizes the site’s impact to Jefferson Street.
- Any proposed valet parking plan must provide adequate staffing in order to prevent vehicles from blocking the intersection of 6th Avenue North and Monroe Street.
- Loading and unloading of guests shall not occur within a vehicular travel lane.
- Events should be supervised by the applicant or a designated management company to ensure that no event parking occurs within the public right-of-way.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (814) | 0.19 | 0.6 F | 4,965 SF | 251 | 12 | 34 |

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) | 0.19 | - | 10,000 SF | 466 | 16 | 46 |

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 (220) | 0.19 | - | 5 U | 34 | 3 | 4 |



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Traffic changes between maximum: MUN and SP-MU

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +249 | +7 | +16 |

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses include all uses allowed in the MUN zoning district, except alternative financial services, and beer and cigarette market and a maximum of 5 multi-family units.
2. Height for the building is limited to a maximum to 3 stories in 45 feet, to the roofline.
3. Comply with all conditions of Public Works and Traffic and Parking.
4. No valet parking shall be allowed unless a valet parking plan is submitted to and approved by the Department of Public Works.
5. Hours of operation for event space: The event space shall not be open to the public after 11:00 PM. This restriction shall not apply for up to six (6) events per calendar year, which shall include New Year's Eve, for which the event space shall not be open to the public after 1:00 AM.
6. Amplified sound shall comply with decibel levels indicated on the SP plan.
7. No permanent cover/shelter shall be installed on the rooftop space. Temporary covers shall comply with the Metro Zoning Code.
8. Ingress and egress from Alley No. 206 shall not be obstructed at any time.
9. The developer shall provide parking per Metro Code Section 17.20, and parking location(s) shall be designated prior to Final SP and any parking agreement shall be recorded prior to Use and Occupancy approval.
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. 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 MUN-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
12. 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.
13. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise



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permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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



Metro Planning Commission Meeting of 08/10/2017



2017SP-011-001

504 and 506 SOUTHGATE AVENUE SP

Map 105-11, Parcel(s) 025-026

11, South Nashville

17 (Colby Sledge)



Project No. Specific Plan 2017SP-011-001
Project Name 504 and 506 Southgate Avenue SP
Council District 19- Sledge
School District 1 – Buggs
Requested by Dale and Associates, applicant; Bijan Ferdowsi, owner.

Deferrals This item was deferred at the January 26, 2017, and March 9, 2017, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Zone change to permit nine residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning on properties located at 504 and 506 Southgate Avenue, (0.7 acres), to permit up to nine residential units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of two (2) dwelling units per lot. *R6 would permit a maximum of four (4) dwelling units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Provides a range of housing choices
- Supports infill development
- Creates walkable neighborhoods
- Supports a variety of transportation choices

The proposal meets several critical planning goals based on its location and design. This site is located in an area that is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure.



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Proposed Site Plan



Metro Planning Commission Meeting of 08/10/2017

The detached dwelling units with shared open space will provide a familiar building type that is somewhat different in layout from the surrounding single-family dwelling units that are more common in the neighborhood.

Sidewalks are lacking on the north side of Southgate Avenue between Carvell Avenue and Rains Avenue. Sidewalks are being installed on the northern side of Southgate Avenue as new development occurs. One example includes the SP abutting this proposed development on the east, Southgate Townhomes SP (case 2013SP-003-001), which established sidewalks on the north side of Southgate Avenue near Rains Avenue. 504 and 506 Southgate Avenue SP proposes to help fill in sidewalk gaps on the northern side of Southgate Avenue. By doing so will continue the trend of installing sidewalks on the northern side of Southgate Avenue which is infrastructure that did not previously exist. The installation of sidewalks improves the pedestrian realm by enhancing the safety of pedestrians and improves connectivity throughout the neighborhood.

The proposed development is located near bus service that is less than one-half mile away at the intersection of Nolensville Pike and Wingrove Street at the Fairgrounds. Increased intensity through infill development makes bus service and similar transit services more feasible because it generates more riders.

SOUTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots 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.

Consistent with Policy?

Yes. The policy supports residential uses, including multi-family residential in this location. The plan provides an urban form by placing the buildings along Southgate Avenue and providing onsite surface parking connected to the proposed driveway to access the buildings. This development will have access only from the alley. The proposed multifamily residential units provide an added mixture of housing types in a strategic location within the South Nashville community.

PLAN DETAILS

The site is bordered by Southgate Avenue to the south and an existing public alley on the north. The property is located on the northern side of Southgate Avenue, west of Rains Avenue and east of Carvell Avenue in the South Nashville neighborhood of Wedgewood-Houston. The proposed development borders the Fall-Hamilton Historic District on the north along Southgate Avenue. According to the Metro Historical Commission, the Fall-Hamilton Historic District is eligible to be listed on the National Register of Historic Places. The site consists of two parcels located at 504 and 506 Southgate Avenue. Existing site conditions include a single-family house at 504 Southgate Avenue and a duplex at 506 Southgate Avenue.



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The proposed Specific Plan includes nine detached multifamily dwelling units with attached garages. Three units will front Southgate Avenue. Four units will be located in the interior of the site directly across from the proposed rain garden. Two units will be located adjacent to the public alley on the northern portion of the site.

The existing alley along the site will be widened by five feet and dedicated. All units will have attached garages. The project includes on-site surface parking accessible only from the alley. On-site surface parking will have a total of ten spaces. The proposal includes onsite stormwater mitigation through a rain garden located on the interior of the site and another rain garden that will front Southgate Avenue at the southwest corner of the site.

All dwelling units will have pedestrian access throughout the site through shared five foot wide sidewalks. The internal sidewalk network provides a pedestrian connection from each dwelling unit to the sidewalk on Southgate Avenue. Southgate Avenue is considered a local street, according to the Major and Collector Street Plan, which provides internal circulation within the existing neighborhood. The proposed development will include installing new sidewalks, five feet in width and a grass strip, four feet in width, along the length of the development on Southgate Avenue.

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

ANALYSIS

The SP application is consistent with the T4 Urban Neighborhood Evolving policy and meets several critical planning goals. The nine multi-family residential units will provide a well-designed development along Southgate Avenue in addition to existing recent developments and approved future developments.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- Remove note 2 from Sheet C3.0.
- Additional areas of water quality may be needed for the north section of the site (to be determined during development stage).

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP only. For Final Site Plan approval, a variance must be approved to extend the shared private sewer service lines from Phase 1 of this development, to Phase 2. The required capacity fees must also be paid prior to Final Site Plan/SP approval.



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PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Sidewalks along Southgate Ave are to be located within dedicated ROW.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Provide adequate sight distance at access driveway.

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) | 0.7 | 7.26 D | 4 U | 39 | 3 | 5 |

*Based on two-family lots

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (210) | 0.7 | - | 9 U | 87 | 7 | 10 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | | +48 | +4 | +5 |

METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning district could generate 4 more students than what is typically generated under the existing R6 zoning district. Students would attend Fall-Hamilton Enhanced Optional Elementary School, Wright Middle School, and Glencliff High School. Each school has been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by the 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? one unit, 11%
3. How will you enforce the affordability requirements? a legal means acceptable to Metro
4. Have any structures been demolished in the last 12 months? No



Metro Planning Commission Meeting of 08/10/2017

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions. The proposed SP is consistent with the T4 Urban Neighborhood Evolving policy of the South Nashville Community Plan.

CONDITIONS

1. Uses within this SP shall be limited to a maximum of nine (9) multifamily residential units.
2. Internal shared sidewalks shall be a minimum of five feet (5') in width.
3. A contiguous sidewalk network shall be established connecting each unit from the alley to Southgate Avenue.
4. Vehicular access shall be from the alley only.
5. The developer voluntarily requests that he and his successors comply with BL2016-133 if associated financial incentives are approved.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. Building elevations shall be submitted with final site plan. Elevations shall provide architectural variety. Each structure shall consist of a different architectural style or features that vary significantly from structure to structure as.
9. 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.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



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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.

Deferrals This item was deferred at the July 13, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation Disapprove.

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, (19.85 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 36 lots with 9 duplex lots for a total of 45 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.

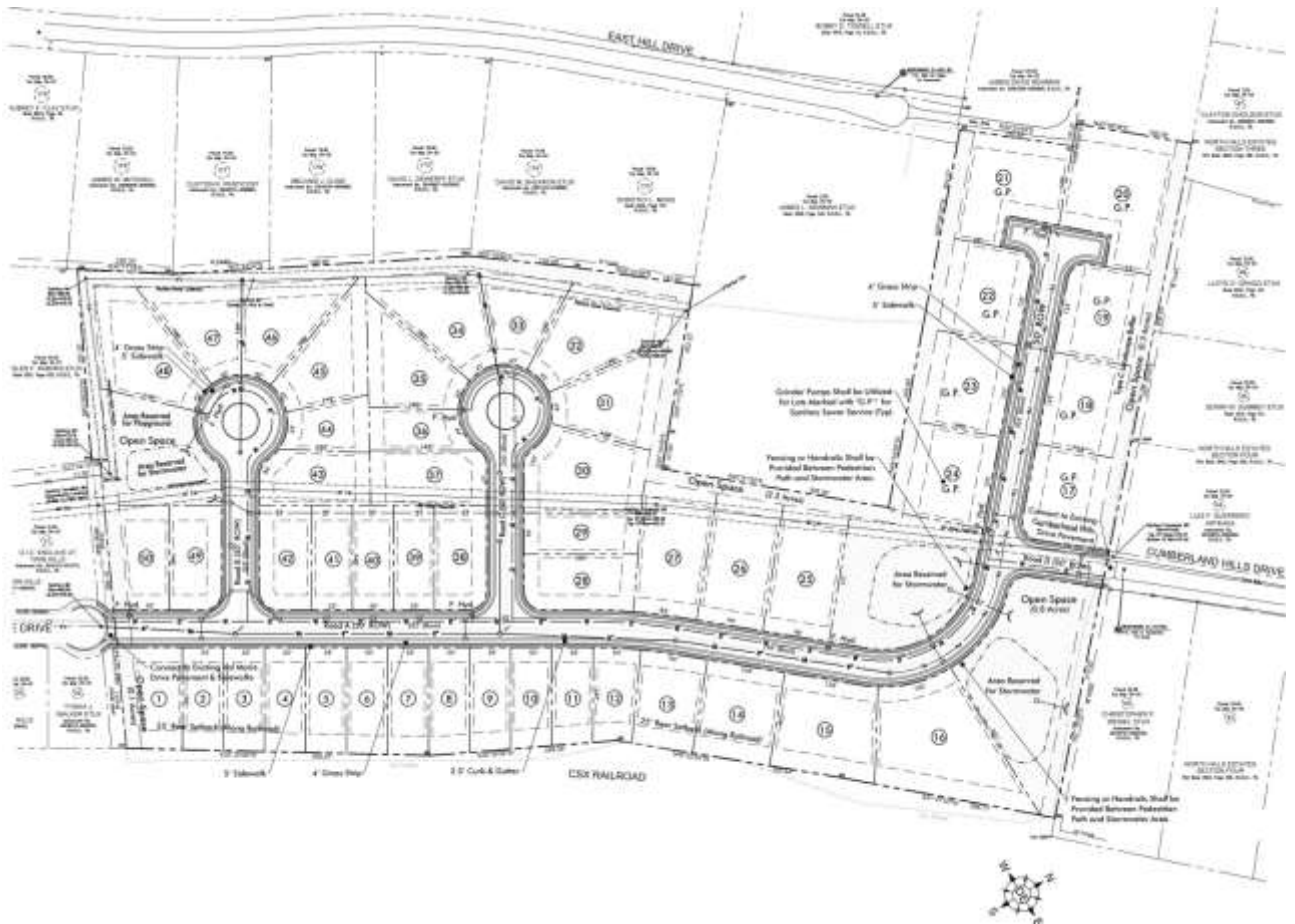
MADISON COMMUNITY PLAN

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 08/10/2017

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 DEPARTMENT RECOMMENDATION

Approved with Conditions

- Fire Code issues will be addressed in the permit phase.
- Provide flow data for subdivision pre-approval.

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



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

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

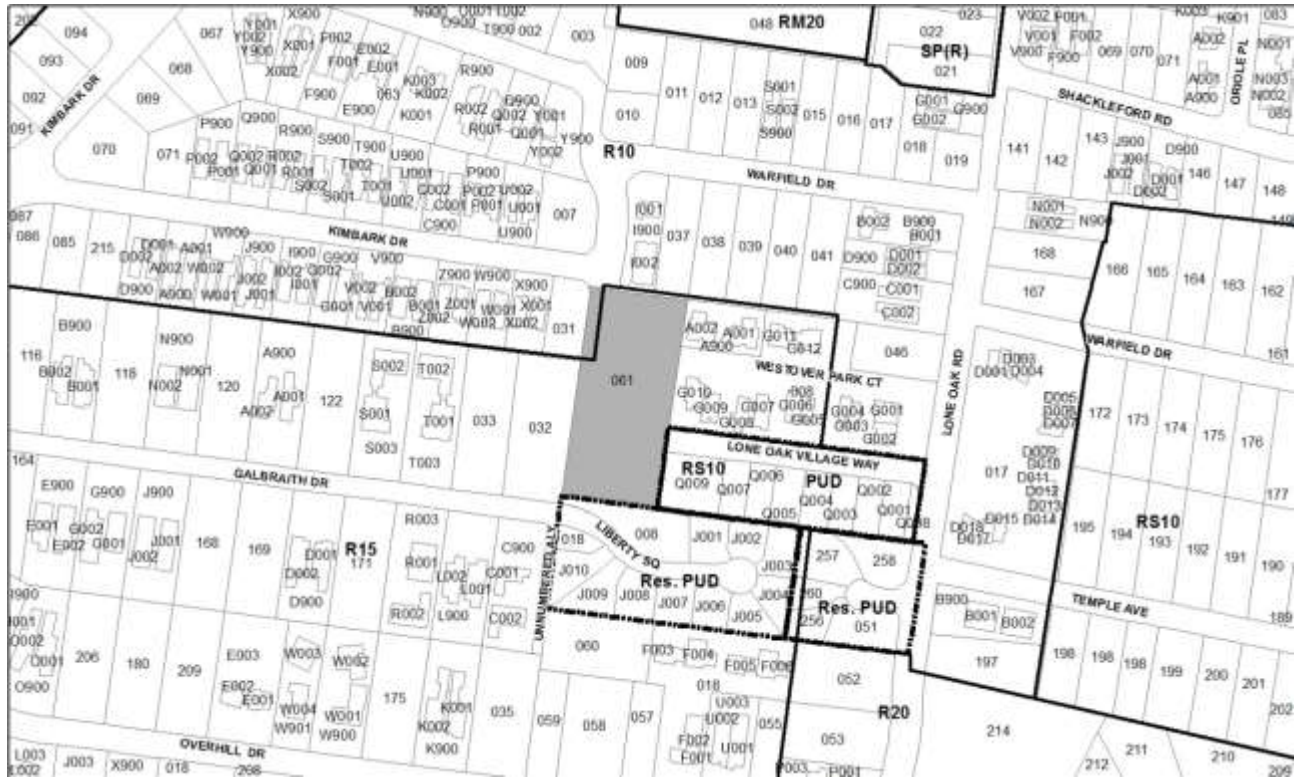
The proposed SP-R zoning district could generate 14 students, or 1 more students than what is typically generated under the existing R20 zoning district. Students would attend Gateway Elementary, Goodlettsville Middle School, and Hunters Lane High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

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 08/10/2017



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 July 13, 2017, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Zone change to permit a multi-family residential development.

Preliminary SP

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

Existing Zoning

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

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 4 lots with 1 duplex lot for a total of 5 units. However, application of the subdivision regulations may result in fewer lots.*

Proposed Zoning

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

GREEN HILLS-MIDTOWN COMMUNITY PLAN

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



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

Consistent with Policy?

The T3 Neighborhood Maintenance policy is intended to preserve the general character of the existing suburban neighborhood. The neighborhood primarily consists of single-family and two-family homes, with an existing multi-family development to the east of the site. There is a stream, as indicated by the presence of Conservation policy, in the middle of the site. A stream and stream buffer cut through the property in an “S” shape along the northwestern side and proceeds through the middle of the lot to the southeastern side. The stream on the property will be buffered from the proposed development. The proposed disturbance of the CO policy area will not result in a negative impact to the stream or environmental system. The plan is consistent Neighborhood Maintenance policy in that it is in keeping with the existing land use mix of the area and the development pattern.

PLAN DETAILS

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

Site Plan

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

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

ANALYSIS

There is currently a mixture of single-family, two-family, and multi-family uses within the immediate area. The plan is a continuation of the existing development pattern and the maximum height provided will help to blend the development into the area. Off-site sidewalks are proposed to enhance the pedestrian environment. Given the existing neighborhood character and the appropriate stream buffers, the proposed plan is consistent with the policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



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WATER SERVICES RECOMMENDATION

Approve with conditions

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

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential* (210) | 1.44 | 2.9 D | 5 U | 48 | 4 | 6 |

*Based on two-family lots

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

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

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

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



Metro Planning Commission Meeting of 08/10/2017

METRO SCHOOL BOARD REPORT

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

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

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

The proposed SP-R zoning district would not generate any students.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

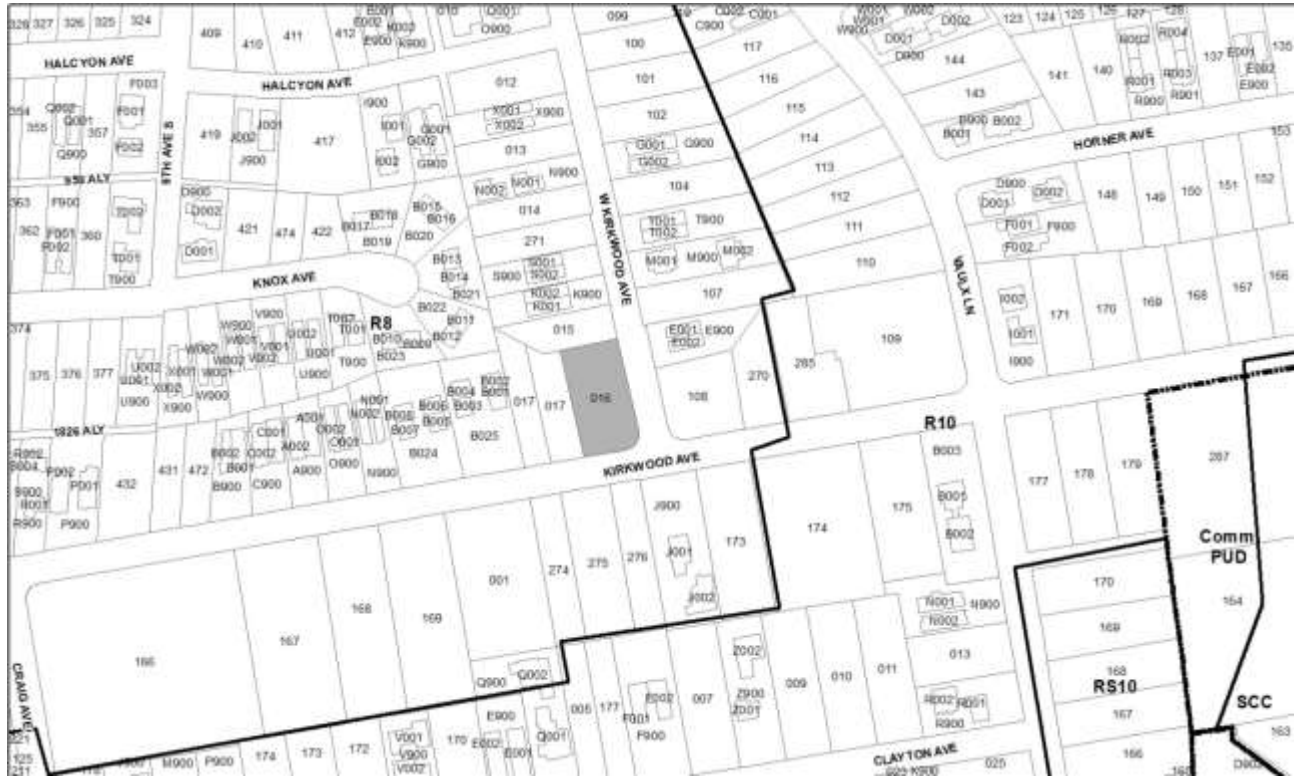
Staff recommends approval with conditions and disapproval without all conditions as the proposed plan is consistent with the land use policies for the area.

CONDITIONS

1. Permitted land uses shall be limited six multi-family residential units.
2. Height is limited to a maximum of 2 stories in 35 feet, to the roofline.
3. Location of 200 liner feet of off-site sidewalks shall be provided with the final site plan.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6-A zoning district.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 08/10/2017



2017S-147-001

AMANDA K. BERRY LAND, RESUB LOT 2 SUBDIVISION AMENDMENT

Map 118-02, Parcel(s) 016

10, Green Hills - Midtown

17 (Colby Sledge)



Project No. Final Plat 2017S-012-001
Project Name Amanda K. Berry Land, Resub Lot 2, Subdivision Amendment
Council District 17 - Sledge
School District 7 - Pinkston
Requested by JGLAC, GP, applicant and owner.

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

Staff Reviewer Birkeland
Staff Recommendation Disapprove.

APPLICANT REQUEST

Amend plat to remove 30 foot setback along West Kirkwood Avenue

Amend Plat

A request to amend a previously approved plat by removing the 30 foot setback facing West Kirkwood Avenue on property located at 838 Kirkwood Avenue, at the corner of West Kirkwood Avenue and Kirkwood Avenue, zoned One and Two-Family Residential (R8) (0.40 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units.*

GREEN HILLS - MIDTOWN COMMUNITY PLAN

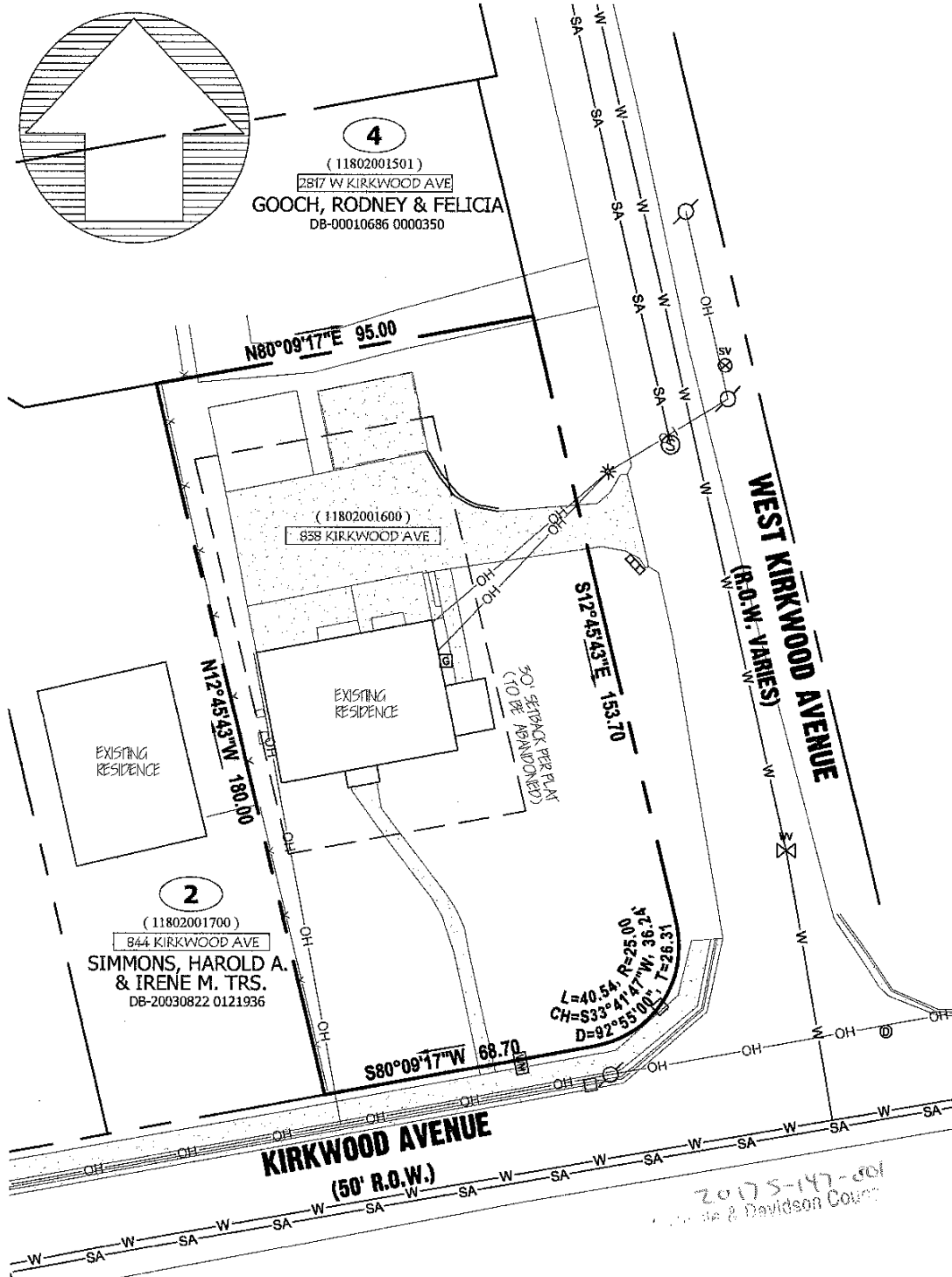
T3 Suburban Neighborhood Maintenance (T3 NM) policy is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the 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 to amend the plat to reduce a platted setback along West Kirkwood Avenue for property located at 838 Kirkwood Avenue. The property is at the northwest corner of West Kirkwood Avenue and Kirkwood Avenue.



Metro Planning Commission Meeting of 08/10/2017



Proposed Amendment



Metro Planning Commission Meeting of 08/10/2017

ANALYSIS

This property has a platted setback of 30 feet along West Kirkwood Avenue. The application is to remove the platted setback and allow the Metro Zoning Code to determine the setback. If the removal of the platted setback is approved, the minimum setback along West Kirkwood would be 10 feet based on the Metro Zoning Code.

Properties to the north of the subject property, along the western side of West Kirkwood Avenue have an existing front setback of 60 feet. The existing setback along the eastern side of West Kirkwood Avenue is 30 feet. The lot across West Kirkwood Avenue has a setback of approximately 40 feet.

Amending the plat to remove the platted setback along West Kirkwood Avenue is not consistent with the character of the established neighborhood. The street setbacks in this neighborhood are deep. By allowing a reduced setback, a residential unit will be closer to the street than other homes along this street. The Neighborhood Maintenance policy supports preserving the general character of developed suburban residential neighborhoods, including block structure, setbacks, and form. Therefore, staff recommends disapproval.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC & PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends disapproval as the proposed amendment is not consistent with the existing development pattern of the neighborhood.



Metro Planning Commission Meeting of 08/10/2017



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.*



Metro Planning Commission Meeting of 08/10/2017

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



Metro Planning Commission Meeting of 08/10/2017

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

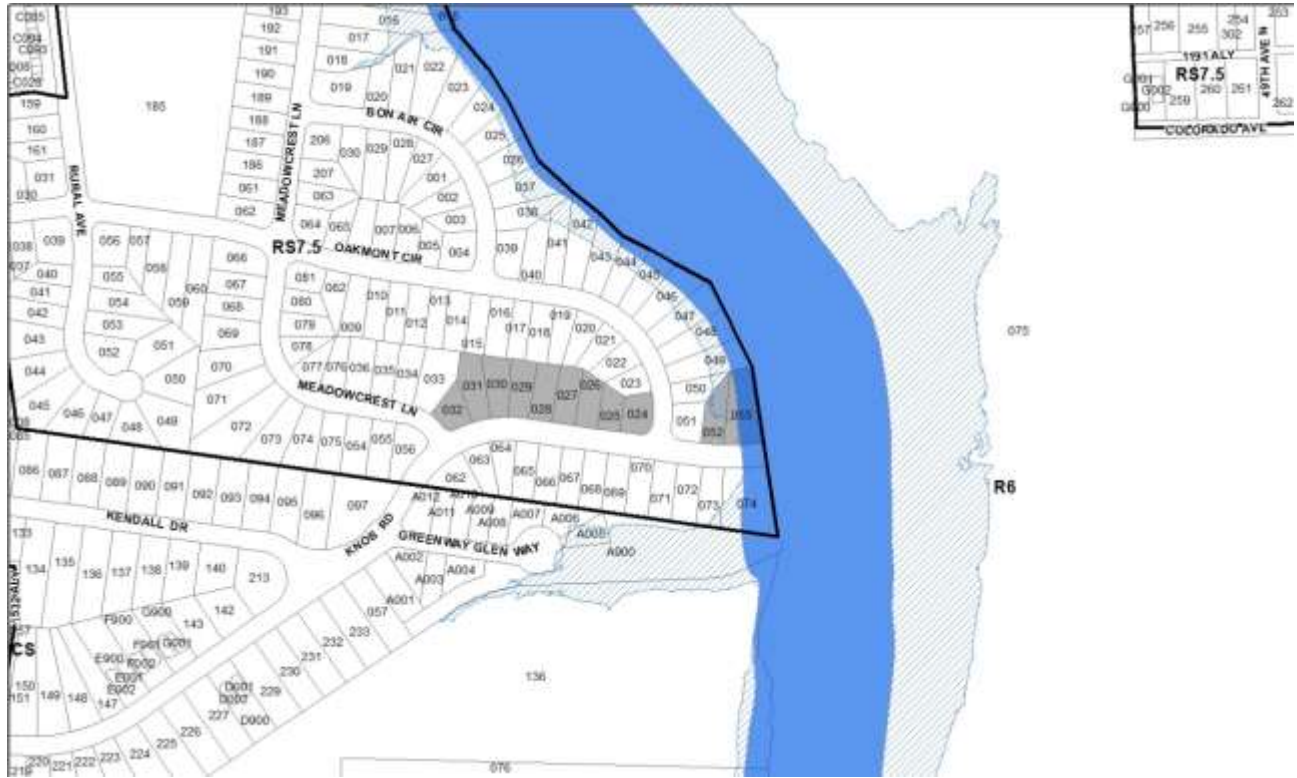
| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +2,720 | +89 | +263 |

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 08/10/2017



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.

Deferrals This item was deferred from the July 13, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation *Approve.*

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.

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



Metro Planning Commission Meeting of 08/10/2017

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.



Metro Planning Commission Meeting of 08/10/2017

- 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 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.



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2017CP-005-004

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 093-08, Parcel(s) 027-029

05, East Nashville

06 (Brett Withers)



| | |
|-----------------------------|---|
| Project No. | Minor Plan Amendment 2017CP-005-004 |
| Project Name | East Nashville Community Plan Amendment |
| Associated Case | 2016SP-076-002 |
| Council District | 06 – Withers |
| School District | 5 – Buggs |
| Requested by | Kimley-Horn, applicant; Stephen Meade and Woodcock Memorial Baptist Church, owners. |
| | |
| Staff Reviewer | Grider |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Minor Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy to change from T4 Urban Neighborhood Evolving (T4-NE) Policy to T4 Urban Mixed Use Neighborhood (T4-MU) Policy on properties located at 891, 895 and 899 South 6th Street, at the northeast corner of Lenore Street and South 6th Street, zoned Multi-family Residential (RM20) and within a Planned Unit Development Overlay District (approximately 0.7 acres).

EAST NASHVILLE COMMUNITY PLAN

Current Policy

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.

Proposed Policy

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.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2016SP-076-002, a request to rezone from CS, OR20 and RM20 to SP-MU zoning district on properties located at 812, 814, 818, 820, 891, 895 and 899 South 6th Street, north of the intersection of South 6th Street and Lenore Street (1.52 acres), to permit the addition of seven parcels to a



Metro Planning Commission Meeting of 08/10/2017

current Specific Plan District (SP). The proposed community plan amendment and zone change amendment are part of the implementation of the Envision Cayce Master Plan as proposed by the Metropolitan Development and Housing Agency (MDHA).

Planning Department staff reflected the Envision Cayce Master Plan in the East Nashville Community Plan component of the NashvilleNext General Plan that was adopted by the Planning Commission on June 22, 2015. Since that time, Envision Cayce's master planning and implementation process has continued to evolve and progress. This community plan amendment was requested to implement the Envision Cayce Master Plan in an area of properties MDHA did not own at the time of the adoption of the Master Plan and did not change the policy on as part of their original plan.

The Envision Cayce Master Plan includes eight goals:

- One-for-one replacement of existing apartments
- Minimize disruption to residents during construction
- Create a healthy mix of housing choices
- Connect with and leverage other local initiatives and stakeholders
- Maintain and expand support services
- Integrate Cayce Place into community
- Create a sustainable and financially viable development
- Improve neighborhood amenities

The master plan calls for a one-to-one replacement of the 716 public housing units in Cayce Place. When completed, the revitalization will include a mix of housing types at a variety of price ranges, community-serving retail uses, community institutional and office uses, and a variety of public open spaces.

COMMUNITY PARTICIPATION

The Envision Cayce Master Plan was developed through a three-year participatory planning process that incorporated substantial input from a wide variety of area stakeholders via a series of public meetings, focus groups, and surveys conducted between March 2013 and June 2016. There has been a high level of community involvement in the process, including 200 attendees at the evening kickoff meeting, a 77% response rate to the door-to-door survey of Cayce Place residents, and a Community Advisory Group formed to help guide the master planning process that meets on a regular basis.

As part of the application process for this amendment, the Executive Director determined the plan amendment is minor. Planning staff is not required to hold a community meeting for minor plan amendments. MDHA has regularly scheduled monthly meetings with Cayce residents to discuss the progress of the redevelopment process, including presenting information on plan amendments.



Metro Planning Commission Meeting of 08/10/2017

ANALYSIS

The proposed community plan amendment is consistent with and is necessary for the implementation of the Envision Cayce Master Plan. The master plan, which has evolved since the adoption of NashvilleNext, calls for the development of a complete urban neighborhood with a mixture of housing types and price levels along with needed consumer and community facilities and services.

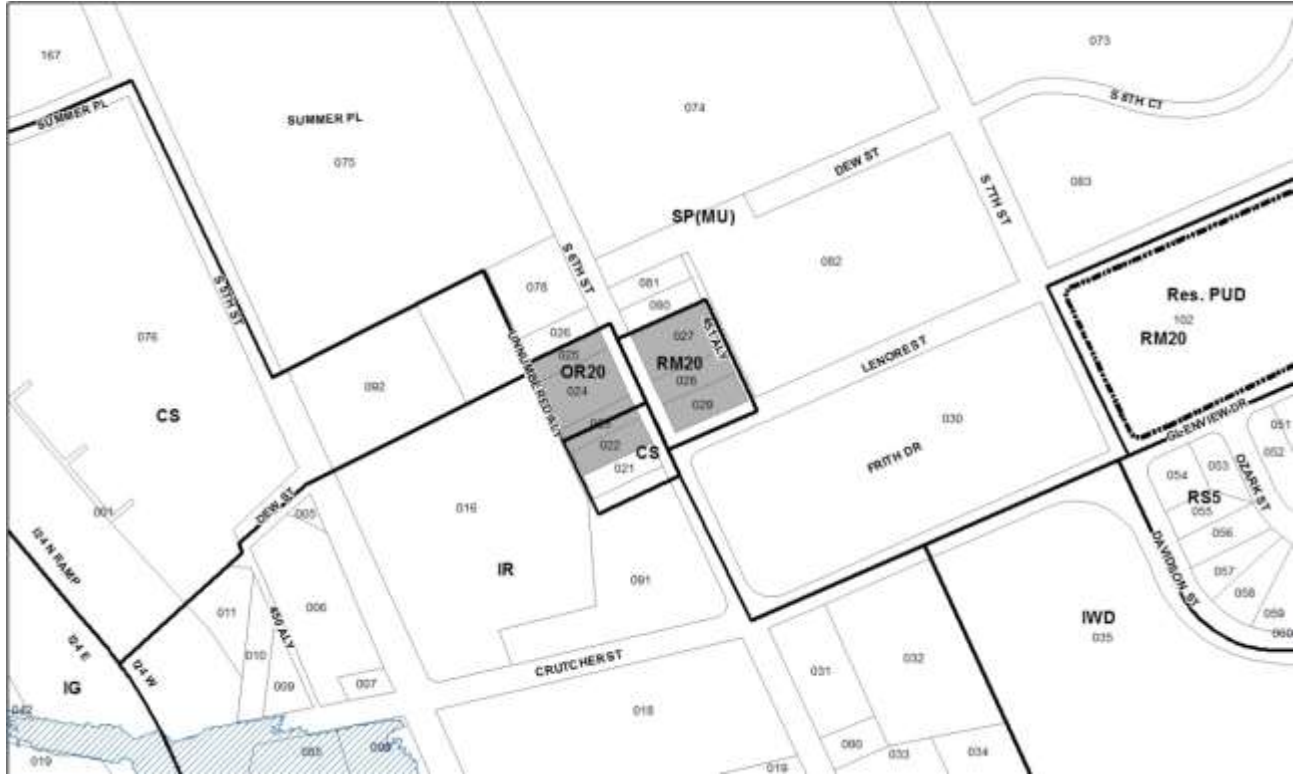
The proposed amendment is an extension of the existing T4-MU policy area that was adopted as part of the East Nashville Community Plan component of NashvilleNext in 2015. The Planning Department was aware that there might be a need for future community plan amendments to implement the Envision Cayce Master Plan as it continued to be applied. The current plan amendment application replaces T4-NE policy with T4-MU policy on three properties that were not included in the Envision Cayce Master Plan because they were not owned at that time by MDHA.

STAFF RECOMMENDATION

Staff recommends approval of the amendment request.



Metro Planning Commission Meeting of 08/10/2017



2016SP-076-002

CAYCE PLACE SP (AMENDMENT)

Map 093-08, Parcel(s) 022-025, 027-029

05, East Nashville

06 (Brett Withers)



Project No. Specific Plan 2016SP-076-002
Project Name Cayce Place SP (Amendment)
Associated Case 2017CP-005-004
Council District 06 – Withers
School District 5 – Buggs
Requested by Kimley-Horn & Associates, applicant; Metro Development Housing Authority (MDHA), owner.

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

APPLICANT REQUEST

Preliminary SP to permit up to 119 multi-family residential units.

Preliminary SP

A request to rezone from Commercial Service (CS), Office/Residential (OR20) and Multi-Family Residential (RM20) to Specific Plan-Mixed Use (SP-MU) zoning on properties located at 812, 814, 818, 820, 891, 895 and 899 South 6th Street and to amend the Cayce Place Specific Plan, north of the intersection of South 6th Street and Lenore Street (1.52 acres), and partially within the Cayce Redevelopment District, to permit the addition of seven parcels with 119 multi-family residential units to a current Specific Plan District.

Existing Zoning

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

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 9 units.*

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 14units.*

Proposed Zoning

Specific Plan-Mixed Use 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.

CRITICAL PLANNING GOALS

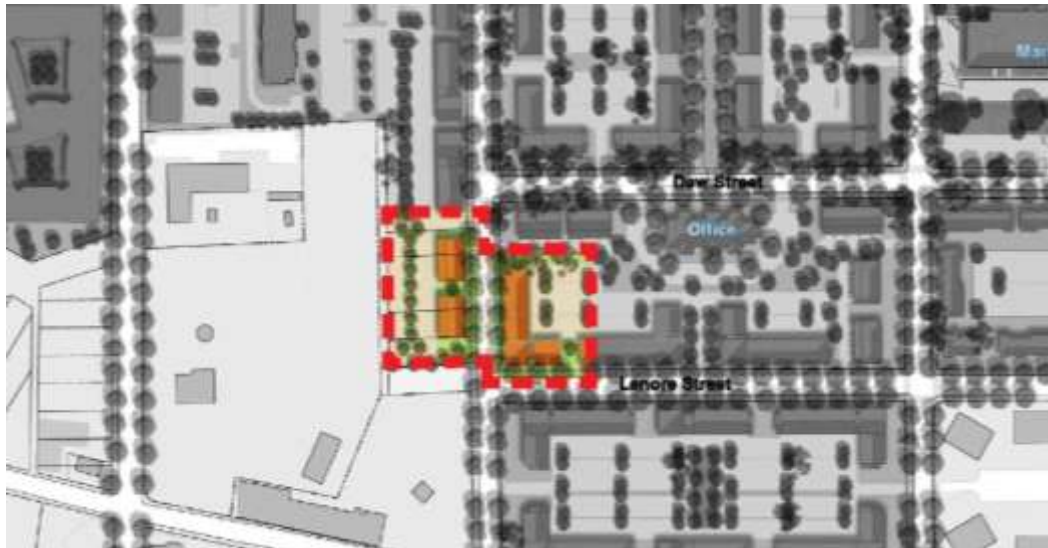
- Supports Infill Development
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices



Metro Planning Commission Meeting of 08/10/2017



Proposed Site Plan



Proposed Site Plan – Amendment Area



Metro Planning Commission Meeting of 08/10/2017

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 SP amendment proposes an additional 119 multi-family units to the previously-approved Cayce Place development, creating diverse housing options in the neighborhood. The urban design and network of sidewalks creates a pedestrian friendly environment, and the area is served by mass transit.

EAST NASHVILLE COMMUNITY PLAN

Existing Policies

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.

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

Proposed Policy

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?

The SP amendment is consistent with the existing and proposed policies. T5 MU policy, located on the west side of S. 6th Street, is consistent with adjacent parcels and will be retained. T4 NE policy, located directly across the street, will be replaced with T4 MU policy, consistent with the surrounding policy east of S. 6th Street. The proposed amendment compliments the original SP because it provides a variety of housing opportunities in close proximity to non-residential land uses included in the original SP.



Metro Planning Commission Meeting of 08/10/2017

PLAN DETAILS

The Cayce Place SP was approved in 2016 to permit a mixed-use development on various properties located southeast of Shelby Avenue and South 4th Street, on approximately 83 acres. The uses in the SP include a variety of residential, civic, recreational, office, and commercial uses. The approved preliminary SP includes a development summary that permits a maximum of 2,390 residential units. This proposal will result in 119 new multi-family residential units and 2,509 total residential units. The required number of residential parking spaces has also increased to accommodate the proposed units; however, final parking rates by area will depend on the final site plan layout. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area.

The Cayce Place SP zoning district provides an overall layout and specific regulations for development. While the SP plan includes provisions for permitted uses and general development standards, design guidelines are governed by the Metropolitan Development and Housing Agency (MDHA) since a portion of the site is in the Cayce Place Redevelopment District.

ANALYSIS

This proposal includes the addition of seven parcels (1.52 acres), located on S. 6th Street, to the Cayce Place Specific Plan. The 1.52-acre addition will result in a total acreage of approximately 85 acres within the Cayce Place SP development. The site contains a mixture of vacant, residential, and institutional land uses. The site contains three RM20-zoned parcels on the east side of S. 6th Street, and four OR20 and CS-zoned parcels on the west side S. 6th Street. Rezoning to SP will allow for the flexibility for design and development, consistent with the East Nashville Community Plan.

The preliminary SP includes four sub-districts. Each sub-district includes standards for permitted uses and development standards, and references an alternative zoning district for any standards that are not specified in the SP:

- Neighborhood Center
- Neighborhood Core
- Neighborhood Edge
- Civic

The 1.52-acre site will be included in the Neighborhood Core sub-district, which is mostly intended for residential uses, but also permits a variety of limited commercial uses at strategic locations. The Neighborhood Core sub-district frames a portion of the northern SP boundary and a majority of the southern SP boundary. The proposed zone change and SP amendment are in keeping with the previously approved SP, and also are consistent with the existing and proposed land use policies. All conditions and regulations of the previously approved SP remain unchanged. The proposal only adds additional property to the SP. The proposal meets several critical planning goals by providing additional housing diversity in close proximity to a variety of non-residential uses.

FIRE MARSHAL RECOMMENDATION

N/A



Metro Planning Commission Meeting of 08/10/2017

STORMWATER RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

Approve with conditions

- For the latest SP plan revision (stamped-received 7/19/17), MWS Approves this case number as a Preliminary SP amendment only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior t.

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 previously approved preliminary SP conditions of approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: CS

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AMPeak Hour | PMPeak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|-------------|-------------|
| Retail (814) | 0.26 | 0.6 | 6,795 SF | 329 | 13 | 38 |

Maximum Uses in Existing Zoning District: OR20

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AMPeak Hour | PMPeak Hour |
|----------------------|-------|-------------|-----------------------------|-----------------------|-------------|-------------|
| General Office (710) | 0.28 | 0.8 | 9,757 SF | 223 | 30 | 30 |

Maximum Uses in Existing Zoning District: OR20

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AMPeak Hour | PMPeak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|-------------|-------------|
| Multi-Family Residential (220) | 0.28 | | 5 U | 34 | 3 | 4 |

Maximum Uses in Existing Zoning District: RM20

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AMPeak Hour | PMPeak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|-------------|-------------|
| Multi-Family Residential (220) | 0.7 | | 14 U | 94 | 8 | 9 |

Maximum Uses in Proposed Zoning District: SP-MU

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AMPeak Hour | PMPeak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|-------------|-------------|
| Multi-Family Residential (220) | 1.52 | | 119 U | 845 | 63 | 84 |



Metro Planning Commission Meeting of 08/10/2017

Traffic changes between maximum: CS, OR20, RM20 and SP-MU

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +165 | +9 | +3 |

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? See breakdown on the main SP page 11. This note was only changed to increase the total number based on this amendment. This note actually is guaranteeing that we will have market rate units of at least 50% of the total units. MDHA is required to replace the 968 affordable units on site.
3. How will you enforce the affordability requirements? Federal law, HUD mandate to replace the affordable units that are there today
4. Have any structures been demolished in the last 12 months? No

METRO SCHOOL BOARD REPORT

Projected student generation existing RM20 district: 6 Elementary 3 Middle 2 High

Projected student generation existing OR20 district: 4 Elementary 2 Middle 1 High

Projected student generation proposed SP-MU district: 50 Elementary 23 Middle 17 High

The proposed SP zoning is expected to generate 90 students, or 72 more students than the existing RM20 and OR20 zoning. Students would attend Kirkpatrick Elementary School, Stratford Middle School, and Stratford 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.

STAFF RECOMMENDATION

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

CONDITIONS

1. Uses within the SP shall be limited to 119 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 copy, correct the spelling of Frith Drive (page 16).
4. Any parcels located outside of the Cayce Redevelopment District shall be subject to the same MDHA guidelines as adopted for the redevelopment district.
5. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district as of the date of the applicable request or application.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.

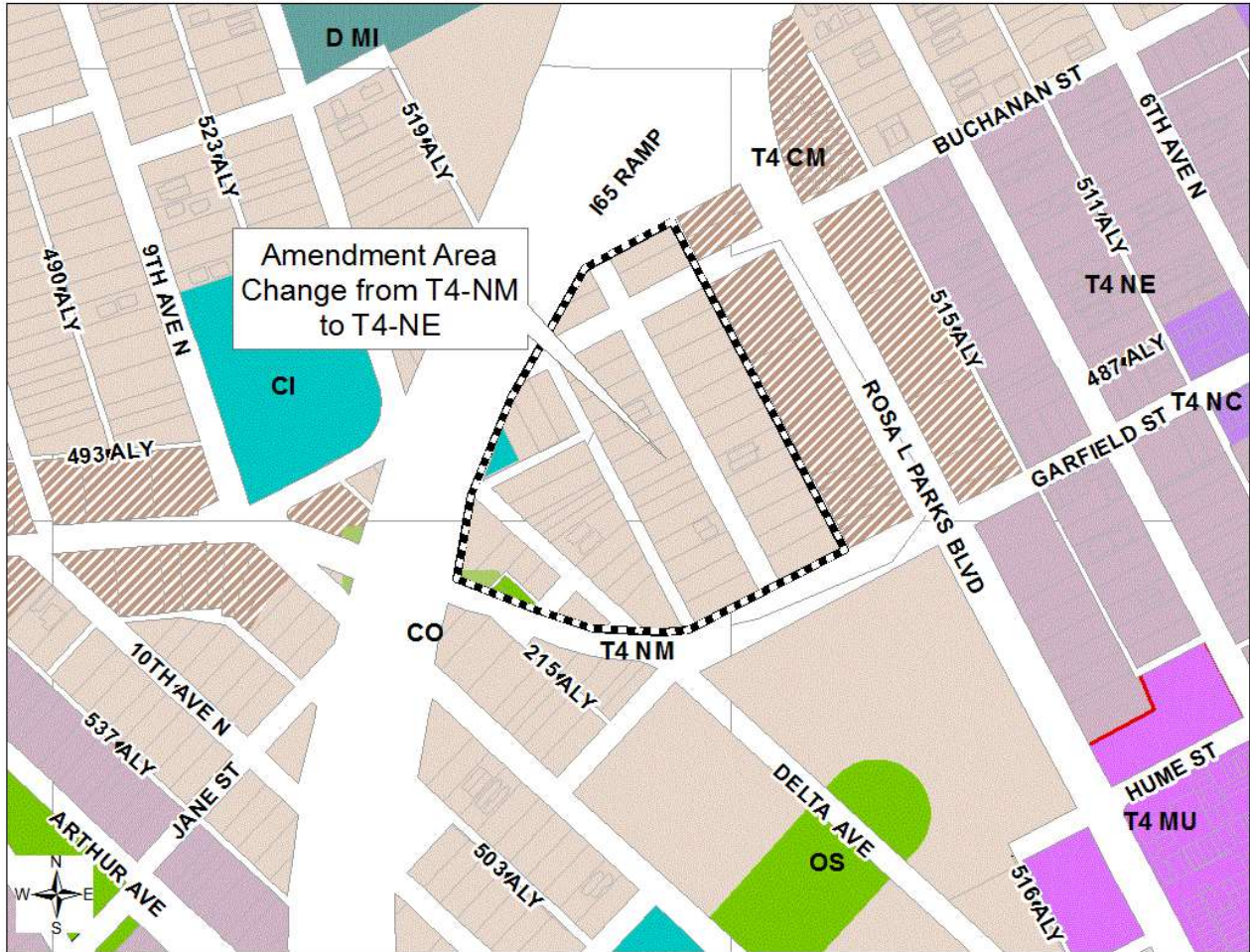


Metro Planning Commission Meeting of 08/10/2017

8. With the submittal of the Final SP, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
9. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
10. 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.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 08/10/2017



2017CP-008-001

NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 081-08, Parcel(s) 044-048, 052, 054, 057-059, 061-062, 135-136, 313, 318-321, 325-333, 335-344, 346-348, 454, 455, 531-532

8, North Nashville

19 (O'Connell)



| | |
|-----------------------------|--|
| Project No. | Major Plan Amendment 2017CP-008-001 |
| Project Name | North Nashville Community Plan Amendment |
| Associated Cases | 2017SP-067-001 |
| Council District | 19 – O’Connell |
| School District | 1 – Gentry |
| Requested by | Barge Cauthen & Associates, applicant; various property owners |
| | |
| Staff Reviewer | Sanders |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Amend North Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the North Nashville Community Plan by amending the Community Character Policy to change from T4 Neighborhood Maintenance and Civic to T4 Neighborhood Evolving on multiple properties located on Tral Street, Delta Avenue, Jane Street, Buchanan Street, and Nassau Street, zoned One and Two-Family Residential (R6), approximately 10.6 acres.

NORTH NASHVILLE COMMUNITY PLAN

Current Policy

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

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

Proposed Policy

T4 Urban Neighborhood Evolving (T4 NE) applies to existing or planned urban residential neighborhoods. T4 NE areas are expected to change over time to provide a broad range of housing types to meet different housing needs and to improve mobility options (walking, biking, transit, and driving). T4 NE areas support mass transit and consumer businesses through a denser housing pattern that provides more nearby transit riders and customers.



Metro Planning Commission Meeting of 08/10/2017

BACKGROUND

This area is part of the Historic Buena Vista neighborhood. The lot and block pattern was established prior to the construction of Interstate 65 (I-65).

This area is beginning to experience some redevelopment under the current zoning with single- and two- family homes. The property owners of 1720 Delta Avenue (corner of Tral Street and Delta Avenue) and the applicant for this community plan amendment have acquired several properties within the study area for redevelopment. They have constructed single-family homes on the properties to the south and have submitted the associated rezoning request (2017SP-067-001) to allow for the construction of townhomes at 1720 Delta Avenue. This community plan amendment is necessary to support additional, denser housing options beyond single- and two-family development.

COMMUNITY PARTICIPATION

A staff-led community meeting was held on Wednesday, July 26, 2017, with property owners, the area Councilmember, and nine people in attendance. Attendees were open to consideration of change in the neighborhood to allow for additional housing choices in an urban form but expressed concerns with the following:

- Potential for change to result in only high-density multifamily development instead of a balanced range of single-family, two-family, multi-family, and townhomes;
- Absence of publicly-accessible community open space;
- Impact of additional density (above that currently permitted) on traffic safety and congestion; and
- Impact of parking needs for multifamily on adjacent single-family residences

ANALYSIS

T4 Urban Neighborhood Evolving policy is applied to areas where the zoning and primary land use are residential or that are envisioned to remain primarily residential in situations where there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types and enhanced connectivity.

The existence of all or some of the following characteristics indicates that an area is likely to evolve:

- High vacancy rates;
- High proportion of vacant land;
- Proximity to evolving centers or corridors; and/or
- Age and condition of the existing development.

The study area was strategically defined by major transportation corridors that geographically separate the area from the surrounding neighborhoods: I-65 to the west and north and Garfield and Buchanan Streets (collector avenues) to the south. Rosa L. Parks Boulevard (collector avenue) is located one block east of the study area boundary, and an I-65 interchange is located one block to the northeast. The construction of I-65 through this neighborhood disconnects the study area from the larger surrounding neighborhood fabric. Buchanan Street currently serves as the primary connection to the west over I-65.



Metro Planning Commission Meeting of 08/10/2017

There are multiple vacant and undeveloped properties, particularly at the intersection of Nassau Street and Garfield Street and at the intersections of Delta Avenue, Tral Street, and Jenkins Street. Buena Vista Elementary and MDHA's Cheatham Place are located south of Buchanan Street. The properties along the west side of Rosa L. Parks Boulevard are primarily undeveloped.

Several MTA bus routes and stops serve the immediate area. Bus stops are located at the edge of the study area at the intersection of Delta Avenue and Garfield Street and at the intersection of Rosa Parks Boulevard and Garfield Street. There are multiple bus stops along Delta Avenue south of the study area and along Buchanan to the west of the area.

There are a variety of policy areas and zoning districts applied to the surrounding areas. T4 Urban Neighborhood Maintenance (T4 NM) is applied to most of the properties south of Buchanan Street. T4 Urban Mixed Use Corridor (T4 CM) is applied to the west side of Rosa Parks Boulevard and adjacent to the study area, and T4 Urban Neighborhood Evolving (T4 NE) is applied east of Rosa L. Parks Boulevard, which has experienced significant residential change and investment recently.

Most of the properties in the study area are zoned One and Two-Family Residential (R6). The property located at the northeast corner of Buchanan Street and Delta Avenue is zoned Commercial Neighborhood (CN), and several properties located at the northeast corner of Garfield Street and Nassau Street are zoned Mixed Use Limited (MUL).

Should the community plan amendment request be approved, the community concerns listed above can be addressed through design and development solutions to minimize or mitigate the impact of development on adjacent property owners and the strategic application of zone changes to achieve a balanced variety of housing.

Given its proximity to Downtown Nashville, two collector boulevards (Buchanan Street/Garfield Street, and Rosa Parks Boulevard), several bus routes and stops serving the area, the T4 CM to the east, and the evolving neighborhoods east of Rosa L. Parks Boulevard, the proposed amendment area would be a suitable location for T4 Urban Neighborhood Evolving to encourage a range of housing option in a walkable environment and to support mass transit and future businesses and services.

STAFF RECOMMENDATION

Staff recommends approval.



Project No. 2017SP-067-001
Project Name Delta Avenue Townhomes
Associated Cases 2017CP-008-001
Council District 19 – O’Connell
School District 1 – Gentry
Requested by Barge Cauthen and Associates, applicant; 1720 Delta, LLC and Metro Government, owners.

Staff Reviewer Napier
Staff Recommendation *Defer to the August 24, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Zone change from R6 to SP-R to permit a multi-family residential development.

Preliminary SP

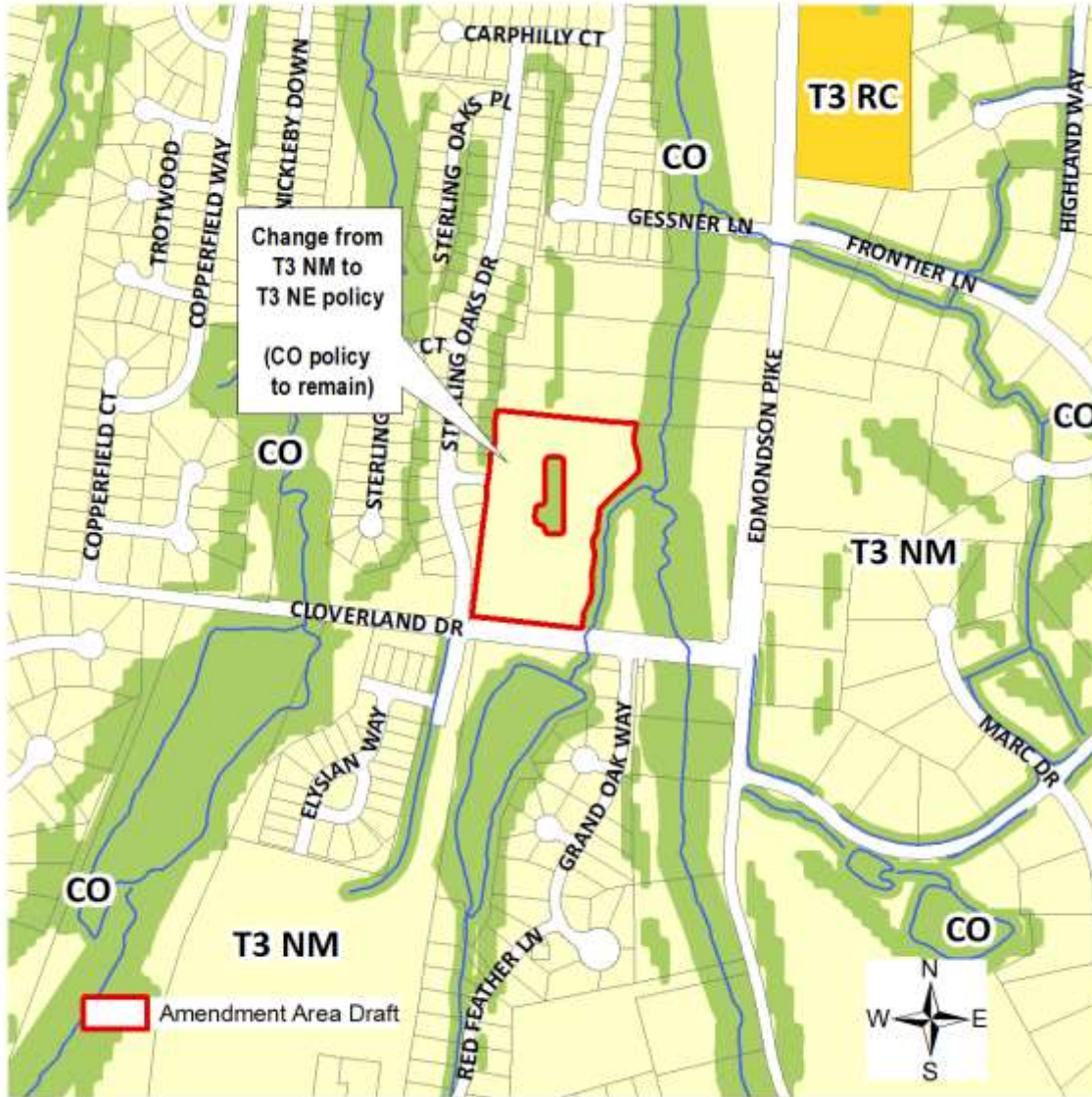
A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning on properties located at 1716, 1718, 1720 and 1722 Delta Avenue and Tral Street (unnumbered), at the northeast and southeast corners of Tral Street and Delta Avenue (0.84 acres), to permit up to 16 residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the August 24, 2017, Planning Commission meeting at the request of the applicant



Metro Planning Commission Meeting of 08/10/2017



2017CP-012-002

SOUTHEAST COMMUNITY PLAN AMENDMENT

Map 172, Part of Parcel(s) 009

12, Southeast

04 (Robert Swope)



| | |
|-----------------------------|---|
| Project No. | Minor Plan Amendment 2017CP-012-002 |
| Project Name | Southeast Community Plan Amendment |
| Associated Case | 2017SP-068-001 |
| Council District | 04 – Swope |
| School District | 2 – Brannon |
| Requested by | Meridian Realty Advisors, applicant; Thoroughbred Lane Investments, LLC, owner. |
| | |
| Staff Reviewer | Grider |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Amend Southeast Community Plan to change the policy.

Minor Plan Amendment

A request to amend the Southeast Community Plan by amending the Community Character Policy to change from T3 Suburban Neighborhood Maintenance (T3 NM) Policy to T3 Suburban Neighborhood Evolving (T3 NE) Policy on property located at Edmondson Pike (unnumbered), at the northwest corner of Edmondson Pike and Cloverland Drive, zoned One and Two-Family Residential (R40) (approximately 6.61 acres).

SOUTHEAST COMMUNITY PLAN

Current Policy

T3 Suburban Neighborhood Maintenance (T3NM) 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.

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

T3 Suburban Neighborhood Evolving (T3NE) 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



Metro Planning Commission Meeting of 08/10/2017

environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2017SP-068-001, a request to change the zoning from One and Two-Family Residential (R40) to Specific Plan (SP) zoning to permit an assisted living facility on the northwest corner of Edmondson Pike and Cloverland Drive. The plan amendment request only includes the portion of the proposed SP for the assisted living facility. As part of the application process, the Executive Director determined the plan amendment is minor with a required community meeting.

T3 NM policy is currently applied to the majority of the property and encompasses most of the surrounding area. Conservation policy is applied to a small area in the center of the site due to steep slopes. T3 NE policy allows for greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. As a result, the applicant has requested a policy change to T3 NE policy.

The Major and Collector Street Plan classifies Edmondson Pike as a five-lane arterial T3-Suburban-Residential-Arterial Boulevard (T3-R-AB5), and Cloverland Drive as a two-lane T3-Suburban-Residential-Arterial Boulevard (T3-R-AB2). The majority of the surrounding properties are single-family homes.

COMMUNITY PARTICIPATION

On July 17, 2017, in coordination with the Planning Department, the district councilmember held a community meeting at Granbery Elementary School, located at 5501 Hill Road, to discuss the applicant's plan amendment and zoning requests. Approximately 60 people attended, including the development team and staff from the Planning Department and Parks and Recreation Department. The Metro Council Office mailed community meeting notices to property owners within a one-mile radius of the amendment area on June 30, 2017, and a notice was also placed on the Planning Department website.

Planning staff spoke and answered questions at the meeting regarding the plan amendment and Specific Plan applications. Attendees generally expressed support for the plan amendment and sought details of the proposed project. Support from many was based on a desire to reduce the potential number of single-family rooftops and associated traffic permitted by existing entitlements and to introduce needed senior housing opportunities that allow for aging-in-place. Some expressed concern that the introduction of the number of beds and the square footage supported by the plan amendment and associated zoning request could aggravate traffic conditions on Edmondson Pike and Cloverland Drive. There were questions and concerns about infrastructure impacts, including traffic, sidewalks and storm water management.

ANALYSIS

T3 NE policy is applied to areas where the zoning and primary land uses are residential or that are envisioned to become primarily residential. This policy may be applied in situations where there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types, greater connectivity, and the use of more innovative environmentally sensitive development techniques.



Metro Planning Commission Meeting of 08/10/2017

The existence of all or some of the following characteristics indicate that an area is likely to evolve:

- High proportion of vacant land;
- Proximity to evolving centers or corridors;

The connectivity of the area will be improved by the addition of sidewalks and other design standards intended to enhance the pedestrian realm. The proximity to Edmondson Pike and Cloverland Drive two arterial boulevards – makes it a significant and accessible intersection with the opportunity to increase the connectivity of the area.

There are sensitive environmental features present on the site, including an area of steep slopes as indicated by the presence of CO policy in the middle of the site. Decisions for properties in T3 NE areas containing CO policy require flexibility in design as environmental constraints may complicate development without disturbing the sensitive features. In the event that new construction is supported within the CO policy area, consideration weighs the impact that the proposed development would have on the environmental feature and the integrity of the natural landform or vegetation. In this situation, the steep slopes on the property are an isolated natural feature of the land located in the center of the site where they are difficult to avoid. The proposed disturbance of the CO policy area will not result in a negative impact to a larger area of natural landform, ridgeline, or environmental system. Additionally, the SP incorporates buffer yards along the western property line and maintains the existing dense tree buffer along the northern portion of the site to preserve the existing vegetation on the site.

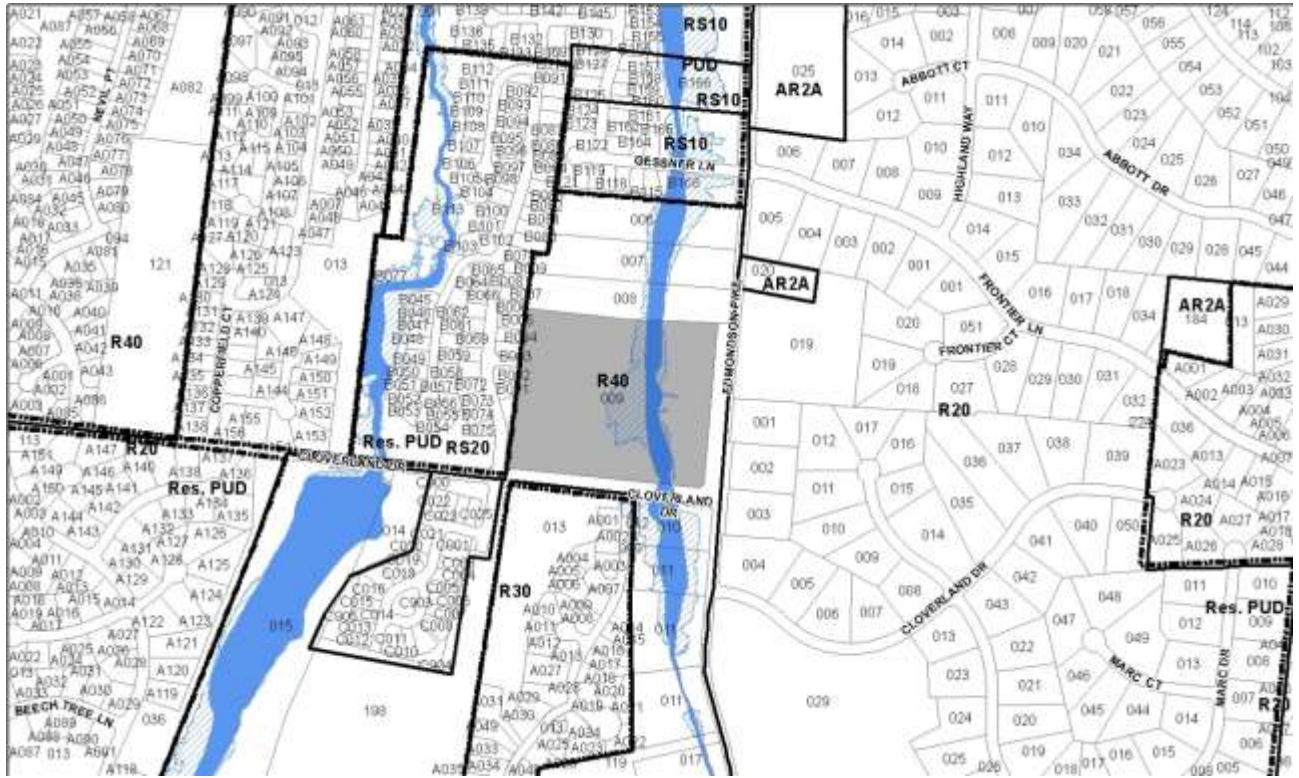
The proposed amendment area is a suitable infill location for T3 NE policy. The site is large enough to support a well-designed infill development while also providing the opportunity to offer quality open space areas and increase pedestrian connectivity options. Changing the Community Character Policy from T3 NM to T3 NE is appropriate because of the opportunities described above for expanding the mix of housing types in the area, improving the connectivity of the neighborhood.

STAFF RECOMMENDATION

Staff recommends approval of the amendment request.



Metro Planning Commission Meeting of 08/10/2017



2017SP-068-001
ALMC NASHVILLE
Map 172, Parcel(s) 009
12, Southeast
04 (Robert Swope)



Project No. Specific Plan 2017SP-068-001
Project Name ALMC Nashville
Associated Case 2017CP-012-002
Council District 04 – Swope
School District 2 – Brannon
Requested by Councilmember Robert Swope, applicant; Thoroughbred Lane Investments, LLC, owner.

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

APPLICANT REQUEST

Zone change to from R40 to SP to permit an assisted living facility.

Zone Change

A request to rezone from One and Two-Family Residential (R40) to Specific Plan – Residential (SP-R) zoning on property located at Edmondson Pike (unnumbered), at the northwest corner of Edmondson Pike and Cloverland Drive (15.1 acres), to permit an assisted living facility.

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 13 lots with 3 duplex lots for a total of 16 units.*

Proposed Zoning

Specific Plan-Mixed Use (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 an assisted living use.

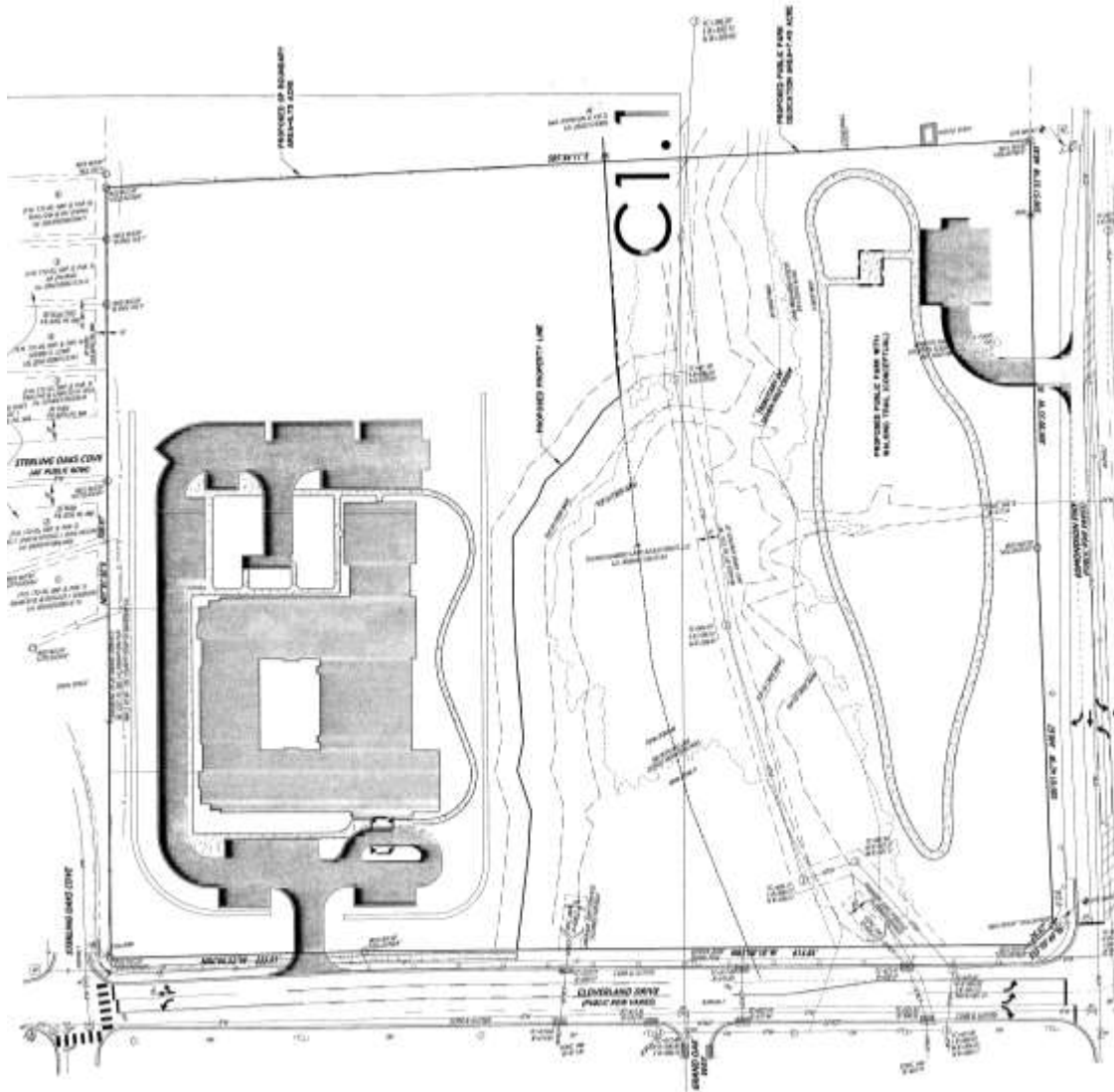
SOUTHEAST COMMUNITY PLAN

Existing Policy

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



Metro Planning Commission Meeting of 08/10/2017



Proposed Site Plan



Metro Planning Commission Meeting of 08/10/2017

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, 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.

Proposed Policy (portion of property)

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

Consistent with Policy?

The proposed SP is consistent with the proposed T3 Suburban Neighborhood Evolving policy, which is intended to create and enhance suburban neighborhoods with more housing choices and improved connectivity. The proposal includes an assisted living use and incorporates sidewalks and design standards intended to enhance the pedestrian realm and increase connectivity. There are sensitive environmental features present on the site, including an area of steep slopes as indicated by the presence of Conservation policy in the middle of the site. In this situation, the steep slopes on the property are an isolated natural feature of the land. The proposed disturbance of the CO policy area will not result in a negative impact to a larger area of natural landform, ridgeline, or environmental system. The SP incorporates buffer yards along the western property line and maintaining the existing tree buffer along the northern portion of the site to provide appropriate screening and transitions to surrounding residential neighborhoods.

PLAN DETAILS

The site is located at the northwest corner of Edmonson Pike and Cloverland Drive. The site is approximately 15 acres in size and currently vacant.

Site Plan

The plan proposes an assisted care and a memory care facility on the western portion of the site. The eastern portion of the SP is intended for public parkland. The proposed parkland will not be developed with the assisted living use. If Metro Parks accepts the proposed parkland, then Parks Department will develop the park. A conservation easement shall be placed on the proposed parkland along Edmonson Pike to prevent development other than the intended parkland use.

The proposed building will have a maximum height of 3 stories. The proposed building orients Cloverland Drive. Open space for the residents is located in the middle of the building. The SP proposes to maintain the existing dense tree buffer along the northern property line. The site slopes



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downward from the western property line. There is a small portion of steep slopes in the middle of the site.

One vehicular access to the site will be from Cloverland Drive. Some guest parking will be located in the front of the building, with the majority of the parking along the rear of the building. All parking will be surface parking and meet Metro Zoning Code requirements for parking.

Internal sidewalks are proposed throughout the site. A six foot wide sidewalk and an eight foot wide grass strip are required along Cloverland Drive per the Major and Collector Street Plan. A sidewalk shall be installed along the access drive to provide pedestrian connectivity to Cloverland Drive. This will allow pedestrians access from the assisted living facility to the future park.

ANALYSIS

The proposed assisted living and memory care use at this location is consistent with the proposed T3 Neighborhood Evolving policy. The site is surrounded by existing single-family residential units along the western property line and south across Cloverland Drive. The proposed SP provides an additional residential use in in the neighborhood. Sidewalks will be installed throughout the development and along Cloverland Drive. Additional housing choices and improved pedestrian connectivity are consistent with the T3 Neighborhood Evolving policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase. If the square footage exceeds 124,000 it may require a 2nd egress/ingress.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- If the property is to be subdivided as per this plan set, the private sewer service alignment shown on sheet C2.1 must be converted to a public sewer extension (at least until entering the northern property.) To go forward with this public sewer extension, 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

- Remove the radius from the driveway connection to Cloverland Drive.
- Indicate driveway to be per ST-324.
- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate the location of the recycling facility.



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- Tie the proposed sidewalk into the existing sidewalk on Sterling Oaks Drive.
- Add note to the plans that there are to be no vertical obstructions (signs, power poles, fire hydrants, etc.) within the proposed sidewalk. Vertical obstructions must be relocated out of the proposed sidewalk, where applicable.
- Add note to the plans that all construction within the ROW is to comply with ADA and MPW standards and specifications.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the TIS, the developer shall abide by the following:

- Metro’s Major and Collector Street Plan calls for Cloverland Drive to have a future sidewalk width of six feet and a planting strip width of eight feet. A sidewalk with a width of six feet and a planting strip with a width of eight feet shall be provided on the north side of Cloverland Drive along the development’s frontage.
- Construct one new street access on Cloverland Drive. The access shall be stop-controlled with one lane for entering vehicles and one lane for exiting vehicles. The access shall be located at least 250 feet east of the intersection with Sterling Oaks Drive / Montessori Drive in order to avoid an interlocking left scenario between Montessori Drive and the site access.
- A sight distance plan and profile exhibit shall be provided with the Final SP.
- Investigate the eastbound left turn pavement striping on Cloverland Drive at the site access. Update the pavement striping if necessary on the Final SP to help facility left turns into the site.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential* (210) | 6.61 | 1.08 D | 8 U | 77 | 6 | 9 |

*Based on two-family lots

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-----------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Assisted Living (254) | 6.61 | - | 123 Beds | 319 | 18 | 28 |

Traffic changes between maximum: **R40 and SP-R**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | | +242 | +12 | +19 |



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STAFF RECOMMENDATION

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

CONDITIONS

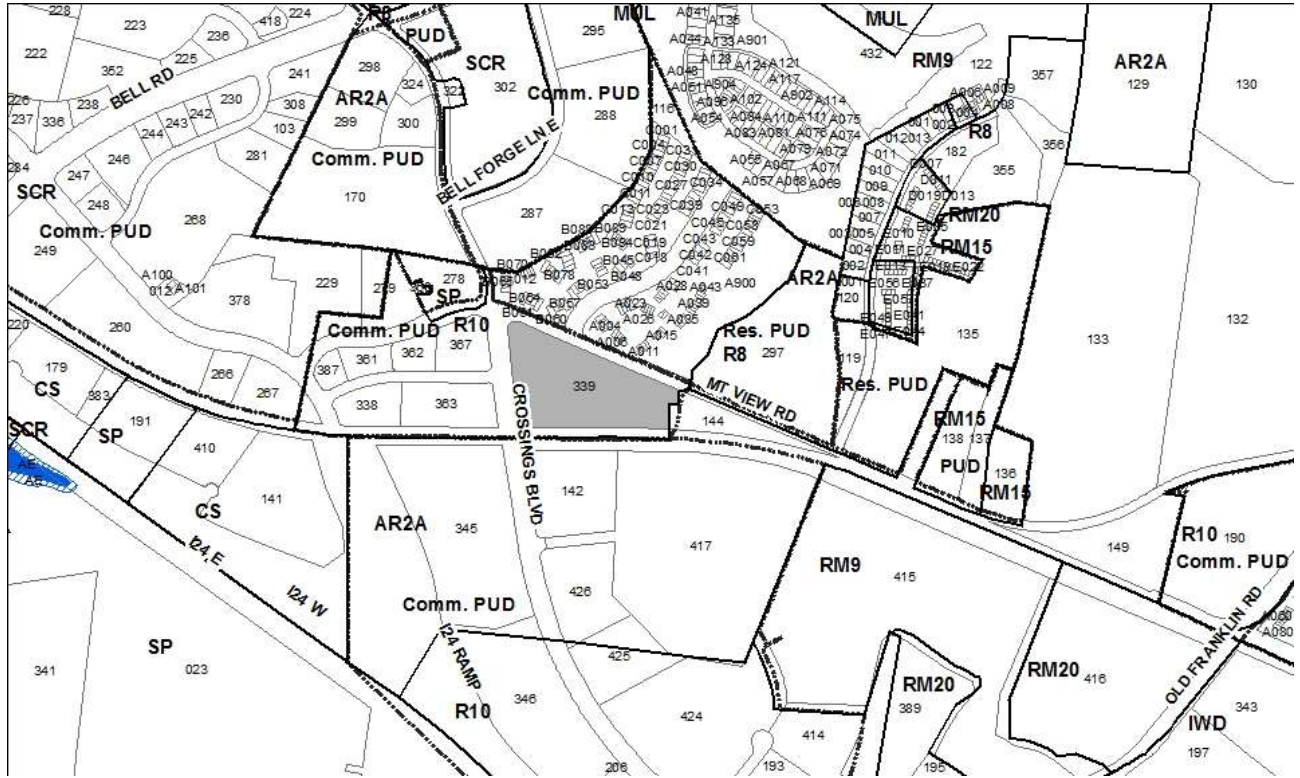
1. Permitted land uses shall be limited to assisted living care, memory care and park uses.
2. Assisted living and memory care uses shall be limited 6.75 acres along the western portion of the site
3. Height is limited maximum to 3 stories, to the roofline.
4. A 5 foot wide sidewalk shall be installed along the drive aisle to connect the building to Cloverland Drive.
5. A 6 foot wide sidewalk and an 8 foot wide grass strip shall be installed along Cloverland Drive for the assisted living use portion.
6. Comply with all conditions of Public Works and Traffic and Parking.
7. The proposed SP park plan/open space plan is conceptual.
8. When the park land develops, a sidewalk or trail connection shall be installed from the existing sidewalk on Cloverland Drive through the park to provide a pedestrian connection to Edmonson Pike.
9. Signage is limited to one monument sign with a maximum area of 32 square feet. Signage shall not exceed 6 feet in height. Internal illumination and digital signs are prohibited.
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. 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.
12. 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.
13. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 08/10/2017



2017SP-031-001
MT. VIEW CROSSINGS
Map 163, Parcel(s) 339
13, Antioch – Priest Lake
32 (Jacobia Dowell)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2017SP-031-001 |
| Project Name | Mt. View Crossings |
| Associated Case | 37-79P-002 |
| Council District | 32 - Dowell |
| School District | 6 - Hunter |
| Requested by | Civil & Environmental Consultants, applicant; Ram Sai, LLC, owner. |
| | |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

APPLICANT REQUEST
Zone change from R10 to SP.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 5400 Mt. View Road, at the southeast corner of Mt. View Road and Crossing Blvd (8.15 acres), to permit a mixed use development.

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 30 lots with 7 duplex lots for a total of 37units. However, this PUD was only approved for commercial 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.

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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



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

Consistent with Policy?

This property features steep slopes exceeding 20% on the southern and eastern portion of the site. The conservation along the southern property line is due to manmade slopes extending downward to the CSX railroad. Conservation along the eastern property line is due to a stream buffer. The proposed SP is consistent with policy as it provides a mixed use development at a prominent corner of two arterial-boulevards. The plan provides for improved pedestrian connectivity and access along the site while also providing a sensitive design that protects the conservation land

PLAN DETAILS

The site is located at 5400 Mt. View Road, at the southeast corner of Mt. View Road and Crossings Boulevard. The site is approximately 8.15 acres in size and is currently vacant.

Site Plan

The plan proposes two four-story hotels and one office/restaurant building. All three buildings address Mt. View Road. The hotel building at the corner of the site addresses both Mt. View Road and Crossings Boulevard. The plan includes proposed architectural elevations and provides for architectural standards including requirements for façade articulation to avoid blank walls.

Access to the site will be from Mt. View Road and Crossings Boulevard. All parking is located behind the proposed buildings. A 12 foot multi-use path and an eight foot grass strip are proposed along Mt. View Road. An eight foot multi-use path and a 10 foot grass strip are proposed along Crossings Boulevard meeting the standards of the Major and Collector Street Plan. Internal sidewalks are provided throughout the development.

ANALYSIS

The proposed use and layout are consistent with the T3 Suburban Mixed Use Corridor policy. The proposed hotel and office/restaurant use will serve the existing mixture of uses to the north and in the area in general. The proposed plan improves the pedestrian realm and provides safe access to the site. The site stays of the steep slopes and stream buffer along the eastern side of the site.

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.
- The sidewalks/ multi-use paths, as required by the MCSP, are to be located within dedicated ROW. A copy of the recorded ROW dedications is to be submitted to MPW prior to building permit approval.



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- Detailed plan review of roadway improvements will be required with the Final SP and should comply with MPW and AASHTO roadway design standards.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- Provide Parking per metro code.
- The developer shall construct pedestrian improvements to accommodate a signalized pedestrian crossing on the south leg and east leg of the intersection at a minimum. Signal plans shall be submitted for MPW traffic engineer approval at FINAL SP This will include:
 - Installation of sidewalk ramps on the southwest, southeast, and northeast corners of the intersection.
 - Installation of crosswalks on the south and east leg and necessary adjustments to the northbound and westbound stop bars.
 - Modification to the northbound median to accommodate a crosswalk across the south leg of the intersection.
 - Construction of a larger channelization island in the southeast quadrant of the intersection with three (3) ramps to provide pedestrian access. Install pedestrian signal heads and pushbuttons on a pedestal signal pole to accommodate crossing the south and east legs of the intersection.
 - Installation of pedestrian signal heads and buttons on the southwest and northeast corners of the intersection.
 - Installation of a crosswalk, yield bar, and yield sign in the channelized northbound right-turn lane.
- Developer shall install a SB left turn lane with 75ft of storage and transition per AASHTO standards at Crossings access driveway
- The developer shall construct an EB right turn lane with 50 ft of storage and taper per AASHTO standards at Mt View Rd access driveway and a WB left turn lane with 75 ft of storage and taper per AASHTO standards at access driveway.
- Developer shall submit road construction and pavement marking plans at final site plan.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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



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STAFF RECOMMENDATION

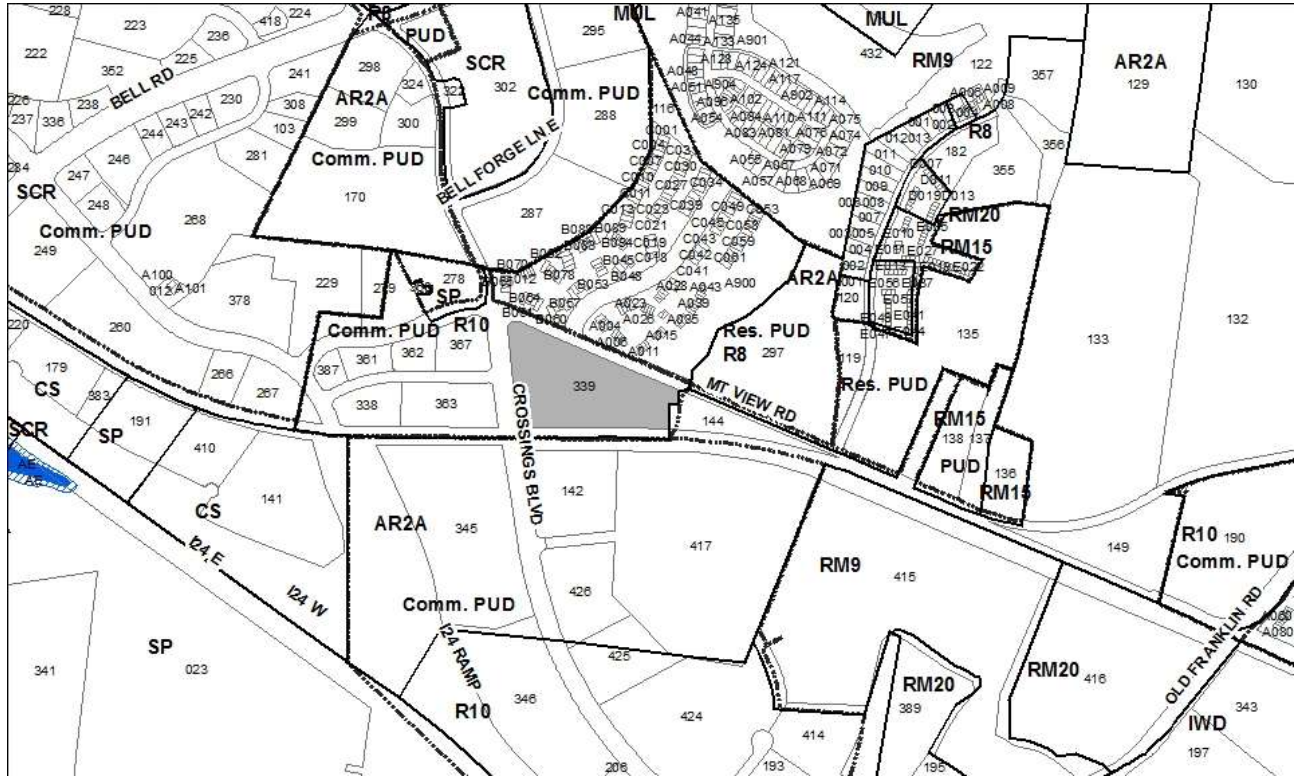
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to two, four-story hotel use and office/restaurant uses.
2. Maximum height shall 4 stories, measured to a maximum of 55 feet.
3. Comply with all conditions of Public Works and Traffic and Parking.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of MUL-A zoning district.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
6. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
7. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits



Metro Planning Commission Meeting of 08/10/2017



37-79P-002

THE CROSSINGS AT HICKORY HOLLOW (CANCELLATION)

Map 163, Parcel(s) 339

13, Antioch – Priest Lake

32 (Jacobia Dowell)



| | |
|-----------------------------|--|
| Project No. | Planned Unit Development 37-97P-002 |
| Project Name | The Crossings at Hickory Hollow(Cancellation) |
| Associated Case | 2017SP-031-001 |
| Council District | 32- Dowell |
| School District | 6 - Hunter |
| Requested by | Civil & Environmental Consultants, applicant; Ram Sai, LLC, owner. |
| | |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Approve if the associated zone change is approved and disapprove if the associated zone change is not approved.</i> |

APPLICANT REQUEST
Cancel a portion of a PUD.

PUD cancellation

A request to cancel a portion of a Planned Unit Development located at 5400 Mt. View Road, at the southeast corner of Mt. View Road and Crossing Blvd (8.15 acres), zoned One and Two-Family Residential (R10).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *The PUD was originally approved for office use.*

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 was approved for various commercial uses.*

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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



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

Consistent with Policy?

Yes. This request to cancel the PUD is consistent with existing policy, particularly the Conservation policy on a portion of the site. The property features steep slopes along the southern portion the site and a stream buffer along the eastern portion of the site. The associated zone change proposes development outside the stream buffer and the steep slopes.

REQUEST DETAILS

The portion of the PUD requested for cancellation is located within the Crossings at Hickory Hollow Commercial Planned Unit Development (PUD). The site is approximately 8.15 acres. The PUD was approved in 1979 under previous zoning code for various commercial uses. The PUD consists of seven sites. Six out of seven sites are developed; this site is undeveloped.

ANALYSIS

There is an associated zone change application with this request to cancel this portion the PUD. The associated zone change proposes a mixed use development consistent with the T3 Suburban Mixed Use Policy. Canceling the PUD on this site will allow future development to further the goals of the T3 Suburban Mixed Use policy.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval if the associated zone change is approved. If the associated zone change is not approved, staff recommends disapproval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 08/10/2017



2017SP-034 -001
BROADMOOR AND BEN ALLEN SP
Map 061, Parcel(s) 013-015, 018, 073, 085
5, East Nashville
08 (Nancy VanReece)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2017SP-034-001 |
| Project Name | Broadmoor and Ben Allen SP |
| Council District | 08 – VanReece |
| School District | 3 - Speering |
| Requested by | Hawkins Partners, Inc., applicant; Ben Allen Land Partners, LLC and Paro South, LLC, owners. |
| | |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

APPLICANT REQUEST

Permit a mixed use development.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan-Mixed Use (SP-MU) zoning on properties located at 288, 292 and 296 Broadmoor Drive and 329, 341 and 349 Ben Allen Road, at the southwest corner of Broadmoor Drive and Ellington Parkway (51.89 acres), to permit a mixed use development with a maximum of 321 multi-family residential units and a maximum of 63,000 square feet on non-residential square footage.

Existing Zoning

Single Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 192 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices
- Creates Walkable Neighborhoods

The project incorporates a variety of residential dwelling types, including detached cottages, attached cottages, duplexes, townhomes, and multi-family units along with opportunities for commercial use. The diversity of housing types provides for a range of choices in an area that is predominately underdeveloped large lot land use pattern. The proposal helps create walkable neighborhoods through the incorporation of primary and secondary trails along with sidewalks and by establishing a neighborhood centers with commercial to allow residents of the development to access businesses and services without using their cars.



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Proposed Site Plan



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EAST 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.

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

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 underdeveloped “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.

Special Policy (05-T3-NE-01) is intended to encourage active transportation in an area that is underserved with connections and circulation options, such as trails, bike paths, and sidewalks. Trail Oriented Development is a design concept that takes advantage of and leverages infrastructure that supports active ways of getting around.

Consistent with Policy?

Yes. The proposed development is consistent with the Conservation policy, T4 Urban Neighborhood Evolving policy and the Trail Oriented Development special policy. The Conservation area consists of a stream buffer along the northern and southern portion of this site. The proposed development is located away from the stream buffer. The proposal is surrounded by Ellington Parkway to the east and by large acreage tracks of single-family residential uses, institutional uses and vacant land along the western property line. The proposed plan provides a mixed use development, served by several trails. The proposed plan includes a 12 foot wide trail extending from the northern property line to southern property line. The plan includes 6 foot wide secondary trails throughout the site.



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The proposal includes a variety of commercial uses, housing types and incorporates trails, sidewalks and design standards intended to enhance the pedestrian realm and increase connectivity. There are sensitive environmental features present on the site, including areas of steep slopes and streams, as indicated by the presence of Conservation policy along the northern property boundary and in the southern property boundary. The proposed SP is designed to incorporate large areas of open space around those sensitive environmental features to ensure they remain undisturbed. The design of the SP serves to integrate different types of development into an underdeveloped area and provides an alternative mode of transportation through utilization of trails.

PLAN DETAILS

The site encompasses approximately 51 acres in between Broadmoor Drive and Ben Allen Road at the southwest corner of Ellington Parkway and Broadmoor Drive. The property is currently vacant.

Site Plan

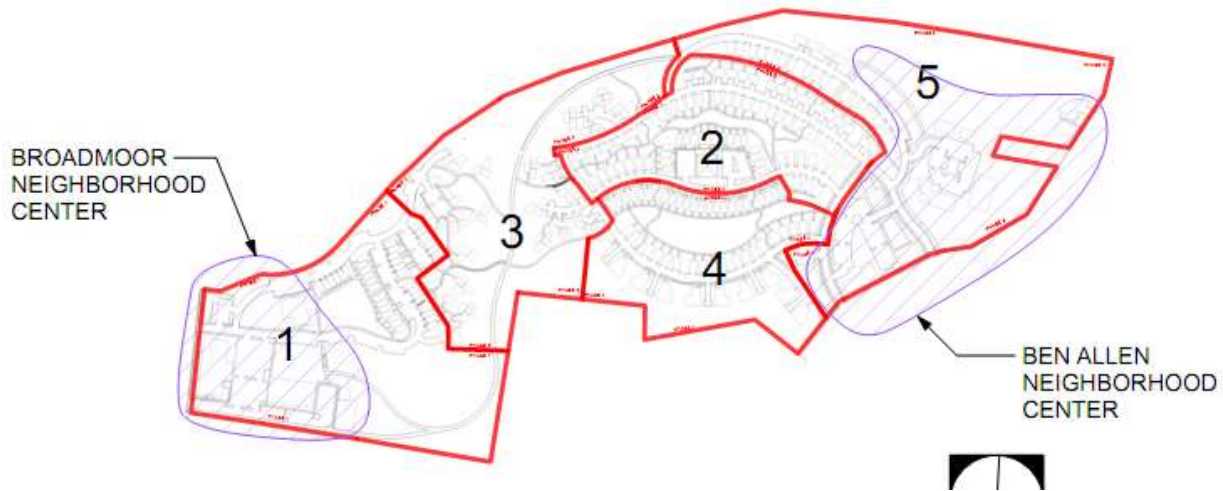
The plan proposes a total of 63,000 square feet of mixed use and a maximum of 321 multi-family residential units. The plan proposes flexibility in the layout and location of buildings by proposing five phases and a set of Building Typologies which contain architectural and design standards that would regulate the form, setbacks, and other aspects of the buildings and parking. The 5 phases are mapped on the following page. Although the SP permits many uses allowed by the Mixed Use Limited – Alternative (MUL-A) zoning district and Mixed Use Neighborhood – Alternative (MUN-A) within the neighborhood center areas, each phase includes a specific range of proposed uses, as outlined in the table below.

| Neighborhood District | Uses | Building Forms |
|-----------------------|---|---|
| Phase 1 | <ul style="list-style-type: none"> • Reuse of existing commercial structures • Artisan Manufacturing • Live/Work • Multi-family residential • Mixed use (determined by MUN-A and MUL-A uses) | <ul style="list-style-type: none"> • Existing commercial buildings • Multi-family • Attached townhomes |
| Phase 2 | <ul style="list-style-type: none"> • Multi-family residential | <ul style="list-style-type: none"> • Attached cottages • |
| Phase 3 | <ul style="list-style-type: none"> • Residential hillside duplex | <ul style="list-style-type: none"> • Duplexes |
| Phase 4 | <ul style="list-style-type: none"> • Multi-family residential | <ul style="list-style-type: none"> • Attached residential and accessory units • Detached cottages |
| Phase 5 | <ul style="list-style-type: none"> • Multi-family residential • Live-work • (determined by MUN-A and MUL-A uses) • Camping | <ul style="list-style-type: none"> • Mixed use buildings • Multi-family • Detached cottages • Camping platforms |



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Vehicular access is provided from two points on Ben Allen Road and two points on Broadmoor Drive. The SP proposes private streets with an emergency access road connecting the northern portion of the development with the southern portion of the development. The proposed private streets incorporate sidewalks and planting strips. A six-foot wide sidewalk and six-foot wide planting strip, consistent with the MCSP, shall be provided along Broadmoor Drive. The applicant proposes to install 650 feet of off-site sidewalks along the southern side of Broadmoor Drive from the existing sidewalk.



Phasing plan

The proposed trail oriented development includes a 12 foot wide primary trail connecting Broadmoor Drive and Ben Allen Road. The proposed trail will provide for an additional mode of transportation in the area. Secondary trails 6 feet in width are dispersed throughout the site.

The plan provides character design guidelines for each area of the proposed plan: Neighborhood Center at Broadmoor - "Maker Center", Neighborhood Center at Ben Allen - "The Farmstead", and Residential. Phase one includes the Broadmoor Neighborhood Center. Phase five includes the Ben Allen Neighborhood Center. Bulk standards are established for each building typology, including setbacks, build-to zones, height, and glazing requirements. The overall SP regulations include architectural standards requiring avoidance of blank facades through incorporation of articulations or changes in material. Standards also require that the primary entrance of the residential units front the primary or secondary trail. Raised foundations for residential uses are not proposed in this development due to the topography and unit types that may contain units on piers to work with the slopes.

ANALYSIS

The SP is consistent with the existing T3 NE policy, which calls for increased diversity of housing and improved vehicular and pedestrian connectivity. The SP is also consistent with the Trail Oriented special policy, which calls for clustering of development in order to reduce the development footprint to avoid disturbing areas with sensitive natural features. The SP provides for internal transition from neighborhood centers along the northern and southern property lines to the residential only portion of the plans internal to the site.



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The proposed SP is organized into five phases, each of which is intended for a different range of uses and intensities. The phasing plan is described as preliminary and subject to revisions based on the Final SP. Detailed design conditions regarding the layout and orientation of buildings, access and circulation, and other issues, should be expected at the Final SP for each phase of the project. The SP includes maximums for number of residential units and commercial square footage in each district, which allows staff to equate each district to a similar base zoning district in the Metro Zoning Ordinance. The intensities proposed range from an intensity roughly equivalent to RM15 zoning for residential areas to an intensity equivalent to MUL-A and MUN-A along Broadmoor Drive and Ben Allen Road.

The proposed unit maximums are based on conceptual evaluations of the development that can be accommodated in any particular district subject to the proposed building form standards.

FIRE MARSHAL RECOMMENDATION

Approved 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. If needed for abandonment/relocation of existing public sewer through the site, public sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate on the plans the location of the solid waste, recycling, loading zones, etc. All uses will
- Indicate installation of ground mounted "Now Entering Private Property" signs on the western most drive on Ben Allen Road.
- ROW dedication to the back of sidewalk, if required, is to be recorded prior to MPW sign off on the building permit.



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with findings of TIS, the Developer shall construct the following roadway and signal improvements.

Intersection of Broadmoor Drive and Walton Lane/Site Access 1 (West Access)

- The northbound approach of Site Access 1 (West Access) to Broadmoor Drive shall be designed to include sufficient width for one entering travel lane and a minimum of two exiting travel lanes. The Project access shall be aligned with Walton Lane. Prior to Final SP approval, additional signal analysis may be required to determine appropriate laneage and signal timing. Developer shall submit signal plans to modify the existing signal at Broadmoor Drive and Walton Lane prior to final SP approval. Developer shall submit signal plans and timing plans to MPW traffic engineer for approval and install improvements when directed by MPW traffic engineer.
- The first drive off site access 1 shall be designed and located an appropriate distance from traffic queued at signal to ensure that entering traffic is not blocked and does not queue onto Broadmoor Dr.
- Additional analysis of roads on site may be required prior to final SP approval. Developer shall identify traffic control and signage per MUTCD standards prior to final SP approval and submit signal plans and pavement marking and signage plans with construction documents.
- An ADA-compliant pedestrian crosswalk and detectable warning mats shall be provided for crossing the south leg of the intersection of Broadmoor Drive and Walton Lane/Site Access 1.
- A stop line should be provided for the northbound approach of Site Access 1 to Broadmoor Drive approximately 4 feet in advance of the recommended crosswalk.
- Developer shall submit construction drawings for WB left turn lane on Broadmoor Dr at Access 1 prior to final SP approval.
- A left turn lane shall be provided by Developer for the westbound approach of Broadmoor Drive to Walton Lane/Site Access 1 within the median. The left turn lane should include a minimum of 125 feet of storage. If the intersection of Broadmoor Drive and Walton Lane/Site Access 1 is signalized, as is expected under background and projected conditions, the traffic signal should be modified to include a leading left-turn signal phase for the westbound approach of Broadmoor Drive. This improvement would require modification to the signal head for the westbound approach of Broadmoor Drive and modification to the signal phasing and timing.
- Developer shall work with MTA to locate a transit shelter along Broadmoor Dr near Site access 1

Intersection of Broadmoor Drive and Site Access 2 (East Access)

- Site Access 2 (East Access) on Broadmoor Drive should be designed to include sufficient width for one entering travel lane and one exiting travel lane. The exiting travel lane should include one right turn lane. Access 2 shall operate as right in /right out only.
- An ADA-compliant pedestrian crosswalk should be provided for crossing the south leg of the intersection of Broadmoor Drive and Site Access 2.
- A Right Turn Only (R3-5) sign should be provided for the northbound approach of Site Access 2 to Broadmoor Drive.



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Intersection of Ben Allen Road and Site Access 3 (West Access)

- Site Access 3 (West Access) on Ben Allen Road should be designed to include sufficient width for one entering travel lane and a minimum of one exiting travel lane.
- An ADA-compliant pedestrian crosswalk should be provided for crossing the north leg of the intersection of Ben Allen Road and Site Access 3.
- A left turn lane should be provided for the eastbound approach of Ben Allen Road to Site Access 3. The left turn lane should include a minimum of 75 feet of storage with adequate transition. Ben Allen Rd along site frontage shall be designed with adequate lane widths and shoulders as necessary.
- The final design of Site Access 3 on Ben Allen Road as well as approaches to Site Access 3 should be completed such that departure sight triangles, as specified by AASHTO, will be clear of all potential sight obstructions, including vertical and horizontal curvature, landscaping, existing trees and vegetation, decorative monument signs/walls, fences, building faces, etc.

Intersection of Ben Allen Road and Site Access 4 (East Access)

- Site Access 4 (east access) on Ben Allen Road should be designed to include sufficient width for one entering travel lane and a minimum of one exiting travel lane.
- An ADA-compliant pedestrian crosswalk should be provided for crossing the north leg of the intersection of Ben Allen Road and Site Access 4.
- A left turn lane should be provided for the eastbound approach of Ben Allen Road to Site Access 4. The left turn lane should include a minimum of 75 feet of storage.
- In order to provide sufficient intersection sight distance and visibility for vehicles turning left from Site Access 4 onto Ben Allen Road, the vegetation and embankment on the south side of Ben Allen Road west of the site access should be excavated in order to provide a minimum available sight distance of 335 feet looking to the west of Site Access 4 onto Ben Allen Road.
- The final design of Site Access 4 on Ben Allen Road as well as approaches to Site Access 4 should be completed such that departure sight triangles, as specified by AASHTO, will be clear of all potential sight obstructions, including vertical and horizontal curvature, landscaping, existing trees and vegetation, decorative monument signs/walls, fences, building faces, etc. Broadmoor Drive
- Sidewalk with a grass strip is recommended along the project site frontage of Broadmoor Drive. A minimum grass strip width of 6 feet and a minimum sidewalk width of 6 feet is recommended.

Ben Allen Road

- Sidewalk with a grass strip is recommended along the project site frontage of Ben Allen Road. A minimum grass strip width of 5 feet and a minimum sidewalk width of 5 feet is recommended.

Parking

- Developer shall provide adequate parking per land use per metro code. Adequate parking shall be provided for special events and guests. A parking analysis may be required prior to final SP approval.



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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 51.89 | 4.35 D | 225 U | 2193 | 168 | 223 |

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) | 51.89 | - | 321 U | 2069 | 162 | 195 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (814) | | - | 63,000 SF | 2733 | 58 | 173 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +2,609 | +52 | +145 |

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 25 Elementary 25 Middle 20 High

Projected student generation proposed SP-MU district: 107 Elementary 75 Middle 54 High

The proposed SP zoning is expected to generate 236 students, or 166 more students than the existing RS10 zoning, assuming that the SP incorporates 121 single-family units based on the number of cottages and detached accessory structures. A change in the ratio of single and multifamily residential units, which the SP permits, could potentially impact the number of students generated. Students would attend Caldwell Elementary School, Gra-Mar Middle School and Maplewood High School. None of the schools have been identified as over-capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? A majority of the residential product is for sale housing (apron 70%). We are providing a variety of housing types, from live/work to apartments/flats to varying size cottages and single family homes with internal apartments. We will meet requirements of Nashville's inclusionary zoning regulations for rent product which are in place at the time of the final SP.
2. If so, how many and what is the percentage of the entire development? See above answer.
3. How will you enforce the affordability requirements? Per Metro inclusionary zoning regulations in place at the time of final SP for each phase.
4. Have any structures been demolished in the last 12 months? Yes, a house at 341 Ben Allen road was demolished in September 2016



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STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited a maximum of 321 multi-family residential units and a maximum of 63,000 square feet of non-residential uses. Non-residential uses shall be as specified on the plan.
2. The primary trail in the first phase shall be constructed prior to approval of Use and Occupancy permits for any use in first phase.
3. The developer shall work with staff at Final SP for each phase to minimize the visibility of surface parking lots.
4. The developer shall work with staff at Final SP to ensure that buildings orient toward streets as open space to the greatest extent possible.
5. The entire primary trail shall be located within a dedicated public access easement.
6. With the submittal of the final site plan for the first phase, an overall trail plan shall be submitted for review. The plan should include timing of installation of the complete primary trail.
7. Submit a detailed grading plan with the submittal of the final site plan for review and approval by staff. Grading plan shall minimize disturbance of existing slopes and shall minimize the use of retaining walls.
8. A six-foot wide sidewalk and six-foot wide planting strip, consistent with the requirements of the Major and Collector Street Plan shall be provided along Broadmoor Drive for the full property frontage.
9. A five-foot sidewalk and a four-foot grass strip shall be installed along Ben Allen Road for the property frontage.
10. An off-site sidewalk six feet in width with a six foot wide planting strip, to Metro sidewalk standards, shall be installed for 650 feet to the west along the southern side of Broadmoor Drive, or as an alternative work with Planning, Stormwater and Public Works to develop a paved walking path that would utilize the existing pavement width along Broadmoor Drive, with some grading and paving improvements, the would connect Dickerson Pike to Walton Lane.
11. At Final SP for each phase the applicant shall be required to provide an exact breakdown of the number of units and number of bedrooms so that parking and other requirements can be accurately reviewed.
12. Elevations for all building types consistent with the bulk and architectural standards in the Preliminary SP shall be provided with the submittal of the Final Site plan for each phase for review and approval by staff. Individual building types shall be designed in a manner to work with existing topography and minimize grading.
13. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
14. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the following zoning districts as of the date of the applicable request or application:
 - Phase 1: MUL-A
 - Phase 2, 3, 4: RM15-A
 - Phase 5: MUL-AUses are limited as described in the Council approved plan.

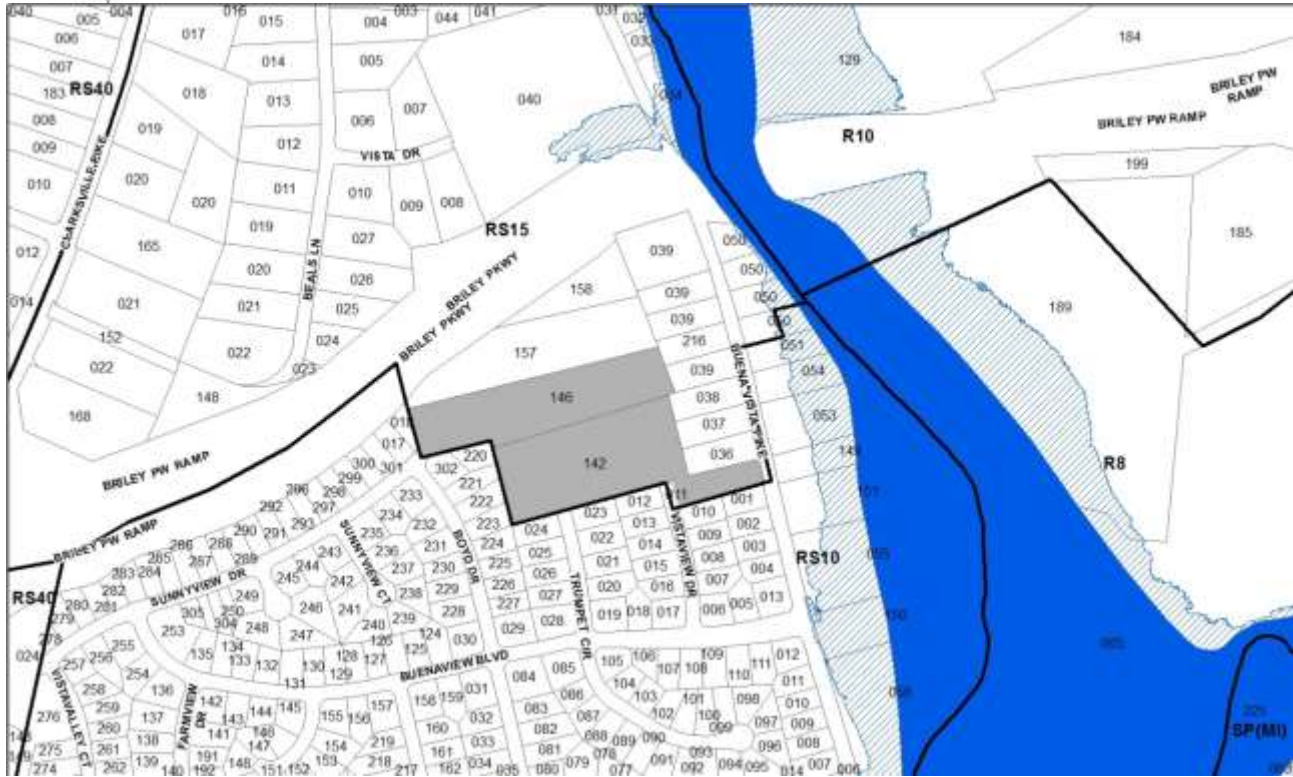


Metro Planning Commission Meeting of 08/10/2017

15. 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.
16. 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.
17. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 08/10/2017



2017SP-064-001

4927 BUENA VISTA PIKE SP
Map 059, Parcel(s) 142,146
02, Bordeaux - Whites Creek
01 (Nick Leonardo)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2017SP-064-001 |
| Project Name | 4927 Buena Vista Pike SP |
| Council District | 01- Leonardo |
| School District | 1 – Gentry |
| Requested by | Dale and Associates, applicant; 4927 Buena Vista, LLC, owner. |
| Staff Reviewer | Burse |
| Staff Recommendation | <i>Defer to the September 14, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST

Zone change to permit 57 multi-family residential units.

Preliminary SP

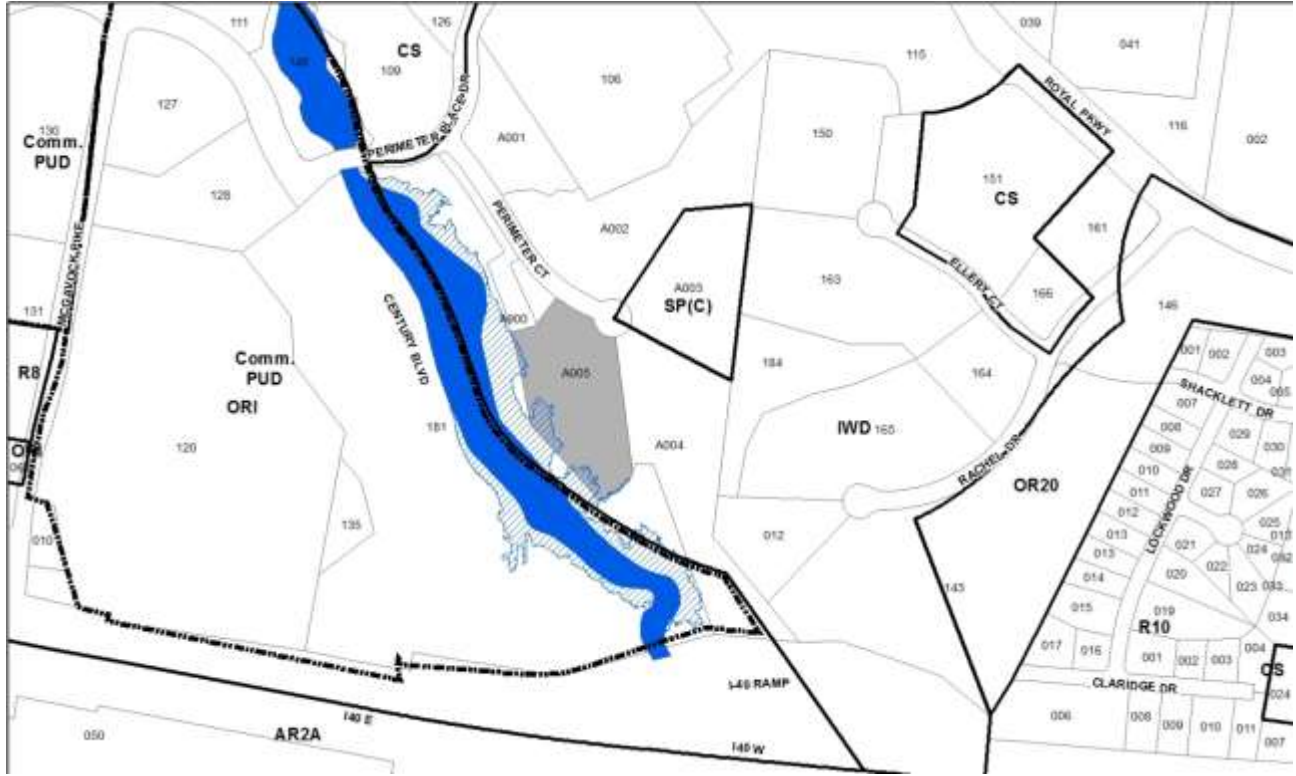
A request to rezone from Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) zoning on properties located at 4927 Buena Vista Pike, north of the terminus of Vistaview Drive (8.93 acres), to permit up to 57 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the September 14, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 08/10/2017



2017SP-065-001
THE PRESERVE – HOLIDAY INN
Map 107-04-A, Part of Parcel(s) 005
14, Donelson - Hermitage
15 (Jeff Syracuse)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2017SP-065-001 |
| Project Name | The Preserve – Holiday Inn |
| Council District | 14 - Syracuse |
| School District | 4 - Shepherd |
| Requested by | Minal Patel, applicant; Corporate Investors Partnership V, LLC, owner. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Defer to the August 24, 2017, Planning Commission meeting.</i> |

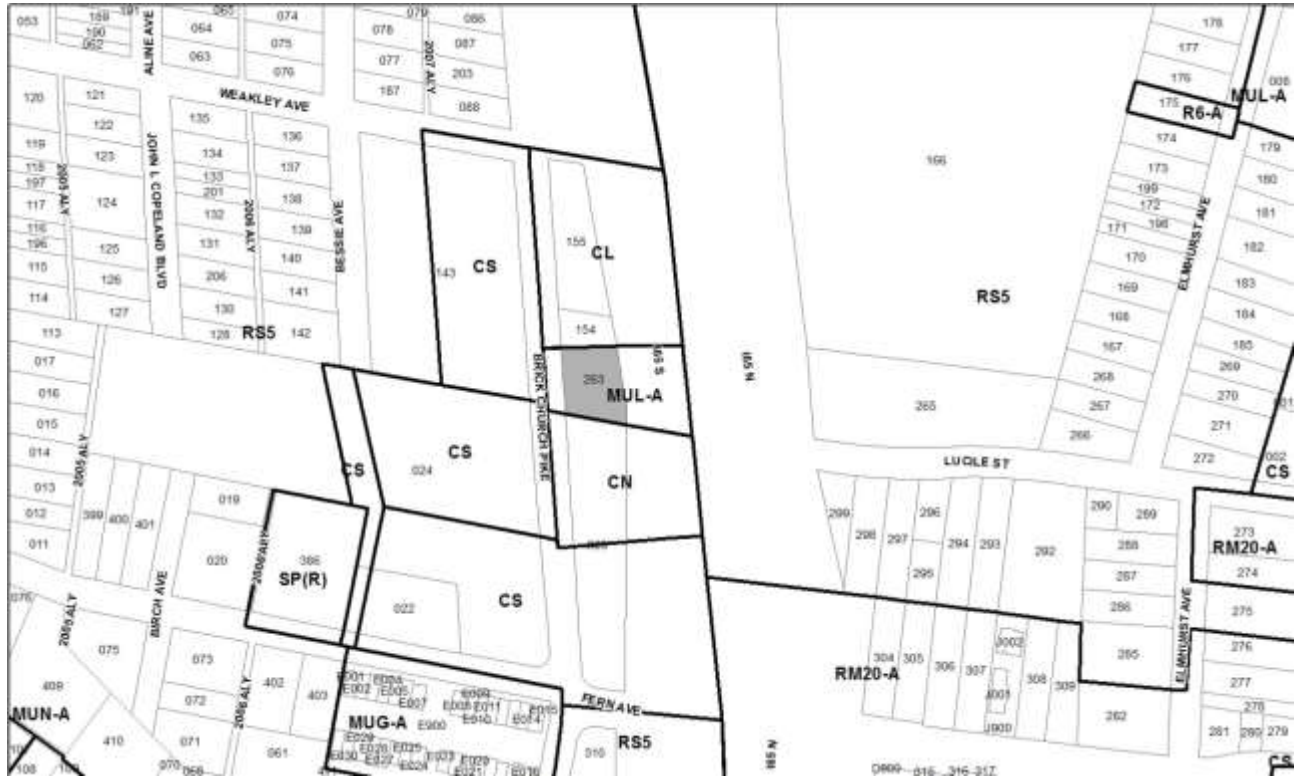
APPLICANT REQUEST
Zone change from IWD to SP-C.

Preliminary SP
A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan)-Commercial (SP-C) zoning on a portion of property located at Perimeter Court (unnumbered), approximately 420 feet south of Perimeter Place Drive, (3.61 acres), to permit a hotel.

STAFF RECOMMENDATION
Staff recommends deferral to the August 24, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 08/10/2017



2017SP-069-001
PEACE/LOVE/PAWS SP
Map 071-14, Parcel(s) 263
03, Bordeaux-Whites Creek
02 (DeCosta Hastings)



Project No. Specific Plan 2017SP-069-001
Project Name Peace/Love/Paws SP
Council District 02 - Hastings
School District 1 - Gentry
Requested by Matthew Strader, applicant and owner.

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

APPLICANT REQUEST
Rezone from MUL-A to SP-MU.

Preliminary SP

A request to rezone from Mixed Use Limited-Alternative (MUL-A) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 1221 Brick Church Pike, approximately 300 feet south of Weakley Avenue, to permit all uses permitted by the MUL-A zoning district and an animal boarding facility and security residence (0.26 acres).

Existing Zoning

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

Proposed Zoning

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

BORDEAUX-WHITES CREEK COMMUNITY PLAN

T4 Urban Community Center (T4 CC) is intended to enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The proposed SP accommodates an animal boarding facility and security residence, consistent with the T4 Urban Community Center policy which is intended to provide a mixture of uses in urban communities. The proposed uses are compatible with surrounding properties and are appropriate based on locational characteristics.



Metro Planning Commission Meeting of 08/10/2017

Begin Regulatory SP

Peace/Love/Paws Specific Plan (SP)

| Development Summary | |
|---------------------|------------------------|
| SP Name | Peace/Love/Paws SP |
| SP Number | 2017SP-069-001 |
| Council District | Hastings |
| Map & Parcel | Map 071-14, Parcel 263 |

| Site Data Table | |
|---------------------|---|
| Site Data | 0.26 acres |
| Existing Zoning | MUL-A |
| Proposed Zoning | SP-MU |
| Allowable Land Uses | All uses permitted by the MUL-A zoning district and: animal boarding facility; security residence |

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to those permitted under the MUL-A zoning district and: animal boarding facility and security residence.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
3. All uses within this SP shall take place within the existing structure(s).
4. The security residence shall comply with the Security Residence development standards in Sec. 17.16.030.C. of the Metro Zoning Code.
5. 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.

General Plan Consistency Note

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

- Urban Community Center

The proposed SP is consistent with Urban Community Center policy and is appropriate given the site's location in an urban area. The rezone would meet the goals of the policy by placing a mixture of uses along a major collector street, Brick Church Pike.

End Regulatory SP



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ANALYSIS

The 0.26-acre site is located on the east side of Brick Church Pike, north of Fern Avenue and west of Interstate 65. The property contains a former Church. In 2016, the property was rezoned from RS5 to MUL-A to allow land uses consistent with the goals of the Urban Community Center policy. Rezoning to Specific Plan-Mixed Use (SP-MU) will allow an animal boarding facility and security residence, in addition to land uses permitted through the MUL-A zoning district. Adjacent parcels to the north and south are commercially-zoned and include a mix of commercial, industrial, and vacant land uses.

Uses within this SP shall be limited to those permitted under the MUL-A zoning district and: animal boarding facility; and security residence.

Specific standards outlined in the plan will ensure that future development is compatible with surrounding land uses. Therefore, staff recommends approval as the requested zone change is consistent with the Urban Community Center policy.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

Approved with conditions

- As an availability study has been submitted for the subject project, MWS recommends approval as a Preliminary SP only. The required capacity fees must be paid, prior to Final SP approval (fee schedule on forthcoming letter from MWS).

STORMWATER RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate sight distance at driveway and adequate parking on site.

Maximum Uses in Existing Zoning District: MUL-A

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 0.13 | | 5 U | 34 | 3 | 4 |

Maximum Uses in Existing Zoning District: MUL-A

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (814) | 0.065 | | 2,831 SF | 159 | 10 | 29 |



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Maximum Uses in Existing Zoning District: MUL-A

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| General Office (710) | 0.065 | | 2,831 SF | 250 | 33 | 33 |

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 |
|--|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Animal Hospital/ Veterinary Clinic (640) | 0.26 | 0.6 | 6,795 SF | N/A | 28 | 32 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | - | -18 | -34 |

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within this SP shall be limited to those permitted under the MUL-A zoning district and: animal boarding facility; and security residence.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
3. All uses within this SP shall take place within the existing structure(s).
4. Signage shall be as per MUL-A standards.
5. The security residence shall comply with the Security Residence development standards in Sec. 17.16.030.C. of the Metro Zoning Code.
6. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

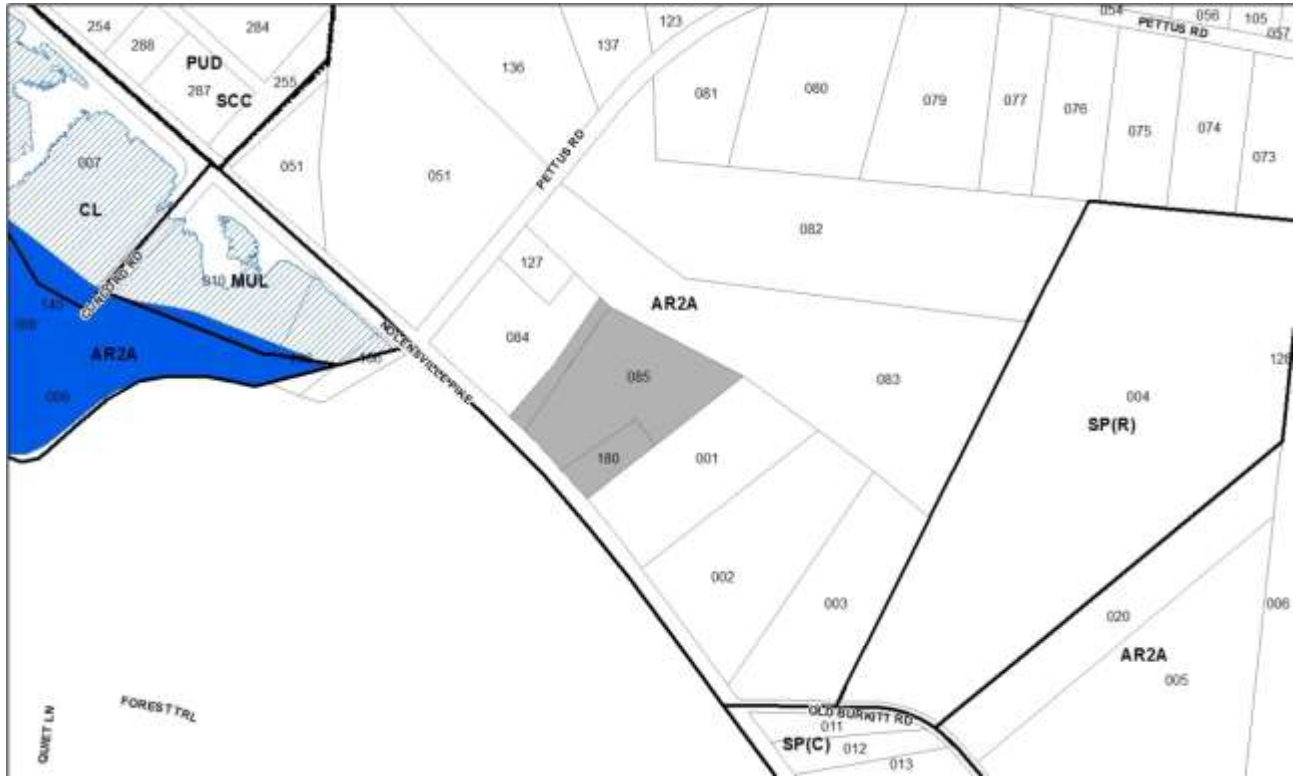


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9. All requirements of the Public Works Department shall be met prior to final SP approval.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 08/10/2017



2017SP-070-001
TRADITIONS SP
Map 181, Parcel(s) 085, 180, Part of 084
12, Southeast
31 (Fabian Bedne)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2017SP-070-001 |
| Project Name | Traditions SP |
| Council District | 31 – Bedne |
| School District | 2 – Brannon |
| Requested by | Batson and Associates, applicant; David Roy Hill, owner. |
| Staff Reviewer | Shepard |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

APPLICANT REQUEST

Preliminary SP to permit an assisted living facility.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Residential (SP-R) zoning on properties located at 6922 Nolensville Pike, Nolensville Pike (unnumbered) and a portion of property located at 6444 Pettus Road, approximately 380 feet southeast of Pettus Road (4.39 acres), to permit an assisted living facility.

Existing Zoning

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

Proposed Zoning

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

SOUTHEAST NASHVILLE COMMUNITY PLAN

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



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Proposed Site Plan



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Consistent with Policy?

The T3 RC policy is a residential policy intended to create and enhance suburban residential corridors located along prominent arterials or collectors served by multiple modes of transportation. The policy supports residential uses including the assisted care living and independent living/multi-family residential dwellings proposed in the SP. The project site is located on Nolensville Pike, a major arterial boulevard. The plan includes a single vehicular connection to Nolensville Pike which will serve this development as well as planned developments to the north and east, consistent with the access management goals of the policy.

PLAN DETAILS

The site consists of two parcels and a portion of a third located northeast of Nolensville Pike, south of the intersection of Nolensville Pike and Pettus Road. The existing AR2a zoning allows for one and two-family residential uses, mobile homes, and other uses appropriate in rural areas. The southernmost parcel, Parcel 180, contains an existing single-family residence. The remainder of the project site is vacant, although the portion of Parcel 84 that is not included in this SP contains an existing residence oriented to Pettus Road.

The proposed plan is for an assisted care living facility. The units are located in a single building with a maximum Floor Area Ratio of 0.80 or 152,983 square feet. The building includes three wings, oriented around a central drive and parking court. Approximately 24 beds will be devoted to memory care services, which are located in a separate wing near the front of the building. The maximum height of the building is four stories in 56 feet. The height transitions from one story for the memory care wing at the front of the site, to four stories.

Vehicular access is through a proposed drive from Nolensville Pike on the western edge of the site. The drive will be placed in a cross-access easement and is intended to serve future development on the majority of Parcel 84 to the west and on Parcel 83 to the north. The drive will terminate at the northern property line shared with Parcel 83 until such time as Parcel 83 develops and the drive is connected through to Pettus Road. Until the connection is completed, a temporary, secondary, emergency access to Nolensville Pike is required to meet the Fire Code. The secondary, emergency access will be constructed of grasscrete, or another similar material acceptable to the Fire Marshal, to minimize the visual impact of the access. Per conditions from Traffic and Parking, the access shall also be gated.

Right-of-way reservation, consistent with the Tennessee Department of Transportation's (TDOT) current plans for widening of Nolensville Pike is provided along the property frontage. A 6-foot sidewalk and 8-foot planting strip, consistent with the requirements of the Major and Collector Street Plan, are provided at the back of the reserved right-of-way. A total of 90 parking spaces are provided in surface lots around the building. A 20-foot Type C landscape buffer yard is provided along the western property boundary and along approximately 200 feet of the northern property boundary. The remaining 230 feet of the northern property boundary will have a 10-foot buffer yard landscaped to a Type C buffer yard standard. The adjoining parcel to the north, Parcel 083, is expected to redevelop and share the access drive included in this SP. The landscape buffer yards will provide an adequate transition until such time as that property redevelops and will continue to screen future development on that property. The Preliminary SP includes full elevations for the proposed building with specific materials indicated.



Metro Planning Commission Meeting of 08/10/2017

ANALYSIS

The policy supports residential uses, including assisted living, along suburban corridors. The SP proposes an assisted care living facility along Nolensville Pike, a major arterial boulevard. The plan includes a single point of access, which will be shared with properties to the east and north as those redevelop, in order to minimize access points to the corridor. The proposed sidewalk will be a first step toward connecting the existing sidewalk network north of Pettus Road, where commercial uses and services are located. The proposed landscape buffer yards will provide screening and a transition to surrounding AR2a properties.

The south elevation of the building is oriented to Nolensville Pike. In order to create a strong presence along the corridor, staff recommends that the south elevation be treated as a principle façade. Prior to Final SP submittal, the applicant shall coordinate with staff to revise the elevation for the south façade of the building to incorporate an entrance, glazing, materials or other architectural treatments to enhance the presence of the building along the street.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Provide a notation on the plans indicating the cross access location that is graphically being shown. The cross access easement shall be recorded prior to the approval of a building permit.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Gate emergency access.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 4.15 | 0.5 D | 2 U | 20 | 2 | 3 |



Metro Planning Commission Meeting of 08/10/2017

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 |
|-----------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Assisted Living Residential (254) | 2.075 | | 73 Beds | 239 | 11 | 17 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +219 | +9 | +14 |

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to an assisted care living facility.
2. Revise the purpose note to read as follows: The purpose of this SP is to permit an assisted care living facility.
3. With the corrected copy, remove all references to multi-family residential.
4. Parking shall be provided per the specifications on the plan.
5. With the recording of a final plat, the applicant shall dedicate a cross-access easement permitting use of the proposed access drive by Map 181, Parcel(s) 083 and 084.
6. A minimum of a 5-foot sidewalk shall be provided along at least one side of the proposed access drive. The sidewalks internal to the development shall be connected to this sidewalk along the access drive to provide a pedestrian connection to the public sidewalk at the front of the property along Nolensville Pike. The sidewalk and connections shall be depicted and dimensioned on the Final Site Plan.
7. The south elevations of the building oriented toward Nolensville Pike shall be treated as a principle façade. Prior to submittal of a Final Site Plan, the applicant shall work with Planning staff to revise the south elevations to incorporate entrances, articulations, changes in material, glazing, or other architectural treatments that differentiate the elevations from the sides and rear of the building and enhance the presence of the building along Nolensville Pike. Building elevations otherwise consistent with the elevations included in the Preliminary SP shall be provided with the Final SP.
8. Comply with all conditions of Metro Public Works and Traffic and Parking.
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. Uses are limited as described in the Council ordinance.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.



Metro Planning Commission Meeting of 08/10/2017

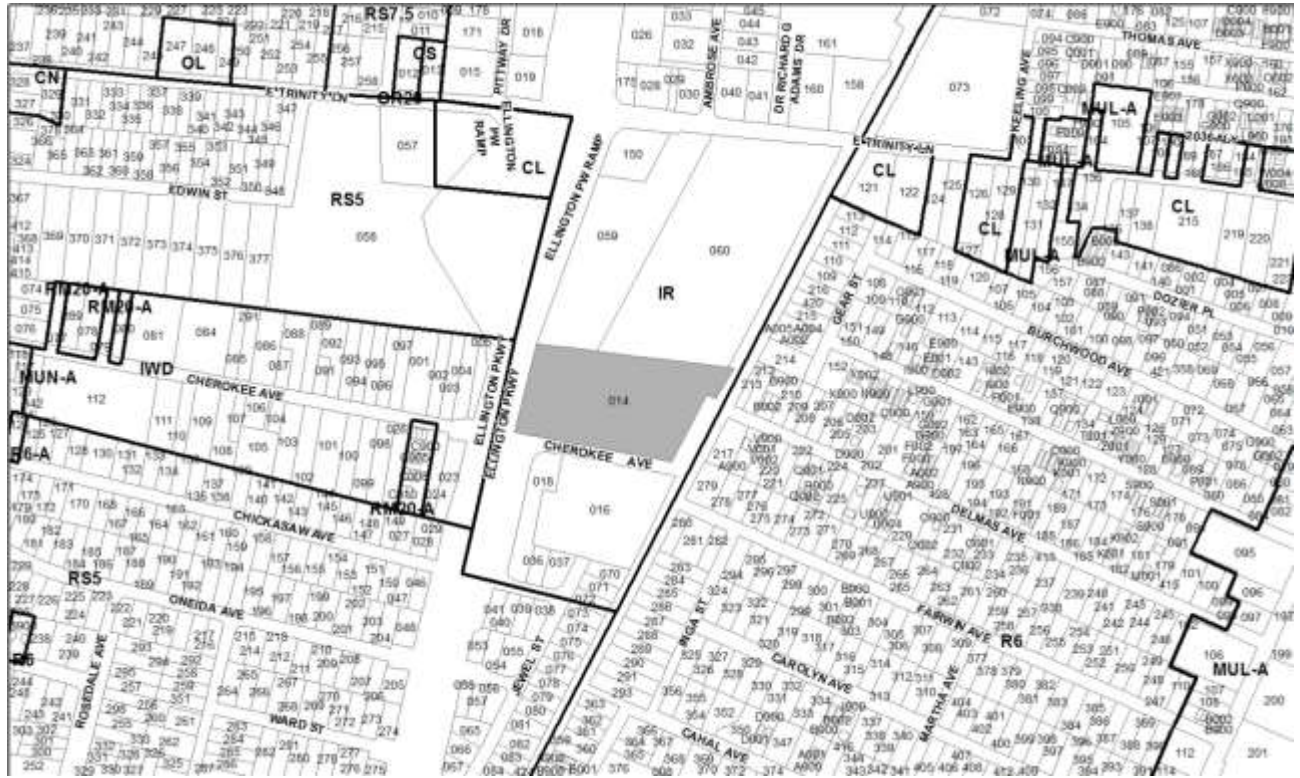
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan.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



SEE NEXT PAGE



Metro Planning Commission Meeting of 08/10/2017



2017SP-071-001
CHEROKEE AVENUE MASTER PLAN
Map 072-09, Parcel(s) 014
05, East Nashville
05 (Scott Davis)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2017SP-071-001 |
| Project Name | Cherokee Avenue Master Plan |
| Council District | 05 – S. Davis |
| School District | 5 - Buggs |
| Requested by | Hawkins Partners, Inc., applicant; William H. Hawkins, owner. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Defer to the August 24, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST

Zone change to permit a commercial and multi-family residential development.

Preliminary SP

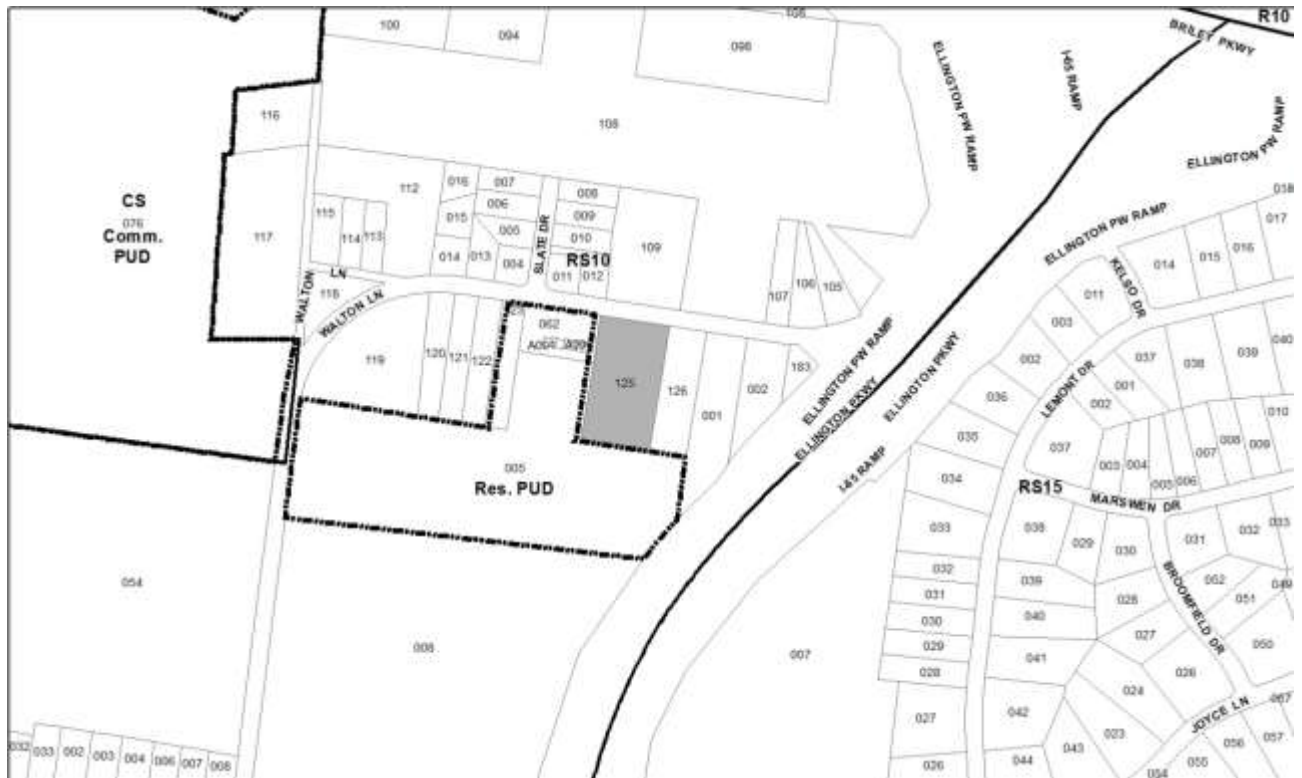
A request to rezone from Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 905 Cherokee Avenue, west of the terminus of Delmas Avenue (5.94 acres), to permit up to 166 multi-family residential units and commercial space.

STAFF RECOMMENDATION

Staff recommends deferral to the August 24, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 08/10/2017



2017S-184-001
3335 WALTON LANE SUBDIVISION
Map 051, Parcel(s) 125
05, East Nashville
08 (Nancy VanReece)



Project No. Final Plat 2017S-184-001
Project Name 3335 Walton Lane Subdivision
Council District 08 - VanReece
School District 3 - Speering
Requested by Dale & Associates, applicant; Riverstone Homes, LLC, owner.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the August 24, 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

Create four lots.

Final Plat

A request for final plat approval to create four lots on property located at 3335 Walton Lane, approximately 195 feet east of Slate Drive, zoned Single-Family Residential (RS10) (1.69 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 7 units, based on acreage only.*

EAST NASHVILLE COMMUNITY PLAN

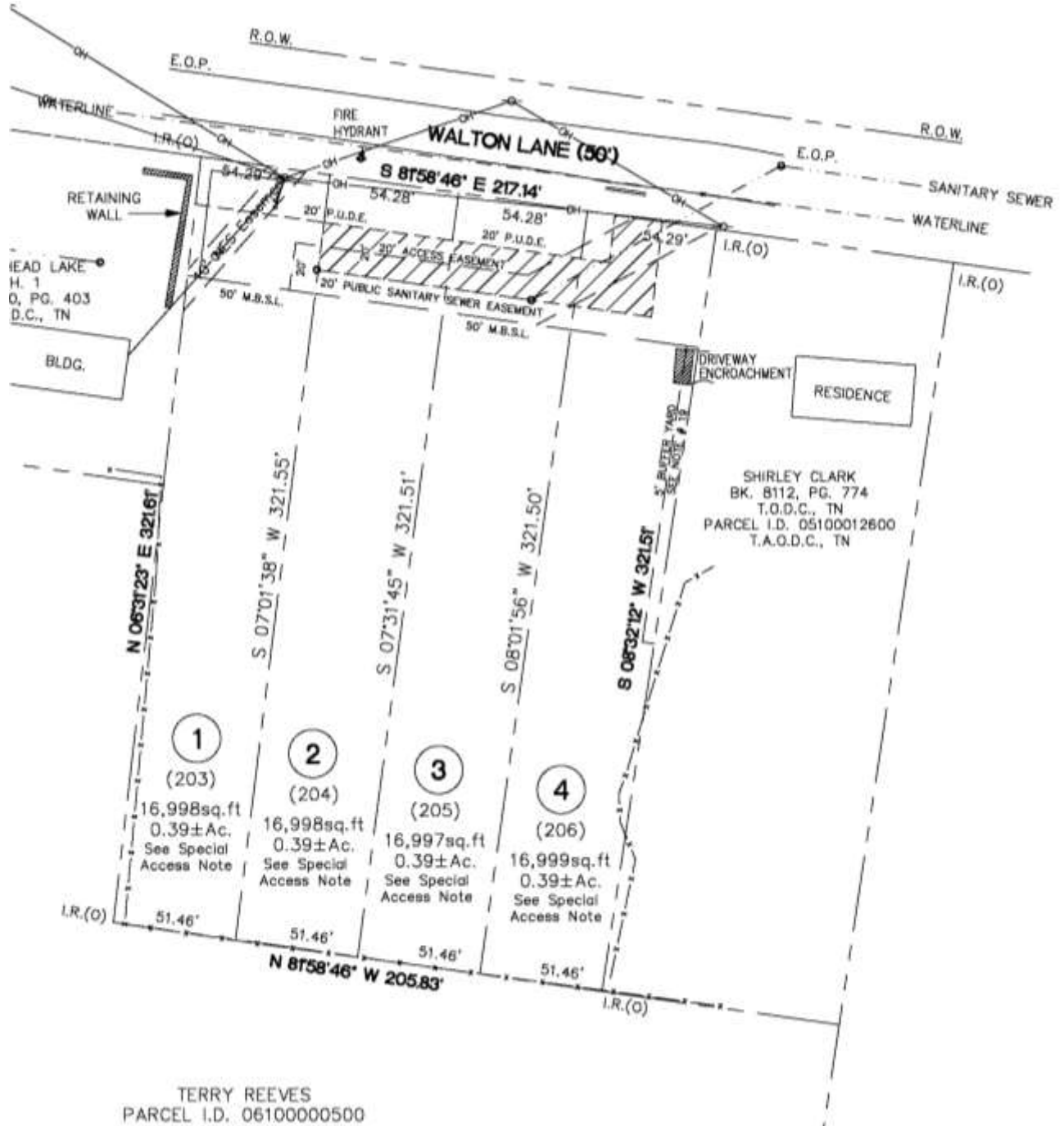
T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings.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

PLAN DETAILS

This request is for final plat approval to create four lots on property located at 3335 Walton Lane, where one lot currently exists. Vehicular access would be limited to a shared access easement with ingress and egress from Lot 4 only.



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Proposed Subdivision



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The land use policy for the subject property is T4 Urban Neighborhood Evolving (T4 NE); therefore, the proposed subdivision is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations.

The existing lot is 73,616 square feet (1.69 acres) and is proposed to be subdivided into four lots with the following square footage/ acreage:

- Lot 1: 16,998 SF (0.39 acres)
- Lot 2: 16,998 SF (0.39 acres)
- Lot 3: 16,997 SF (0.39 acres)
- Lot 4: 16,999 SF (0.39 acres)

ANALYSIS

Zoning Code

The proposed lots meet the minimum standards of the RS10 zoning district.

Street Frontage

Lots would front on Walton Lane, which is a public street.

Agency Review

Water Services and Public Works have not recommended approval.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Returned for corrections

- Provide proof of sight distance prior to the final recording of the plat

TRAFFIC & PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Returned for corrections

- For the latest re-plat (stamped-received July 18, 2017), our original comments still apply: The required public sewer construction plans for this development have expired. The applicant will need to renew this plan approval, with the new engineer's stamp on the plans and new applicant/owner taking responsibility on the application form, before the plat can be accurately reviewed. If not paid already, the required capacity fees must be paid, prior to plat approval. Posting bond will be required to record this plat, once the construction plans are re-approved.



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STAFF RECOMMENDATION

Staff recommends deferral to the August 24, 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)

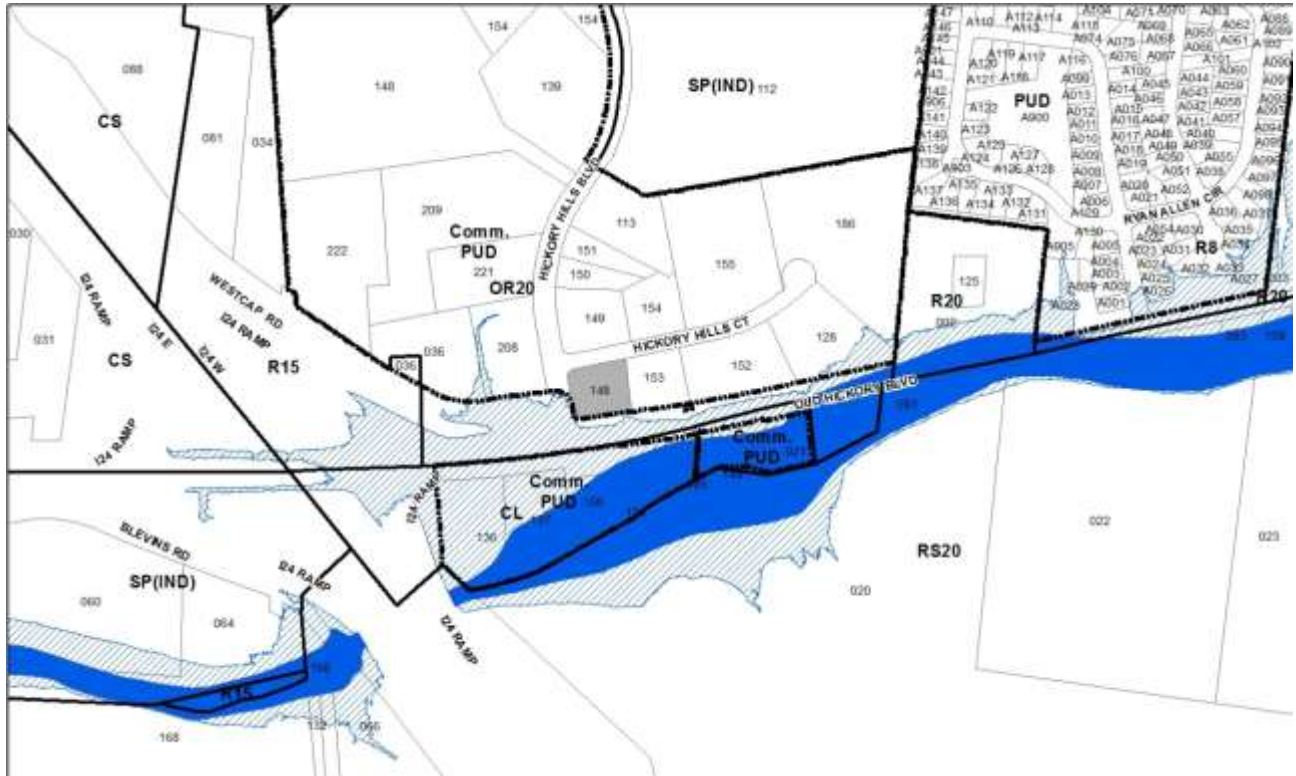
1. Add "See Notes 17-18" on Lots 1-4.



SEE NEXT PAGE



Metro Planning Commission Meeting of 08/10/2017



98-73P-005
HICKORY HILLS PUD REVISION
Map 040, Parcel(s) 148
2, Parkwood – Union Hill
01 (Brenda Haywood)



| | |
|-----------------------------|---|
| Project No. | Planned Unit Development 98-73P-005 |
| Project Name | Hickory Hills PUD Revision |
| Council District | 3 - Haywood |
| School District | 1 - Gentry |
| Requested by | Klober Engineering Services, applicant; C & H Properties, LLC, owner. |
| Staff Reviewer | Napier |
| Staff Recommendation | <i>Approve with conditions.</i> |

APPLICANT REQUEST

Revise a PUD to permit an expansion and renovation to an existing automobile convenience facility to permit a restaurant.

Revise Preliminary 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 500 Hickory Hills Boulevard, at the southeast corner of Hickory Hills Boulevard and Hickory Hills Court, zoned Office/Residential (OR20) (0.9 acres), to permit a restaurant.

Existing Zoning

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *The PUD Overlay permits*

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

PLAN DETAILS

The site is located along Hickory Hills Boulevard, at the southeast corner of Hickory Hills Boulevard and Hickory Hills Court. The site is bordered by commercial uses to the east, west, and south. There is an adjacent industrial use to the north.

The site contains an existing automobile convenience facility and is currently zoned OR20 with a PUD overlay. The site plan calls for the PUD to be revised to permit an expansion and interior renovation to an existing automobile convenience facility for to allow for restaurant use within the existing automobile convenience structure. The structure currently contains a convenience market and a car wash facility. The car was facility will undergo renovations to accommodate the new restaurant use.



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History

This PUD was originally approved in 1973 and included 86.3 acres. The 1973 Metro Council plan was approved the following uses and square footage:

- Office – 18.7 Acres, 95,200 sq. ft.
- Multi-family – 12.4 Acres. 96 Units, 129,000 sq. ft.
- Highway Commercial – 18.5 Acres, 253,800 sq. ft.
- General commercial – 36.7 Acres, 230,450 sq. ft.

Site Plan

The revision to the preliminary and final site plan proposes a total of 1,514 square feet restaurant use. The proposed renovation and expansion will require a total of 42 parking spaces, all of which are being provided as shown on the site plan. The proposed renovation and expansion will not increase the height of the existing structure. The access for this site is provided by an existing connection to Hickory Hills Boulevard.

ANALYSIS

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

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

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



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

The proposed revision increases the allowable square footage by 303 square feet, which does not exceed the 10 percent threshold established by section 17.40.120.G. This revision does not deviate significantly from the Council approved plan and the proposed site plan is consistent with the overall concept of the PUD. The proposed revision and final site plan is consistent with the overall intent of the PUD. Staff recommends approval with conditions.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Revised resubmittal must match the approved grading plan in all relevant areas

WATER SERVICES

Approve with conditions

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.



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PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

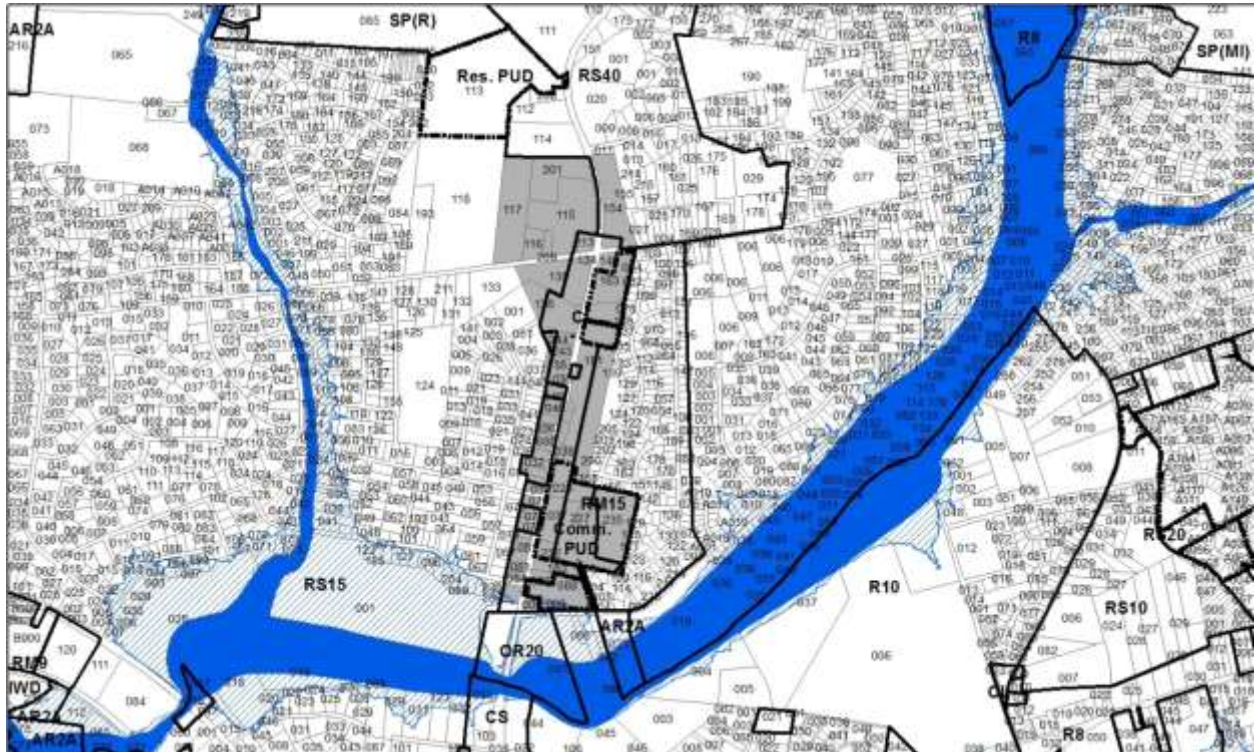
Staff recommends approval with conditions.

CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. 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.
3. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.



Metro Planning Commission Meeting of 08/10/2017



2017UD-004-001

CLARKSVILLE PIKE UDO AT FAIRVIEW CENTER

Various Maps, Various Parcel(s)

03, Bordeaux – Whites Creek

01 (Nick Leonardo)



Project No. Urban Design Overlay 2017UD-004-001
Project Name Clarksville Pike at Fairview Center
Council District 01 – Leonardo
School District 1 – Gentry
Requested by Councilmember Nick Leonardo, applicant; various owners.

Staff Reviewer Saliki
Staff Recommendation *Defer to the August 24, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Establish an Urban Design Overlay District.

Urban Design Overlay

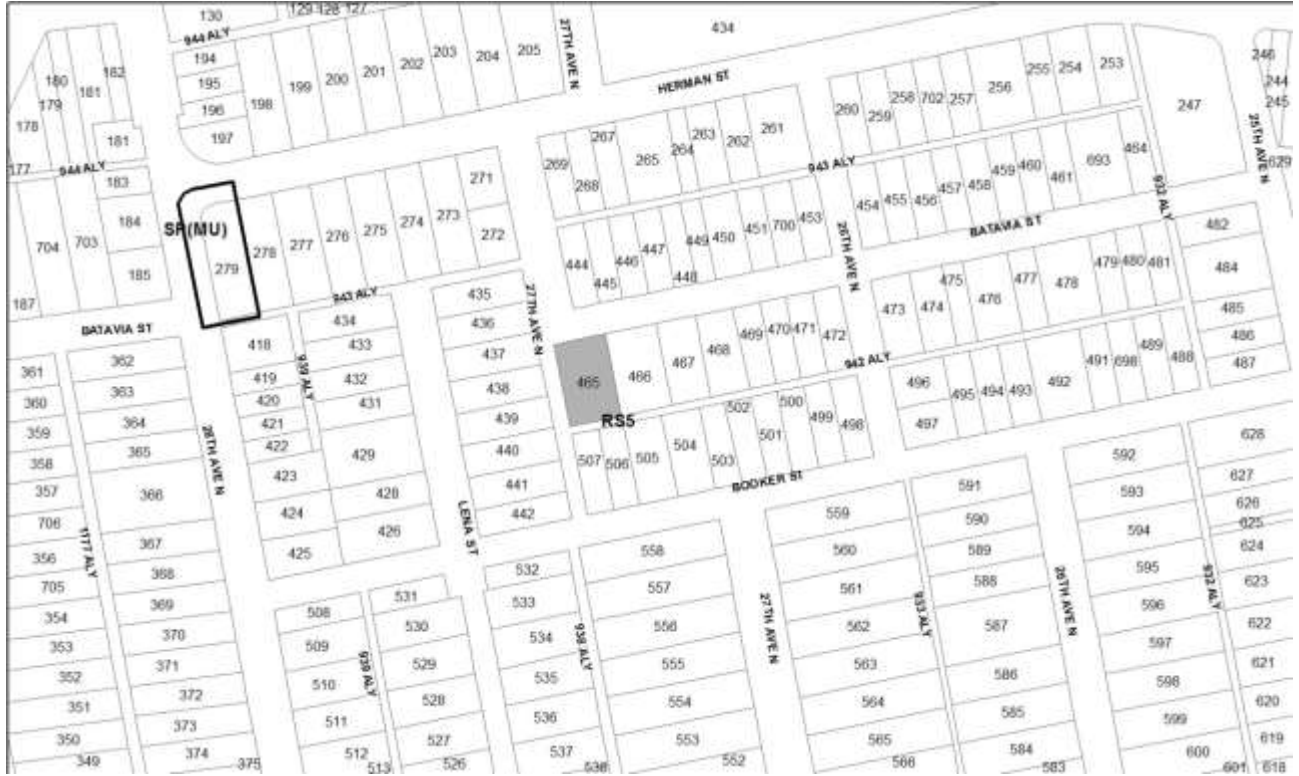
A request to apply an Urban Design Overlay to establish building and site design standards on various properties located along Clarksville Pike, zoned Commercial Limited (CL), Commercial Service (CS), Mixed Use Limited (MUL), Multi-Family Residential (RM15), Single-Family Residential (RS15), Single-Family Residential (RS40), Single-Family Residential (RS7.5), Shopping Center Neighborhood (SCN) and within Planned Unit Development (PUD) Overlay Districts (112.8 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 24, 2017, Planning Commission meeting at the request of the applicant.



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2017Z-071PR-001
Map 092-06, Parcel(s) 465
08, North Nashville
21 (Ed Kindall)



| | |
|-----------------------------|------------------------------------|
| Project No. | Zone Change 2017Z-071PR-001 |
| Council District | 21 – Kindall |
| School District | 5 - Buggs |
| Requested by | Bekry Seman, applicant and owner. |
| Staff Reviewer | Rickoff |
| 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 2717 Batavia Street, at the southeast corner of Batavia Street and 27th Avenue North (0.18 acres).

Existing Zoning

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

Proposed Zoning

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

The proposed zone change is consistent with policy. The property is in proximity to existing MTA bus routes along Herman Street and 28th Avenue North, providing additional transportation options for future residents. The lot is located on a corner and has access via an existing alley. Determinations of duplex eligibility are made by the Metro Codes Department, but if the lot is determined to be duplex eligible, the proposed zone change would permit a two-family residential unit which contributes to increased housing choice in the neighborhood. Alternatively, a detached



Metro Planning Commission Meeting of 08/10/2017

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

ANALYSIS

The site is located at the southeast corner of 27th Avenue North and Batavia Street, north of Clifton Avenue. The property is vacant. The existing land use pattern in the neighborhood is mixed single-family and two-family residential, with scattered vacant parcels as well. Should the site be determined eligible for a duplex, its location on a corner and the availability alley access make the site an appropriate location for two-family residential development, which would increase the variety of housing choices available in the neighborhood. The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment. Since the existing rear alley is improved, access shall be from the alley only. The proposed rezoning is consistent with the goals of the T4 Urban Neighborhood Evolving land use policy.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.18 | 8.71 D | 1 U | 10 | 1 | 2 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential* (210) | 0.18 | 7.26 D | 2 U | 20 | 2 | 3 |

*Based on two-family lots

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

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

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? I am planning on building two houses on the lot not duplex.
2. If so, how many and what is the percentage of the entire development? When I build I am planning to make one of the house available for the affordable housing the other one will be regular house. That will make it 50 percent of the project will be affordable housing. Since I am only building two houses.



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3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? There was no demolition for the last 12 months on the lot.

STAFF RECOMMENDATION

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



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2017Z-084PR-001

Map 082-03, Parcel(s) 033-034

5, East Nashville

5 (Scott Davis)



| | |
|-----------------------------|---|
| Project No. | Zone Change 2017Z-084PR-001 |
| Council District | 05 – S. Davis |
| School District | 5 – Buggs |
| Requested by | Daniel Robinson, applicant and owner |
| Staff Reviewer | Shepard |
| Staff Recommendation | <i>Defer to the August 24, 2017, Planning Commission meeting.</i> |

APPLICANT REQUEST

Zone change from SP-R to RM20-A.

Zone Change

A request to rezone from Specific Plan – Residential (SP-R) to Multi-Family Residential – Alternative (RM20-A) zoning on properties located at 1104 and 1108 Joseph Avenue, approximately 105 feet north of Evanston Avenue (0.47 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 24, 2017, Planning Commission meeting at the request of the applicant.